

Mark Turner - Online Submission from [REDACTED] (object)

30

From: [REDACTED]
To: Mark Turner <Mark.Turner@planning.nsw.gov.au>
Date: 10/07/2010 14:52
Subject: Online Submission from [REDACTED] (object)
CC: <assessments@planning.nsw.gov.au>

PLEASE PUT THIS SUBMISSION IN FOR ME LISTED BELOW, AND LEAVE MY NAME OF YOUR DEPARTMENT WEBSITE, THANK YOU.

SUBMISSION- DATED 10 JULY 2010
MAITLAND TO MINIMBAH THIRD RAILWAY TRACK -HUNTER VALLEY

UNDER PAGE 36 -MEETINGS WITH LANDOWNERS.
POTENTIALLY AFFECTED LANDOWNERS AND LANDOWNERS IN CLOSE PROXIMITY TO THE PROJECT WERE SENT A LETTER TO MAKE THEM AWARE OF THE PROJECT.

NO CONTACT FROM HUNT8R ON BEHALF OF A.R.T.C.
HAS BEEN MADE TO ME INREGARDS TO THE NEW 3RD
RAILWAY TRACK BEING BUILT AND THE IMPACT IT WILL HAVE ON ME AND MY FAMILY'S HEALTH AND AND WAY OF
LIFE, IT IS GOING TO HAVE A HUGE IMPACT. NOISE LEVELS IN MY HOME AT PRESENT ARE FAR ABOVE THE
INTERNAL NOISE GOALS-RESIDENTIAL SHOULD BE ,WHEN
THE 3RD NEW RAILWAY TRACK IS OPERATING THE NOISE WILL EXCEED TO A NEW HIGHER LEVEL.

AS PER PAGE 338
ON PAGE 338 UNDER CHAINAGE 200.250- 201.100, ,
NOISE CATCHMENT AREA I.D U8, THIS NOISE LEVEL IS TRAVELING TO MY PROPERTY,AS WELL AS PAGE 338
HAVING DETAILED THE PLOBLEM WE ARE HAVING ,FIGURE 17.1J WILL SHOW THE UP SIDE NOISE CATCHMENT
AREA , MAP DETAILS U8 L14 AND V14 ON OUR AREA.

THE HIGH NOISE LELELS ON MY PROPERTY AND IN MY HOUSE NEED TO BE ADDRESSED FOR NOISE MITIGATION
AS PART OF THIS PROJECTS PLANNING APROVEL PROCEDURE.
YOURS FAITHFULLY
[REDACTED]

Name: [REDACTED]

Address:
[REDACTED] WINDERS LANE, LOCHINVAR. 2321

Submission for Job: #2924 Maitland to Minimbah Third Track - Project Application
https://majorprojects.onhlive.com/index.pl?action=view_job&id=2924

Site: #1836 Maitland to Minimbah Third Track
https://majorprojects.onhlive.com/index.pl?action=view_site&id=1836

Mark Turner - Online Submission from Wayne Winters of Private (other)

From: Wayne Winters <wallies7@bigpond.com>
To: Mark Turner <Mark.Turner@planning.nsw.gov.au>
Date: 10/07/2010 12:41
Subject: Online Submission from Wayne Winters of Private (other)
CC: <assessments@planning.nsw.gov.au>

29

I have a rental property and my tenants are concerned about the increase in trains and I am also worried about how it affects the value and my ability to rent the house.

Name: Wayne Winters
Organisation: Private

Address:
54 Galway Bay Drive, Ashtonfield NSW 2323

IP Address: cpe-58-168-0-132.lns3.clt.bigpond.net.au - 58.168.0.132

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Mark Turner
Environmental Planning Officer

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E: Mark.Turner@planning.nsw.gov.au

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**Mark Turner - Online Submission from [REDACTED]
(object)**

28

From: [REDACTED]
To: Mark Turner <Mark.Turner@planning.nsw.gov.au>
Date: 09/07/2010 19:18
Subject: Online Submission from [REDACTED] (object)
CC: <assessments@planning.nsw.gov.au>

PAGE X111

THE SEVERITY OF THE POTENTIAL SOCIAL IMPACTS THAT HAVE BEEN IDENTIFIED IS LIKELY TO BE LIMITED AS THE PROJECT IS FUNDAMENTALLY AN UPGRADE OF EXISTING INFRASTRUCTURE .

ANSWER- THIS PROJECT IS FAR FROM A UPGRADE IT WILL HAVE A HUGE IMPACT ON PEOPLES LIVES THAT LIVE NEXT TO THE NEW 3RD RAILWAY TRACK AND PEOPLE THAT LIVE IN 500 METRES FROM THE TRACK.

PAGE 40

TOPIC ISSUES WHERE ADRESSES

SAFETY HEAVY MACHINERY
TRAFFIC ON WINDERS
LANE SECTION 15.5

WITH ABOVE ADD PAGE 264 TABLE 15.2
ROAD DESCRIPTION
WINDERS LANE WINDERS LANE IS A TWO-LANE
TWO-WAY SEALED
ROAD ALLOWING
ACCESS FROM THE
NEW ENGLAND
HIGHWAY.

ANSWER- TO THE TWO ABOVE QUESTIONS, WINDERS LANE IS A LANE, NOT A ROAD, IT MEASURES 4.0 METRES TO 4.300MM IN WIDTH FROM TAR EDGE TO TAR EDGE THIS LANE HAS NO CENTRE LINES, HAS POWER POLES CLOSE TO THE ROAD EDGES HAS VERY A DANGEROUS HILL ,THE SPEED LIMIT ON THE HIGHWAY IS 90 KLM PER HOUR PLUS THIS TURN IS ON THE TOP OF A HILL.A.R.T.C HAVE TOLD PEOPLE LIVING IN WINDERS LANE LOCHINVAR, THAT CONTRACTORS USING WINDERS LANE WITH TRUCKS AND HEAVY MACHINERY, THAT ARE WORKING ON THE RAILWAY TRACKS, THIS HAS NOT STOPPED AND THE VEHICLES THAT ARE USING THE ROAD TO TRAVEL TO THE RAILWAY TRACKS FOR TRACK REPAIRS ARE PUTTING THE PEOPLE THAT USE THIS LANE IN DANGER.

PAGE 257

RUTHERFORD INDUSTRIAL INVESTIGATION AREA
THE RUTHERFORD INDUSTRIAL INVESTIGATION AREA IS
IDENTIFIED IN MAITLAND CITY COUNCIL'S 2008 URBAN SETTLEMENT STRATEGY /NO DETAILED STUDIES OF THIS AREA HAVE YET COMMENCED.

ANSWER .

MAITLAND CITY COUNCIL MEETING HELD ON TUESDAY 22 JUNE 2010 COUNCIL DETERMINED THE ABOVE AS FOLLOWED NOTED 2 PURSUANT TO SECTION 55 OF THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979,THE DRAFT LOCAL ENVIRONMENTAL PLAN BE SUBMITTED TO THE DEPARTMENT OF PLANNING FOR A GATEWAY DETERMINATION ,WITH THIS SENT IN TO THE DEPARTMENT OF PLANNING THERE HAS BEEN STUDIES

UNDER TAKEN FOR THIS LAND TO BRING IT TO THIS STAGE, AND THE A.R.T.C SHOULD BE MORE THOROUGH
WITH THEIR DETAILS AND PLANNING

PAGE 273

15.3.1 HOURS OF OPERATION

STANDARD HOURS OF OPERATION FOR THE DURATION OF THE PROJECT ARE PROPOSED TO BE 7:00AM TO 6:00PM MONDAY TO FRIDAY, INCLUSIVE, 8:00AM TO 1:00PM SATURDAY AND NO WORK ON SUNDAY, AND NO WORK OR PUBLIC HOLIDAYS.

ANSWER.

OPERATIONAL HOURS SHOULD BE ONLY 7:00AM TO 6:00PM MONDAY TO FRIDAY ONLY .THERE IS HOMES IN OUR AREA THAT BORDER THIS PROJECT AS CLOSE AS 40 METRES ,THIS LIMITATION SHOULD APPLY TO WHERE THERE ARE HOMES BACK 500 METRES.WE ARE IN A UPSIDE NOISE CATCHMENT AREA, PRESENT AND FUTURE NOISE IS AND WILL BE IMPACTING ON US WITH OUR HEALTH AND WELL BEING IN A MAJOR WAY. AS PER PAGE 305, TABLE 17.10 NOISE CATCHMENT AREAS-UPSIDE CHAINAGE 200.250-201.100 U8 THREE SCATTERED RESIDENCES ON RURAL [GRAZING] LAND OFF WINDERS LANE, LOCHINVAR. TWO BLOCK ARE 5 ARCE BLOCK ONE IS A 20 ARCE BLOCK I WOULD NOT CALL THE 5 ARCES GRAZING LAND.YOU WILL BE ABLE TO SEE MORE DETAILS ABOUT THESE THREE HOMES ON PAGE 338 UNDER CHAINAGE 200.250 - 201.100. NOISE CATCHMENT AREA ID U8 .

PLEASE LEAVE OUR NAME OFF THIS SUDMISSION TO ALL PROPONENT THESE AUTHORITIES OR ON THE
~~DEPARTMENT WEBSITE.~~

[REDACTED]
DATED 9/JULY 2010

Name: [REDACTED]

Address:
[REDACTED]

IP Address: [REDACTED]

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Mark Turner
Environmental Planning Officer

P: 02 9228 6351
F: 02 9228 6355
E: Mark.Turner@planning.nsw.gov.au

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27

Mark Turner - Fw: Railway lines at Belford

From: "K and L Gould" <the4goulds@bigpond.com>
To: <information@planning.nsw.gov.au>
Date: 11/07/2010 20:17
Subject: Fw: Railway lines at Belford
CC: "K and L Gould" <the4goulds@bigpond.com>

To: Director, Infrastructure Projects
 Department of Planning
 GPO BOX 39
 SYDNEY 2001

----- Original Message -----

From: K and L Gould
To: information@planning.nsw.gov.au
Cc: K and L Gould
Sent: Sunday, July 11, 2010 8:09 PM
Subject: Fw: Railway lines at Belford

----- Original Message -----

From: K and L Gould
To: communityinput@hunter8alliance.com.au
Cc: the4goulds@bigpond.com
Sent: Tuesday, October 27, 2009 7:01 AM
Subject: Fw: Railway lines at Belford

----- Original Message -----

From: K and L Gould
To: communityinput@hunter8alliance.com.au
Cc: the4goulds@bigpond.com
Sent: Tuesday, October 27, 2009 7:57 AM
Subject: Railway lines at Belford

To Whom It May Concern,

I am writing to you about the third railway line that is being built behind us at Belford. We bought the land here about 17 years ago and put a house on the land about 3 years later. When we decided to settle at Belford there wasn't very much train movement as most of the coal went by trucks to Newcastle. Over the past 10 or 11 years we have noticed the extra train movement as the Government decided to send the coal to Newcastle by train now instead of by trucks.

Around this time things started to change for us in our home also. At night we can no longer have our bedroom window open as the extra noise keeps us awake or wakes us up. This is really annoying as in summer we have to close the bedroom window when it's hot and we get temperatures up to 40 degrees here. We had to buy an air conditioner instead to keep our bedroom cool, now our power bill has gone up as a consequence. Also, I am a shiftworker and can't open my bedroom window through the day as I sleep because of the noise. We have also inserted melamine board into the slots of the sliding window in our bedroom to drown out the noise of the existing trains but this is a real safety hazard because if there is ever a fire in our bedroom we cannot climb out through the window as the melamine board is slotted in tight- we will be trapped. This is all because of the railway line as it is now, as it has increased train movement over the past 10 years.

Now they are putting in a third line for even more trains

and we were not advised about any of this.

The trains go 24 hours a day, 7 days a week except for Christmas Day. They keep going and going. This is relentless with 2 tracks and now they want to make more and send one million tonnes more than they are now. That is a lot of excess noise, dust, pollution and vibrations. Apparently from 95 million tonne to 197 million tonne. There will be triple the train movement, 3 times more dust, 3 times more pollution, 3 times more vibration and a significant increase in noise.

About 3 years ago a crack appeared in our bedroom wall which we believe to be caused from the vibration of the trains. Also we are on tank water here and there will be a lot of dust and pollution during construction and then ongoing from the extra train movement going onto our roofs and water tanks and then going into the tanks when it rains.

We are asking for a sound barrier along the railway line, double glazing and roller shutters for the bedroom windows facing the railway lines, a charcoal filter system to filter the water from excess dust and pollution during and after construction and ongoing maintenance of our house caused by all the extra constant train movement, and anything else that may arise because of the extra train movement that we haven't thought of or realised yet.

The trains, as they are have already put a financial burden on us in the form of an air conditioner and extra power bill. Surely we shouldn't have to keep outlaying money to protect and maintain our home when the railway is making it increasingly difficult and excessively noisy.

We feel this will also decrease the value of our house and property. If we consider moving because of all of this, we won't be able to get another property and 4 bedroom house similar to ours for what we will get for ours now, as is, with the new tracks being built.

Please understand the enormous impact this is going to have on us and remember this is not another house, this is our home.

Kayleen and Lyle Gould
3045 New England Highway
Belford NSW 2335

Phone numbers: H: 02 65747214
W: 02 65747219
Lyles mobile: 0419 442 808
Kays mobile: 0409 038 155
e-mail: the4goulds@bigpond.com

No virus found in this incoming message.

Checked by AVG - www.avg.com

Version: 8.5.423 / Virus Database: 270.14.32/2459 - Release Date: 10/25/09 19:57:00

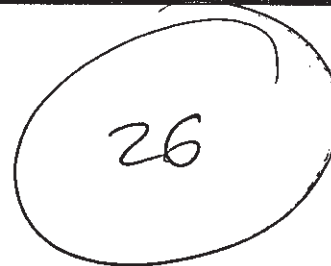
No virus found in this incoming message.

Checked by AVG - www.avg.com

Version: 9.0.830 / Virus Database: 271.1.1/2995 - Release Date: 07/11/10 05:59:00

Mark Turner - Online Submission from Jamie Boswell of Hardie Taree (other)

From: Jamie Boswell <jamie@hardieholdings.com>
To: Mark Turner <Mark.Turner@planning.nsw.gov.au>
Date: 09/07/2010 13:16
Subject: Online Submission from Jamie Boswell of Hardie Taree (other)
CC: <assessments@planning.nsw.gov.au>
Attachments: Hardie Taree Maitland to Minimbah submission 9 July 2010.pdf



Please refer to attached submission

Name: Jamie Boswell
Organisation: Hardie Taree

Address:
GPO BOX 2557 Sydney NSW 2001

IP Address: cpe-58-168-23-107.lns4.clt.bigpond.net.au - 58.168.23.107

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Mark Turner
Environmental Planning Officer

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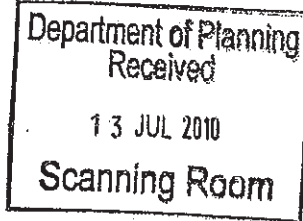
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PCU007564

9 July 2010

NSW Department of Planning
Major Project Assessments
23-33 Bridge Street
Sydney NSW 2000



Don Keady
Re: the Consent
Can be found in
our Assessment

CW 13.7.10

Dear Sir,

**Re: Maitland to Minimbah Third Track - Project Application
Submission from Hardie Taree Pty Ltd**

Hardie Taree Pty Ltd are the owners of land identified in the Project Application as potentially being affected by this application. Hardie Taree land holdings are lot 2 DP845380, Lot 3 DP845380 and lot 4 DP845380 located at the intersection of Hermitage Road and the New England Highway. The land coincides approximately between chainage 222.7km and 222.3km on the proposed Maitland to Minimbah third track plans.

Our submission relates to three aspects:

1. Potential Noise Impacts on our site;
2. Lack of consideration of the approved development application on our site;
3. Issues relating to the intersection of Hermitage Road and the New England Highway.

1. Potential noise impacts on our site

Hardie Taree has obtained development approval issued under development consent number DA805/2005 from Singleton Council for a Tourist Facility and Service Station development. Part of the approval consists of a motel. Our approval facilitates the requirement to mitigate noise from the existing train line and number of train movements.

Refer Appendix A for approved development plans.

Summary – Our concern is what impact increased train movements will have on noise effects to our site. What measures is the proponent of the Maitland to Minimbah third track project proposing to mitigate noise impacts on our site?

2. Lack of consideration of the approved development application on our site

An ancillary component of the Maitland to Minimbah third track project is the proposed road fly over of Hermitage Road to remove the at grade current rail crossing. Whilst not being approved as a direct part of this Part 3A application it is a critical component to the project.

Hardie Taree have advised the proponents project manager, Hunter 8 Alliance and in particular Maloney Field Services of our DA approval and the need to consider our development when design of the fly over is undertaken. An initial meeting was held in March where we provided Hunter 8 Alliance a copy of our DA approved plans.

Our concern is that the fly over being designed gives no consideration to our approved development layout. The proposed fly over provides an access road which is supposedly for our site, but the access road does not coincide with our development approved layout. We have further concerns that Hermitage Road is an existing approved RTA B-Double route however no consideration has been given when designing the access road to allow B-double trucks to enter and exit onto the proposed fly over road.

We have raised our concerns with Singleton Council who are approving the fly over as part of the Maitland to Minimbah third track project. We have emailed and faxed our concerns to the Hunter 8 Alliance project managers on a number of occasions and to date have had no feedback.

With the lack of consideration during this design process and the lack of response from the project managers acting on behalf of the proponent, we have recently sought legal advice to seek damages if our concerns are continually ignored. Our legal advisors are supportive for our concerns.

Refer Appendix B for proposed fly over plans.

Summary – our concern is that no consideration has been given to our approved development site in the design of the fly over and access roads which are a critical ancillary part the Maitland to Minimbah third track project. What actions are the proponent of the Maitland to Minimbah third track proposing to undertake to ensure due consideration is given to an approved development site which has the potential to be suffer financial loss if no satisfactory consideration is obtained?

3. Issues relating to the intersection of Hermitage Road and the New England Highway

As referred to above an ancillary component of the Maitland to Minimbah third track project is the proposed road fly over of Hermitage Road to remove the at grade current rail crossing. Whilst not being approved as a direct part of this Part 3A application it is a critical component to the project. The proposed removal of the Hermitage Road at grade crossing is the same as the recently completed removal of the Range Road at grade rail crossing.

We note however the recently completed Range Road fly over included intersection works at the New England Highway consisting of acceleration and deceleration lanes, passing lanes and road widening and associated road works. This intersection would appear to be a safe and compliant intersection being constructed to RTA standards.

The Hermitage Road fly over as part of the Maitland to Minimbah project is the same as the Range Road fly over. However at the Hermitage Road intersection with the New England Highway there are no proposed intersection upgrades. The Hermitage Road fly over will significantly alter the existing road network in this area. The current at grade rail crossing which is basically a level road will significantly change. Cars, trucks, B-doubles which leave the popular vineyards area under the proposed fly over will be travelling at greater speeds down the fly over ramp towards the New England Highway and for vehicle

movements heading towards Singleton will be expected to safely enter the New England Highway with no acceleration lane? Yet at Range Road the same scenario provides safer vehicle movements as an acceleration lane has been provided.

Again, we have raised this matter with project managers acting on behalf of the proponent to which we have received no reply. The Hermitage Road intersection should be given the same consideration as the Range Road intersection and provide safe entry exits points to the New England Highway. It should be noted that Hermitage Road is an approved RTA B-double road and is one of the major entry exit points to the popular Hunter Vineyards area. Combined with the under construction Hunter Expressway the intersection has the potential to access more traffic movements into and out of the Hunter Vineyards area.

Refer Appendix C for intersection comparisons.

Summary – Our concerns are why Range Road intersection and Hermitage Road intersections are being treated differently? Why does one provide upgraded and safe entry exit onto the New England Highway and the other proposes no intersection works, yet significantly changes the road geometry which could potentially result in an unsafe intersection? What actions are the proponent of the Maitland to Minimbah third track proposing to undertake to ensure due consideration is given to provide a safe intersection at the Hermitage Road and the New England Highway similar to the recently constructed Range Road intersection?

We request you consider the matters we have raised and are happy to meet to discuss. We await your response.

Should you have any questions regarding the information provided please contact the writer on (02) 92332588.

Yours faithfully,



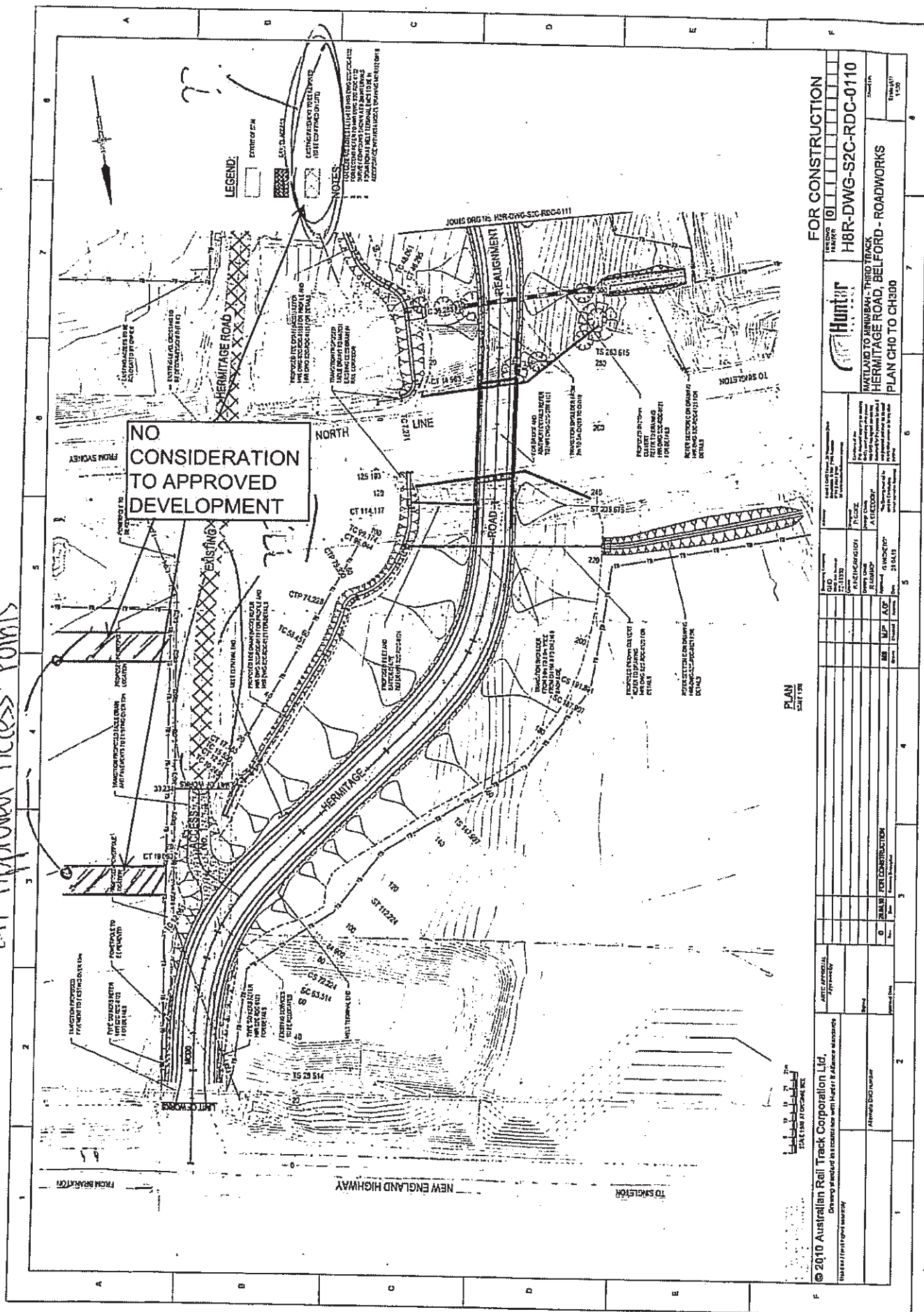
Jamie Boswell
Hardie Taree
GPO BOX 2557
SYDNEY NSW 2001

Appendix A – Development Approved Plans

[illegible]

Appendix B – Proposed Fly over plans for Hermitage Road

On Approval Access Points

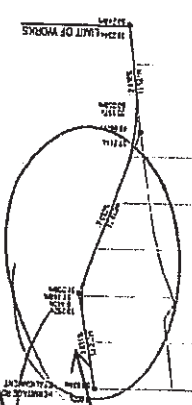
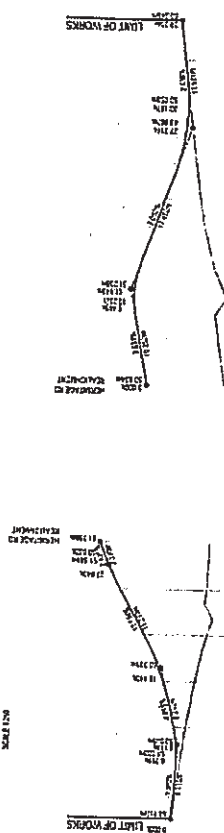
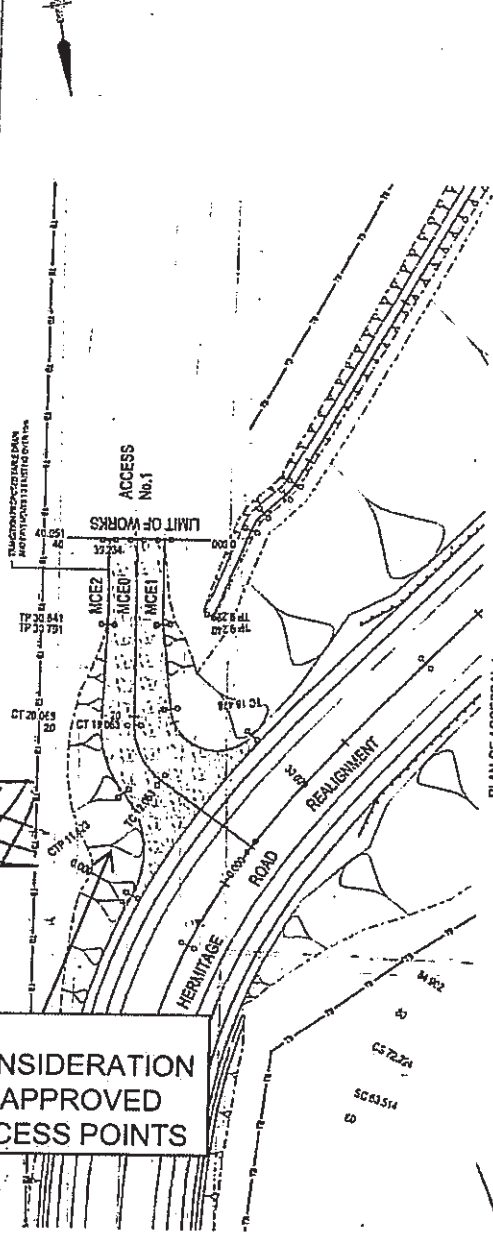


DA approved access.

NO
CONSIDERATION
TO APPROVED
ACCESS POINTS

Edwards

NO DESIGN
CONSIDERATION
FOR B-DOUBLE
MOVEMENTS

[illegible]

CONTROL NO.	CURVE LABEL	VERTICAL POSITION	HORIZONTAL POSITION	WAVE LENGTH	PERIOD	PERIOD SQUARED	PERIOD CUBED	PERIOD TO THE FOURTH	PERIOD TO THE FIFTH	PERIOD TO THE SIXTH	PERIOD TO THE SEVENTH	PERIOD TO THE EIGHTH	PERIOD TO THE NINTH	PERIOD TO THE TENTH
1	1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2	2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
3	3	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
4	4	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
5	5	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
6	6	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
7	7	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
8	8	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
9	9	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
10	10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
11	11	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
12	12	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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Date		Time		Place		Remarks	
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1911	28	28	28	28	28	28	28
1911	29	29	29	29	29	29	29
1911	30	30	30	30	30	30	30
1911	31	31	31	31	31	31	31

SHOULDER PROFILE MCE2

SHOULDER PROFILE MCE1

LONGITUDINAL SECTION NICEO

NOTES:



FOR CONSTRUCTION

Hunter

H8R-DWG-S2C-RDC-0115

UNITLAND TO MURRIBAH - THIRD TRACK
HERMITAGE ROAD, BELFORD - ROADWORKS

ACCESS 01 & LONGITUDINAL SECTIONS

PRODUCT
A 72000P

☐	☐
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Account & Party	12/31/00	12/31/01	12/31/02
12/31/00			
12/31/01			
12/31/02			

Item	Quantity	Amount	Date	28 MAR 13
5				

[illegible]

SUB-18 FOR CONSTRUCTION

[illegible][illegible]

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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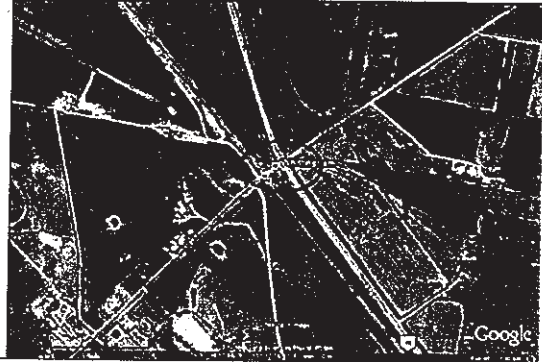
Appendix C

Page 10

1

Appendix C – Range Road & Hermitage Road comparisons

Range Road & New England Highway Intersection

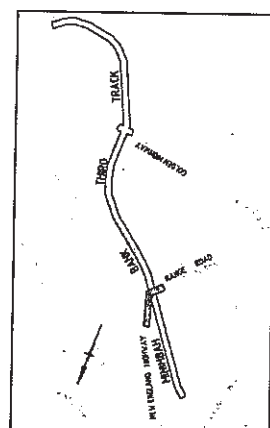
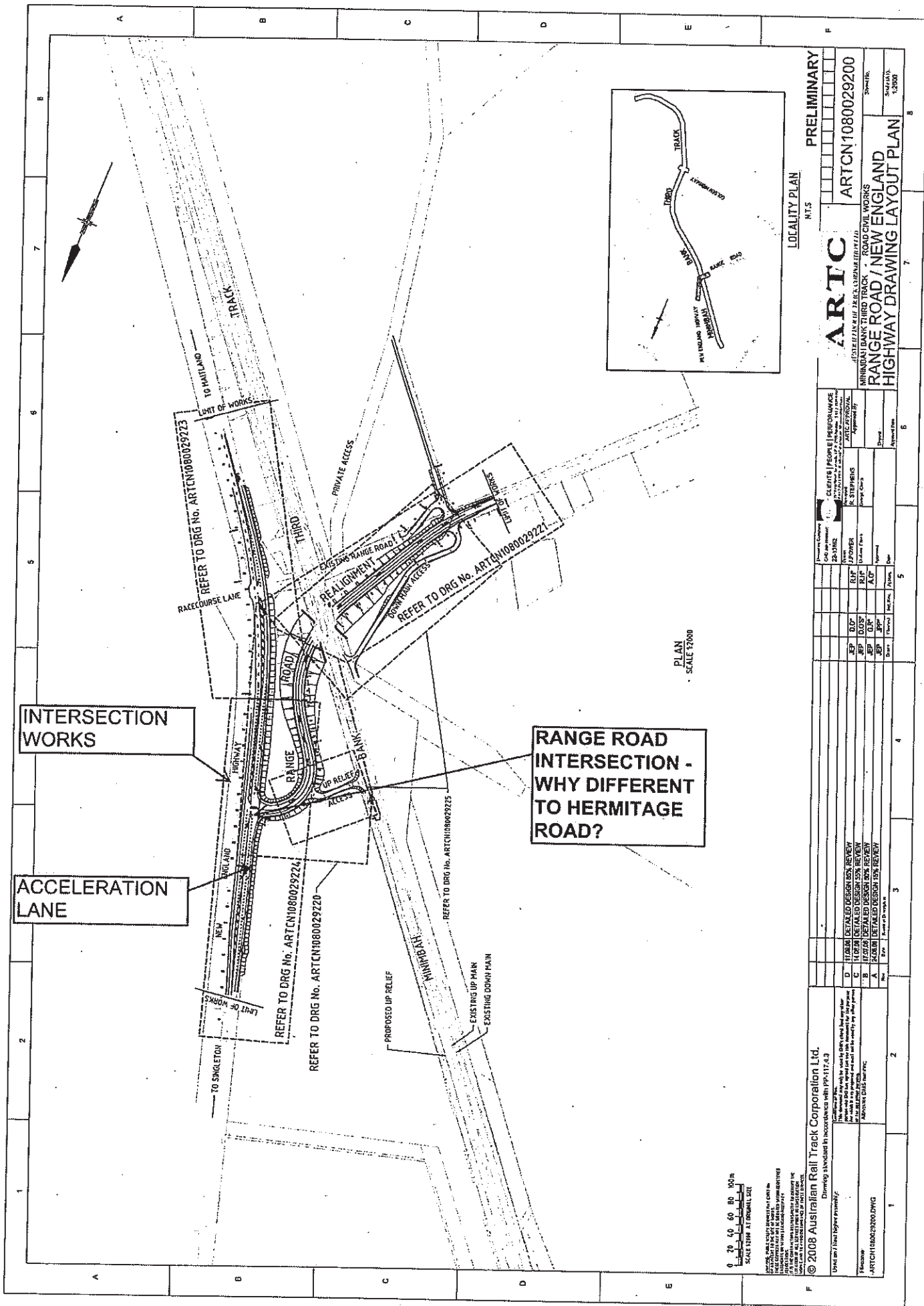


- Fly over recently constructed;
- Intersection works constructed consist of acceleration & deceleration lanes, passing lanes;
- Safe entry onto the New England Highway.

Hermitage Road & New England Highway Intersection



- Proposed fly over currently in design phase;
- "NO" proposed intersection works;
- Substantial change to the existing intersection;
- Hermitage Road will change from relatively flat grade to substantial ramp up and over the rail line with grades up to 10% in longsection;
- Hermitage Road is an RTA designated B-double route;
- Hermitage road is major road leading to the vineyards area;
- Hermitage Road is main entry exit road to Hunter Vineyards;
- Is providing no intersection works SAFE, particularly no acceleration lane towards Singleton. Cars, trucks, B-doubles coming down a ramp expected to safely slow down, stop and merge onto the New England Highway with no acceleration lane?

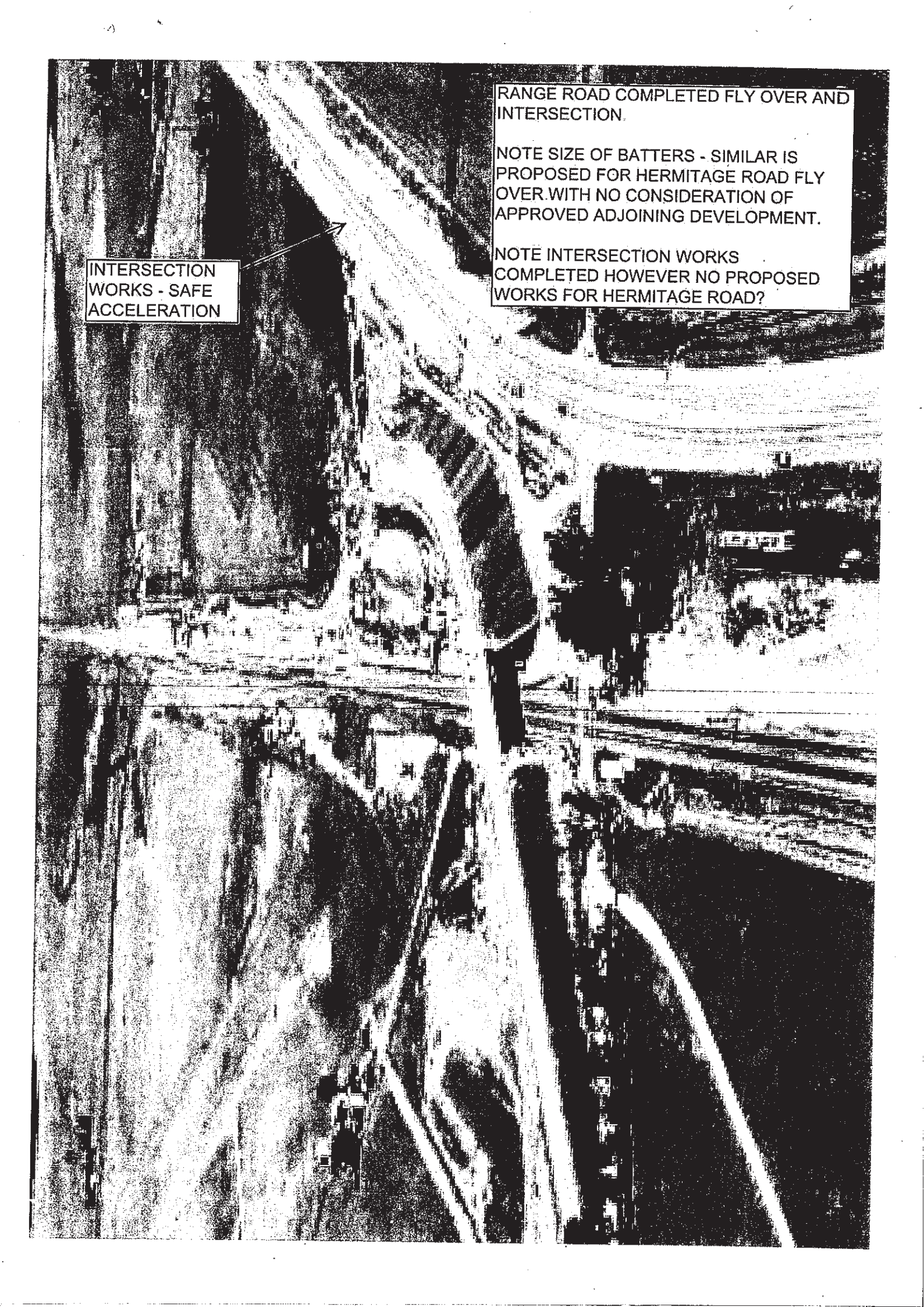


PLAN
SCALE 1:2000



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Drawing is to be used for the purpose of the project only and is not to be used for any other purpose without the written consent of ARTC.
Drawing is to be used for the purpose of the project only and is not to be used for any other purpose without the written consent of ARTC.

LOCALITY PLAN		PRELIMINARY																	
ARTC		ARTCN1080029200																	
MINIBAY BANK THIRD TRACK - ROAD CIVIL WORKS		HIGHWAY DRAWING LAYOUT PLAN																	
<table border="1"> <tr> <th>Drawn</th> <th>Checked</th> <th>Approved</th> <th>Date</th> </tr> <tr> <td>ARTC</td> <td>ARTC</td> <td>ARTC</td> <td>ARTC</td> </tr> </table>		Drawn	Checked	Approved	Date	ARTC	ARTC	ARTC	ARTC	<table border="1"> <tr> <th>Drawn</th> <th>Checked</th> <th>Approved</th> <th>Date</th> </tr> <tr> <td>ARTC</td> <td>ARTC</td> <td>ARTC</td> <td>ARTC</td> </tr> </table>		Drawn	Checked	Approved	Date	ARTC	ARTC	ARTC	ARTC
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An aerial photograph showing a road intersection. A road runs vertically through the center, and another road runs horizontally across the middle. A third road branches off to the right from the vertical road. The image is grainy and high-contrast. Three text boxes with arrows pointing to specific locations are overlaid on the image. The top right box points to the intersection of the vertical and horizontal roads. The middle right box points to the intersection of the vertical road and the branching road. The bottom left box points to the intersection of the horizontal road and the vertical road.

RANGE ROAD COMPLETED FLY OVER AND INTERSECTION.

NOTE SIZE OF BATTERS - SIMILAR IS PROPOSED FOR HERMITAGE ROAD FLY OVER WITH NO CONSIDERATION OF APPROVED ADJOINING DEVELOPMENT.

NOTE INTERSECTION WORKS COMPLETED HOWEVER NO PROPOSED WORKS FOR HERMITAGE ROAD?

INTERSECTION WORKS - SAFE ACCELERATION

Mark Turner - Online Submission from Jan Davis of Hunter Environment Lobby Inc (object)

From: Jan Davis <jandavis@swiftdsl.com.au>
To: Mark Turner <Mark.Turner@planning.nsw.gov.au>
Date: 09/07/2010 12:22
Subject: Online Submission from Jan Davis of Hunter Environment Lobby Inc (object)
CC: <assessments@planning.nsw.gov.au>
Attachments: DoP ltr 070710.pdf

25

Please find submission attached. Please confirm your receipt of same.

Name: Jan Davis
Organisation: Hunter Environment Lobby Inc

Address:
PO Box 188
East Maitland 2323

IP Address: 218-214-70-82.people.net.au - 218.214.70.82

Submission for Job: #2924 Maitland to Minimbah Third Track - Project Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=2924

Site: #1836 Maitland to Minimbah Third Track
https://majorprojects.onhiive.com/index.pl?action=view_site&id=1836

Mark Turner
Environmental Planning Officer

P: 02 9228 6351
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Powered by Internetix Affinity



Hunter Environment Lobby Inc.

PO Box 188
EAST MAITLAND NSW 2323

7 July 2010

Director Infrastructure Projects
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Dear Sir/Madam

Maitland to Minimbah Third Track Project (Ref MP 09_0024) - Comments

I refer to the exhibition of the environmental assessment for the proposed construction and operation of a third rail track approximately adjacent to the Main Northern Railway between Maitland and Minimbah.

The Hunter Environment Lobby is an established regionally based environment group and has made many submissions about infrastructure development in the Hunter Region. The group has reviewed the environmental assessment, and makes the following comments and objections in relation to the proposal:

Provision for passenger rail transport

- 1 The proposed works should include provision for passenger platforms at Belford and Allandale. Although CityRail services to these locations were discontinued about a decade ago, passenger facilities are likely to be required again at these locations in the future, especially at Belford which is experiencing continuing growth and development.
- 2 In addition, passengers at Lochinvar, Greta and Branxton stations must not be inconvenienced or hindered by the proposed track alignment and infrastructure works. The environmental assessment does not adequately review passenger impacts or inconvenience. Detailed design and operation of the stations must support likely future demands and public access requirements.

Biodiversity and habitat connectivity issues

- 3 This proposal will contribute to the fragmentation of important habitat for NSW listed threatened species, and for nationally listed species under the Environment Protection and Biodiversity Conservation Act 1999. Inadequate provision has been made in the proposal for ensuring that habitat connectivity for flora and fauna can be maintained across a widened transport corridor. This issue requires detailed

consideration, and may require the provision of specifically designed fauna bridges and other structures to maintain or improve habitat connectivity across the railway. In addition, protection and management of adjacent native vegetation is required.

- 4 Native vegetation adjacent to the railway contributes to regional scale habitat connectivity. This issue has not been adequately reviewed in the environmental assessment, nor has any quantitative assessment been made of the threatened species populations and the impact further fragmentation of habitat caused by widening of the rail corridor will have on these. Ameliorative measures such as biodiversity offsets or wildlife friendly culvert design do not appear to have been considered.

The Hunter Environment Lobby objects to the proposed development unless the proposal is modified to ensure that no potential impacts on biodiversity occur, and that provision is made for passenger infrastructure at railway stations as outlined above .

Thank you for your consideration of the group's submission. Please advise of the receipt of the submission, and of the progress with the consideration of the development project.

yours sincerely

Jan Davis (President)



24

148 Allandale Rd
Maitland
NSW 2320
02 49307221

Director, Infrastructure Projects
Department of Planning
G.P.O Box 39
Sydney NSW 2001

Department of Planning
Received
9 JUL 2010
Scanning Room

7th July 2010

Dear Sir,

We submit our response to the Environmental Assessment for the Maitland to Minimbah Third Track

In summery our main concerns

- Lack of final design & construction methodology on which to base our response
- Inadequate communication by Hunter Alliance with the effected residents at Allandale-those without land acquisitions.
- Inadequate noise monitoring of effected properties & monitoring at times there was reduced train activity due to track work
- Requirement for noise mitigation measures prior to commencement of construction
- Inadequate monitoring of fauna around Anvil Creek at Allandale underpass.
- Inadequate concern over the implication of the design of the Allandale overpass on Anvil Creek at that point
- Concern over waterway pollution & dust during construction phase
- Concerns over noise & hours of operation during construction

We look forward to the department's response.

Yours faithfully,

Rachel Frecker & John Martin

**Response to the Environmental Assessment for
Maitland to Minimbah Third Track**

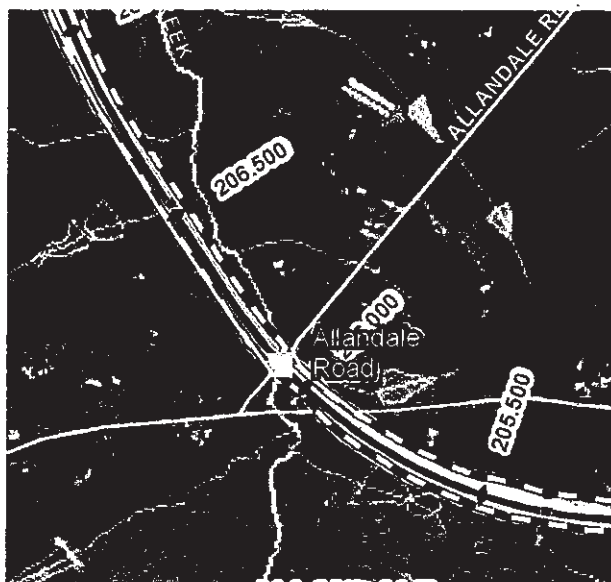
**From Rachel Frecker & John Martin
The Distillery 148 Allandale Rd Allandale**

Introduction

This is in response to the Environmental Assessment, May 2010 for the third track Maitland to Minimbah.

It covers those areas that directly affect our property Lot 6, DP 1112171 at The Distillery, 148 Allandale Rd. Allandale.

It includes communication, noise, flora, fauna & waterway impacts.



Communication

Our property is located approx 75m from the existing rail corridor & will be considerably affected by the third rail line. However our property does not include the narrow strip of land that runs adjacent to the existing rail line and therefore is not subject to any land acquisition.

Until a recent letter to Hunter Alliance requesting information we have not been contacted at all by Hunter Alliance or any of the consultants regarding this development. Surveyors who have been on our property surveying the adjacent block have informed us that they were told not to contact landholder.

We demand regular personal contact to keep us informed.

Conversations with Hunter Alliance staff indicate that the EA is no longer current & many items have changed. We require up to date information to allow us to properly consider the proposal.

A recent email to Hunter Alliance from a meeting of residents outlining their concern received no acknowledgement

Property Acquisitions

The property acquisitions outlined in the report are now inaccurate. The acquisitions of the adjoining land will have adverse effect on our property values & on our quality of life. However as the information in the report is now inaccurate it is difficult to assess the level of this. We demand to be kept informed of the actual area to be acquired for the project & how close this will come to our residence.

Noise & vibration

Noise & vibration monitoring has been inadequate in this area with monitors placed sparsely here. We demand that the noise & vibration monitoring at our residence

be carried out now. Monitors have been placed in areas where dwellings are greater than 100m whereas we are approx 75 metres from the line and the closest monitor is approx 500m away.

Monitoring is also believed to have taken place while there was reduced traffic as track work was being carried out.

Monitoring took place, at that point, at a time when track work was being done & trains were slower & less frequent.

The proposal to monitor levels once the line is open is unacceptable.

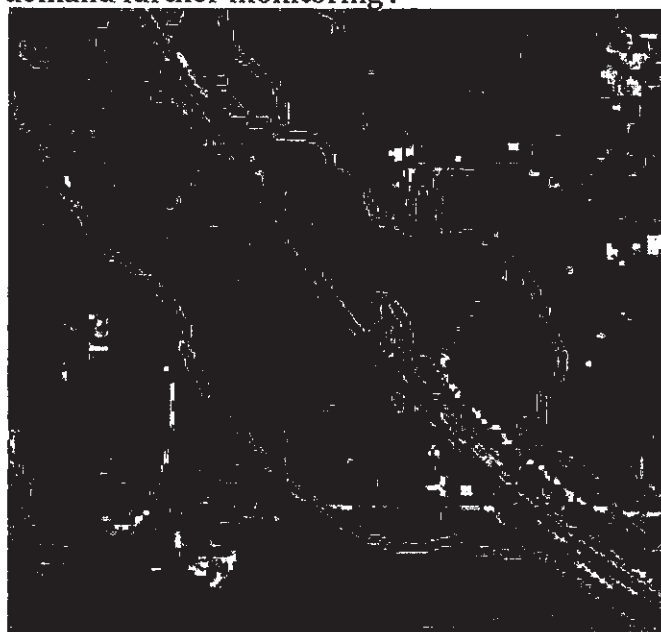
The proposal to find architectural solutions for noise levels once the line is open is also unacceptable. We demand that architectural solutions to the noise levels be implemented & installed prior to the commencement of construction of the rail line & the overpass.

The installation of the cross over line some ks up the track & the installation of signals in the current location, ensure that trains stopping come to a halt outside our house & then restart with the ensuing clanging of carts. The noise of the locomotive as it waits for a signal change is a low insidious background rumble. Horn sounding is also a noise problem

With the increase in the slope to the new overpass this noise will have added impact on us.

There is a number of ks between Allandale & Greta where the signals could be place to have minimal impacts on residents.

The noise & vibration test indicate that the level in our property & house will exceed the maximum levels once the line opens. We believe it already does & we demand further monitoring.



existing noise as per EA report

Environmental Flora & Fauna

The area of study for the flora, fauna & waterway in the diagram seems to indicate that the area of study is confined to the block of land that follows the boundary of the neighbouring property that is adjacent to the rail line. The balance of this area of land seems to have been excluded.



Anvil Creek specifically at the eastern end, which was excluded from the study has some important habitat. This was considered so important that when the existing rail overpass on Allandale Rd was replaced about 10 years ago, a bypass pipe was put in place to avoid impacts on this particular piece of the creek. This piece of Anvil creek that, though not flowing, has permanent water, and also has large trees & old dead trees.

This area and indeed the whole property contains suitable environment for a number of the vulnerable species listed in the report. A large old farm dam with established reeds is within the effected construction zone

Some observances included

Grey crowned babblers, scarlet robins, rufous fantails, black cockatoos, great egrets & speckled warblers also Squirrel Gliders, & Small bats(not specifically identified).

The swamp adjoining the creek has brown bitterns resident & is suitable habitat for the vulnerable black bittern

We demand that the impact of the construction phase on this area of Anvil creek be studied and suitable environmental safeguards be implemented.

The use of water from farm dams for use in the construction phase must have landholders approval.

We require to see the proposed revegetation plan for the area surrounding Anvil Creek & Allandale overpass

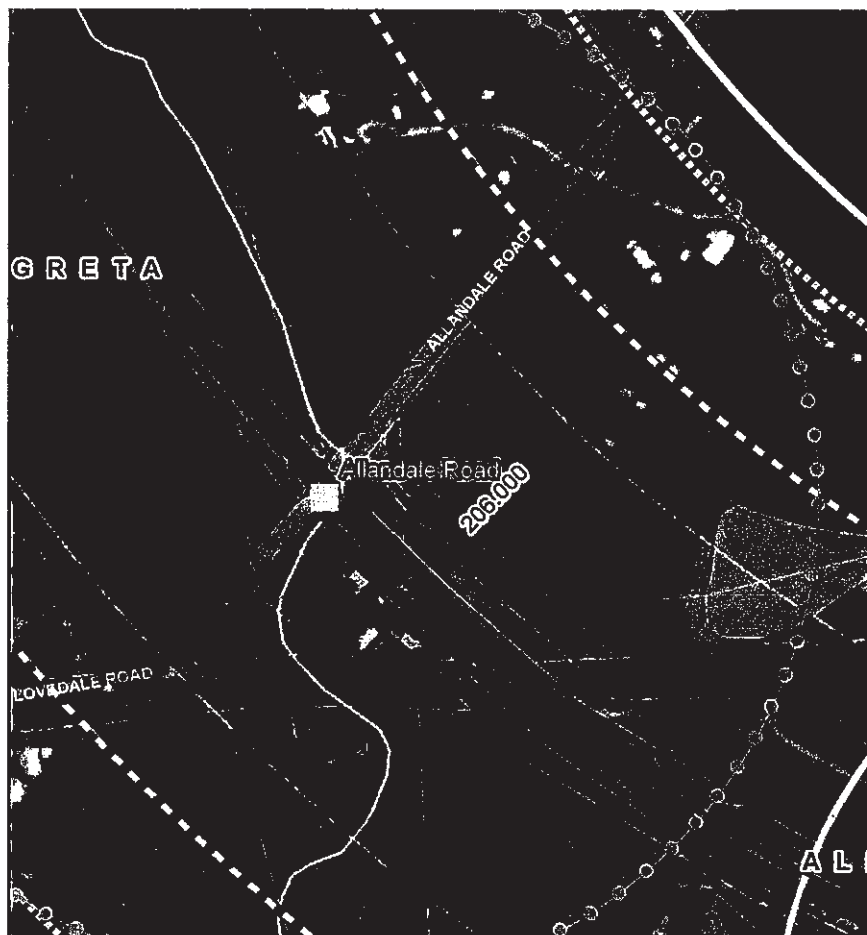
Impact of construction

As indicated on this diagram construction phase of bridge & line will, on all levels, impact on our environment, the creek, the house and our quality of life. Erosion, sediment, weeds, vehicle pollutants, man made rubbish/garbage, dust, noise, vibration & vehicle movements will all have a negative effect. We are not connected to town water & rely completely on tank water, we are particularly concerned about the affect of dust on our household water supply. Our water tanks will require regular cleaning to be undertaken during the construction phase

Sediment from the construction phase will affect the creek at the bridge site & this will have a substantial effect on the piece of Anvil Creek downstream we have endeavoured to keep unpolluted.

Monitoring once construction has commenced only is proposed and this is unacceptable.

We demand to know what will be done, how the substantial degrading of habitat, creek water and the household's affects will be alleviated and who is responsible for monitoring it.



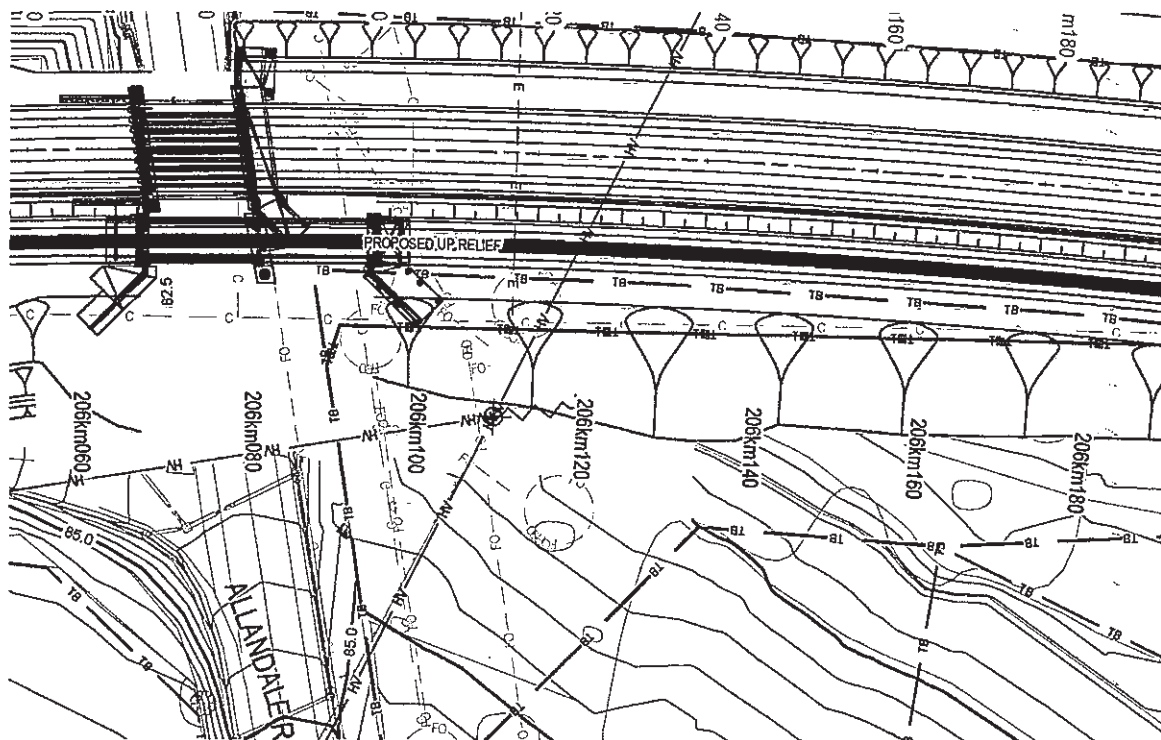
Waterway

From this drawing it would appear that the embankment to support the line & access road west of the new double span rail bridge will have great impact on the creek at this point and consequently on the creek some metres downstream where it enters our land. The height of the fill required along this area leading to the bridge is 2-3 metres above the existing ground level.

We demand that extensive measures be taken to ensure that the embankment at this point is not so wide as to affect the creek. The use of gabion walls rather than sloped embankments would ensure the fill at this point was kept to a minimal width.

If an access road is to be included on this side of the new track that it be at ground level to lessen the impact of battering to the creek.

We insist on assurance that the water from the longitudinal drain of the new central drainage system should not be allowed to flow into the creek.



The underpass at Allandale bridge has, on a number of occasions, been under 2m of water. If a high rainfall event should occur during the construction phase the impact on Anvil creek at this point would be greatly magnified. We consider that this needs to be taken into account. The impact study has identified this as a seriously adverse effect. We require a management plan for such an event being in place prior to construction.

Impact on community values

Road safety on Old North Road between Allandale Rd & railway overbridge, which is used for recreational walking by the Allandale community, is of concerns.

Reduced speed limit & pedestrian signs are required to inform construction vehicles that others use the road.

Heritage statement indicates that the Old North Rd rail over pass in is not used. It is used regularly by rail enthusiast as a good place to take photos & observe the trains.

Properties will be adversely affected by cumulative effect of operational noise, there will be a devaluation of property values due to the 3rd & potentially 4th tracks.

There has been no suggestion that this effect will be compensated. We require that compensation or ex gratia payments be made to compensate for property devaluation.

The social impact assessment covers many of our concerns including noise, property devaluation, and loss of lifestyle amenity. However it also emphasises that many residents do not feel that the developers, Hunter Alliance, have any care or consideration regarding the impacts on the local people.

Indicated by the lack of communication with us, the substantially affected residents.

In conclusion, without final designs and construction methodology, impacts on our property and life style amenity cannot be fully assessed. However grave concerns remain over the level of ongoing noise and the impact of construction on the creek, fauna, dust emissions, water quality and quality of life.

Rachel Frecker & John Martin
The Distillery, 148 Allandale Rd., Allandale 2320
Ph: 02 49307221
e-mail:racheljf@iprimus.com.au

Mark Turner - Online Submission from Ruth Roberts (object)

23

From: Ruth Roberts <grrrrr@westnet.com.au>
To: Mark Turner <Mark.Turner@planning.nsw.gov.au>
Date: 07/07/2010 21:57
Subject: Online Submission from Ruth Roberts (object)
CC: <assessments@planning.nsw.gov.au>

A submission from Ruth Roberts and Robert Bennett will be posted July 8 2010 to the Dept. Planning. Please acknowledge receipt of this email and the postal item. Regards, Ruth Roberts

Name: Ruth Roberts

Address:
"Dunoon"
Allandale Rd, Via Maitland NSW 2320

IP Address: - 124.149.103.115

Submission for Job: #2924 Maitland to Minimbah Third Track - Project Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=2924

Site: #1836 Maitland to Minimbah Third Track
https://majorprojects.onhiive.com/index.pl?action=view_site&id=1836

Mark Turner
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PCU007464

Department of Planning
Received

9 JUL 2010

Scanning Room

MAITLAND TO MINIMBAH THIRD TRACK
ENVIRONMENTAL ASSESSMENT

MAY 2010

- construction and operation of a third track approximately 30km in length adjacent to the Main Northern Railway;
- construction/upgrade to culverts, road and waterway crossings for the third track;
- modification to Branxton, Greta and Lochinvar railway stations;
- demolition of the Old North Road overbridge at Allandale.

Submission from:

Ruth Roberts + Robert Bennett

"Dunoon"

1091 Allandale Road

via Maitland

NSW 2320

Ph: 02 49307313

Email: grrrrr@westnet.com.au

July 6, 2010

Submission to:

Director, Infrastructure Projects

Department of Planning

GPO Box 39

Sydney NSW 2001

Fax: (02) 9228 635

SUMMARY OF ISSUES

NOISE AND VIBRATION:

Exec. Summary: p 1X - The magnitude of off-site noise and vibration impacts associated with construction would be dependent upon a number of factors, including the intensity and location of construction activities, type of equipment used, existing local noise sources, intervening terrain and the prevailing weather conditions. In addition, construction machinery would likely move about the study area.

LANDSCAPE AND VISUAL IMPACT

Exec. Summary: p X1 - The landscape and visual impacts of the Project are assessed as being of moderate significance.

The EA Design Drawings Appendix S: Part 8 Third rail track 0.5m higher than existing lines

FLORA AND FAUNA

Exec. Summary: p V - Six threatened species on the *Threatened Species Conservation Act 1995* Potential habitat for a further 32 threatened species on the *Threatened Species Conservation Act 1995* and 12 threatened and / or migratory species on the *Environment Protection and Biodiversity Conservation Act 1999*

Approximately 61.1 hectares of endangered ecological communities would be removed as a result of construction

ABORIGINAL HERITAGE

Exec. Summary: p V1 - Assessment found that of the recorded 96 sites within the investigation area, 65 Aboriginal heritage sites would be impacted by the Project. These are 56 sites of low significance, eight sites of low to moderate significance and one site of high significance.

NON-INDIGENOUS HERITAGE

Exec. Summary: p V11 - The Project route passes through the Allandale Area, which is a natural heritage site listed under the Commonwealth *Environmental Protection and Biodiversity Conservation Act 1999* and on the Register of the National Estate.

The Department indicated that as the Project is likely to result in the exposure of a fresh fossiliferous horizon ...

PROPOSED LAND ACQUISITION

Part B: p 261 - Detailed management measures to reduce land use impacts on individual properties and land users would be developed in consultation with the individual landowners concerned during the detailed design and property acquisition negotiations.

TRAFFIC AND TRANSPORT

Exec. Summary: p V111 - Traffic volumes generated by the movement of construction personnel and by materials delivery would vary depending on the construction timetable which is yet to be finalised.

AIR QUALITY

Exec. Summary: p1X - The types of emissions to air during the construction phase of the Project would primarily consist of dust and exhaust emissions.

SOCIAL IMPACT

Exec. Summary: p X111 - The nature and scale of the Project's construction and operational activities is likely to give rise to impacts on the local community, including direct property impacts such as land acquisitions, noise, property damage, changes to property infrastructure, reduced access to private property and reduced security.

While work would be undertaken during the proposed work hours as far as possible, it is anticipated that construction work is likely to be conducted during extended hours in a number of instances, including 24 hour work during track possession periods.

DESIGN DRAWINGS

Part A and Part B: Map p 117 - Correction to Area Requiring Cut Or Fill

Appendix S: Part 4 Drawing p1 - 36/89 - correction to land acquisition

COMMUNITY CONSULTATION

Part A and Part B: p35 - Potentially affected landowners and landowners in close proximity to the Project were sent a letter to make them aware of the Project. ... provide information on the likely third track alignment and other changes. Provide information on where and how the Project may impact on their properties.

CUMULATIVE IMPACTS

Part C: p189 - There is the potential for a number of direct and indirect impacts to occur on biodiversity values as a consequence of the Project. While many of these impacts have either been avoided, minimised through design decisions or can be adequately mitigated or managed, there are some residual impacts that cannot be adequately mitigated.

CONCLUSION

BIBLIOGRAPHY

DETAILED COMMENT ON ISSUES

NOISE AND VIBRATION

There are several sources of noise and vibration including - present rail traffic noise, proposed construction noise, predicted operational noise/bi-directional signaling - all of which must be addressed prior to commencement of the Project as "Dunoon" is particularly sensitive to these.

- **The EA Executive Summary p1X**

It is stated that "sensitive receivers" are located along the rail corridor at a "variety of distances" although monitoring has taken place at only **one location** in the Allandale rail corridor in 2009. This is entirely inadequate for the scale of the Project impacts at Allandale.

Mitigation:

- Accurate identification of "sensitive receivers". The EA frequently refers, incorrectly, to receiver and receptor locations re. east/west, up and down and completely fails to account for many properties within 100m of the rail corridor.
- Monitoring be placed in all properties along the rail corridor and particularly at "Dunoon" in view of the height of the third rail line and the impact this will have on the property

- **EA Part C & D: p326 - 359**

Discussion of construction noise and potential blasting impacts.

- **EA Part C: p 159**

Discussion of delapidation surveys of residences likely to be impacted by vibration. This type of survey was carried out by ARTC in 2001 before bridgework began but no results were presented at the completion of work. Specific consideration of impacts to sensitive receivers ("Dunoon") and strict procedures for measuring noise, vibration and delapidation are required due to the intensity and duration of noise and vibration impacts during construction (2 years) and ongoing operation. All results must be reported to us before we consider any mitigation measure.

Mitigation:

- Residences within 200m of the rail line must be monitored for current ambient noise and vibration before construction begins. Monitoring also needs to occur for a reasonable period during the construction period and during normal operation (not during track possession as previously occurred) **and in proximity to residences** rather than open pasture land.
- Noise and vibration impact statements must be prepared for these residences before work commences, after work is completed and during operation.
- Residences within 200m of the rail line must be provided with delapidation surveys before work (especially blasting) commences and after work is completed.
- Architectural treatments and adequate berm/vegetative screening for sensitive receptors such as "Dunoon" must be provided during the construction and operation periods.
- As yet, Hunter8Alliance has not provided information to us regarding likely noise and vibration impacts on "Dunoon".

LANDSCAPE AND VISUAL IMPACT (light spill)

1. EA Exec. Summary: p X1

There would be a permanent impact on the visual landscape and amenity of some locations due to clearance of vegetation which adds to the landscape character of the area. The suggestion of permanent impact on the landscape requires identification of the extent to which the change of features alters the existing landscape character. This must be conducted by an expert landscape architect who can determine the effectiveness of any proposed mitigation before we accept any mitigation measure offered.

The EA Design Drawings Appendix S: Part 8 map 18/44

The designs show that the third rail track at Allandale will be approx. 0.5m higher than the existing tracks at Allandale. This will clearly cause a substantial increase in the scale of adverse impacts to "Dunoon" regarding noise, vibration, and particularly visual amenity.

Mitigation:

- Urgent and immediate involvement of landscape architects prior to the Project beginning to ensure optimal landscape strategy and confinement of light spill.
 - Immediate reconsideration of the height of the third track to consider the impacts on "Dunoon"
 - Even with early involvement, it will be many years before sufficient vegetation grows to adequately screen "Dunoon" which requires special consideration due to topography and the fact that most bedrooms face the rail corridor. More robust screening measures will be required so that the visual character of our property is retained.
-
- As yet, Hunter8Alliance has not discussed the increased height of the third rail line nor was there any discussion regarding the permanent visual impacts at "Dunoon".

FLORA AND FAUNA

EA Part C: p163, p206

There will be 61.1 hectares of endangered ecological communities removed as a result of construction and this, with the removal of areas of woodland would result in the loss of habitat for foraging, roosting and nesting and greatly impact habitat for fauna species.

We have consciously refrained from the removal of dead trees and aim to retain natural bushland at "Dunoon" in order to provide habitat for native species we know to frequent our property. These include sightings of at least five (5) of the nine (9) species listed in the EA as endangered along with the scats of wombats, echidnas and wallabies. A healthy kangaroo and satin bower bird population already exists along the corridor.

Since we have acquired the property, we have worked to regenerate the open pasture from the residence towards the rail corridor for the purpose of providing habitat for native fauna and flora. The Third Track construction and operation will have a high risk of disrupting the program we have initiated as well as fragmenting the existing habitats through the removal of vegetation, vehicle collisions, noise, vibration and dust emissions. The intolerable impact on our bush regeneration and the ecological community as a whole must be considered before flippant mitigation measures such as "tree-shaking" and "relocation" are considered as viable alternatives.

A resident recently found surveyors near their property who claimed that "... there wouldn't be any wildlife left by the time construction had ended". This attitude will not be tolerated.

Mitigation:

- Urgent and immediate detailed fauna and flora impact studies in consultation with residents who know the location of burrows, nests and other habitats on their property.
- Realistic measures such as offset areas and compensatory habitat areas to be established before the removal of any vegetation due to long regrowth time.
- A compensatory habitat strategy to be prepared by Hunter&Alliance prior to construction.
- Continued and realistic monitoring of habitats during construction and operation.
- Detailed instructions must be given to all personnel regarding proper working methods.

EA Part C1: p210 - figure 10.1h

The map shows that a large area of "Dunoon" has been surveyed for threatened species. At no time were we aware of such a survey at "Dunoon" nor does the survey map accurately account for five (5) of nine (9) threatened species we have seen until present day using habitat at "Dunoon".

Mitigation:

- Ensure all surveys are realistic, detailed and carried out with property owner's knowledge for best case results
- Ensure that the results of these surveys are in fact used to produce satisfactory outcomes for flora and fauna management.

ABORIGINAL HERITAGE

Exec. Summary: p V1 & Appendix G p17

We are aware that there remains great potential for further Aboriginal heritage evidence across the rail corridor at Allandale beyond the stated investigation area which, so far, only been partly investigated. We urge the Department of Planning to ensure that this heritage is protected from disturbance by the third track, construction compounds, haul roads and spoil disposal areas.

Mitigation:

- Detailed investigation of land beyond the strip suggested for the third track site
- Assurance that all activities carried out are within specific areas and do not encroach on areas outside those determined by a detailed heritage study.

NON-INDIGENOUS HERITAGE

Part C: p224 - 229, Appendix H, Part S 1, Part A & B

The site known as "Dunoon" (Site 2) is listed in the Cessnock Draft LEP as locally significant with episodically rare local significance.

The site contains the residence "... a fine Victorian villa" as well as the Allandale Wine Cellars, Penfolds Winery and the remains of a worker's cottage associated with the winery. For almost 40 years the site has been regularly visited by interested historians from across Australia and overseas who maintain a relationship with the original owners, subsequent owners and workers. In 2008 a large group gathered at the winery site to commemorate the murder of a workman's daughter. This indicates the social significance of the site after 100 years. There are two manuscripts in progress dealing with both the murder and the history of local winemaking. The entire area of the property "Dunoon" including the cellars, is a critical element to this research. The proposed demolition of heritage site 9, Allandale Over Bridge is also linked to the research and overall historical relevance of the Allandale area.

We have not been given any assurance that any part of the property will be protected from construction, sound and vibration, blasting and visual impacts. In fact, the maps in Part S1 and A & B indicate that the winery and cottage sites will be severely disturbed. The site has been determined by Hunter8Alliance as the main entry point to a construction area and as such will likely become a "haul road" with the possibility of at least 50 heavy vehicle movements an hour traversing the area. There is inadequate land available between heritage sites and open pasture to successfully construct a barrier without further damage to heritage evidence. Additionally, any barrier erected will preclude us from future full access to the site and obstruct the visual character of the site as a whole.

Numerous discussions with Hunter8Alliance since 2009 have failed to resolve the problem. Previous work by ARTC in 2009 damaged various areas of the site and workers at the time (entering our property without our permission) claimed it was a "... pile of rubbish anyway". At the most recent Hunter8Alliance community meeting (June 15, 2010), our concerns regarding inaccuracy of detailed plans were lightly dismissed. This is unacceptable and such behaviour has confirmed our doubt that adequate protection of the property will be considered and that there will be severe reduction in heritage values of the site. We are similarly concerned for the exposure and destruction of fossils at the Allandale site as the comprise another aspect of the unique quality of Allandale.

Mitigation:

- No work on the project should commence until a detailed and accurate survey of the entire "Dunoon" site has been completed and presented to us.
- No work on the project should commence until an archaeologist has determined the impact of earthworks upon the entire site and management plans have been compiled.
- Expert design of any barrier erected must ensure that the integrity of the site is not compromised and that visual character is fully protected.
- No further discussion of land acquisition should take place until we are presented with satisfactory resolutions for the heritage values of the property "Dunoon".
- Work near the location of the Allandale fossils must be monitored by an expert archaeologist

PROPOSED LAND ACQUISITION

Part B: p 261, Appendix I

The land acquisition process has been confused at best. The inaccuracy of all maps connected with our property combined with the lack of detailed knowledge of impacts and mitigation measures has meant that it is impossible to reach agreement with Hunter8Alliance on any aspect of our land acquisition. Various demands on our time and privacy have inconvenienced us since April 2009 and we have spent significant effort and expenditure in sourcing legal advice, land valuations and associated on-line research. It would appear that this is similar scenario for all involved Allandale residents. Some claims in the EA that property owners have already been compensated are incorrect.

The property evaluation process has given little attention to the devaluation of our property caused by noise, vibration and visual amenity impacts nor to compensatory screening or architectural treatments. The solution proposed in the EA is to improve the public perception of the project.

Mitigation:

- No further negotiations with Hunter8Alliance will be entered into until detailed design plans have been developed which accurately outline the project and the impacts on our property and Allandale

- Appropriate attenuation measures for all impacts likely to effect property values must be investigated and implemented such as vegetation, visual and sound barriers and architectural treatment

TRAFFIC AND TRANSPORT

Exec. Summary: p V111, Part B: p 132, Part C & D: P272

It is anticipated that construction activities would occur over an 18 month period, 6 days per week between 7am - 6pm. Other activities would also take place outside these hours for up to 60 hours. Construction compounds, haul roads, satellite compounds, general construction activities connected to the modification of the Allandale Rd Underbridge, demolition of the Allandale Overbridge, construction of access roads, hauling of materials, materials delivery for capping layers, hauling of water and employee vehicles will all converge on a small, complex and already busy junction of our property "Dunoon" with Allandale Rd. This area will effectively become a haul road crossing point. This equates to 50 movements per hour at a narrow junction of "Dunoon", Allandale Rd Underbridge, Allandale Rd and Old North Road.

Additionally, we have been advised by Hunter8Alliance that an access road will be constructed on our property however, Part B of the EA states that there will be access roads on both sides of the rail corridor. In the same Part of the EA, it is suggested that haul roads will be constructed "on an as needs basis". Recent ARTC work rendered the area unsafe for local car, bicycle and pedestrian traffic due to employee parking/erratic driving. The location of a large number of site sheds reduced visual amenity for all Allandale residents.

These traffic and transport issues will create noise, vibration, visual and air quality problems throughout our property. The suggestion that Allandale Rd has the capacity to cope with more traffic and that signs will mitigate traffic problems is unrealistic in view of the huge amount of extra traffic that construction will generate. Impacts on road safety, pedestrian, bicycle, vehicle and public access to Allandale Road and Old North Road will be significant.

There will be only two entrances to the rail line on the section of line between Greta and Allandale and one of these will be from "Dunoon". This will necessarily mean that a great proportion of construction traffic (up to 50 movements per hour) will be moving along Allandale Road and around two sides of our residence. This is an unreasonable and unworkable proposal.

Reference in Part A, p99 to spoil areas indicates that the Hunter8Alliance may potentially include areas outside the construction impact zone for spoil disposal.

At a recent Hunter8Alliance meeting, a map Part A & B Fig. 7.1c was viewed indicating that cut will be required at our property. After discussion with Hunter8Alliance representatives we were told that the map was inaccurate and that fill would be required.

Mitigation:

- Locations of all access roads and haul roads be determined and included in a detailed impact survey including proposed use of the area at "Dunoon" to service the rail line between Greta and Allandale.
- Locations of all construction compounds and spoil areas to be determined and included in a detailed impact survey
- Determination of cut/fill options
- Noise, vibration, visual amenity and road access to be surveyed and monitored and accurately reported to us

- Realistic surveys of flood levels at Allandale Road using local data and knowledge
- Further consideration of the overall impact of the massive construction on this sensitive location

AIR QUALITY

Exec. Summary: p1X, Part C & D: 16.1.2

The primary sources of air emissions during construction would consist of dust and exhaust emissions from general heavy traffic, bulldozers, graders and scrapers.

The primary sources of air emissions during operation would consist of fugitive dust from the motion of trains and uncovered wagons and diesel train exhaust emissions.

While ARTC claim to have a Pollution Studies and Reduction Program under development, we have never had air quality monitoring performed at "Dunoon" and the EA confirms that there is no site specific air quality data for the area adjacent to the current rail corridor.

The project has identified key sensitive receptors although the closest monitoring station is at Bersefield approx. 15km away from Allandale. From this station a data file was synthesised for an area near Farley approx. 8km away from Allandale. This data is not relevant to conditions at Allandale.

During construction and operation of the third track there will be increased levels of all emissions and these will necessarily impact on our property. Warnings of dusty activities will be insufficient mitigation. Projected increases in train movements translates into directly proportional increases in dust emissions. Emissions from coal trains carrying coal would be two to three times higher than those not carrying coal. Emissions from diesel engines of NOx, CO, SO2 and PM10 are also projected to more than double by 2022. This is a directly proportional increase in exhaust emissions.

The EA advises that sensitive land uses (sic) located within approx. 500m should only be contacted and particular attention given to receptors located within approx. 100m.

Tables 16.4 - 16.7 indicate concentrations of various air pollutants. These measurements were again taken at Wallsend and Beresfield monitoring stations which have little relevance to the Allandale area. Trials in QLD of a dust suppression agent to create a temporary surface layer on coal loads in which the smaller particles are bound together has been successful in preventing them from being blown off. (www.bulkhandling.com.au)

Mitigation:

- Urgent and immediate air quality monitoring to be conducted along the current rail corridor from Minimbah to Maitland and particularly at locations in Allandale for current operations, construction and future operations.
- The preparation of a Pollution Reduction Program in line with EPL(no 3142)
- Investigation of coal dust suppressants such as used in the QLD trials.
- Physical barriers to be erected around construction/stockpile sites
- Existing vegetation retained
- All construction trucks to be covered
- All construction trucks to reduce exhaust emissions
- Areas exposed by construction to be revegetated
- Trains to minimise idling
- Establishment of stands of trees adjacent to the project for the benefit of property owners

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Mark Turner - Online Submission from Josh Ford of Maitland City Council (other)

From: Josh Ford <joshf@maitland.nsw.gov.au>
To: Mark Turner <Mark.Turner@planning.nsw.gov.au>
Date: 08/07/2010 12:45
Subject: Online Submission from Josh Ford of Maitland City Council (other)
CC: <assessments@planning.nsw.gov.au>
Attachments: EA Submission - Maitland to Minimbah Third Track.pdf

22

Council has forwarded a hard copy of this information, this electronic submission is a Cc to ensure the submission is received by the due date.

Name: Josh Ford
Organisation: Maitland City Council

Address:
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MAITLAND NSW 2320

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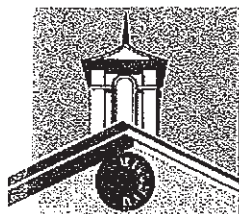
Submission for Job: #2924 Maitland to Minimbah Third Track - Project Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=2924

Site: #1836 Maitland to Minimbah Third Track
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MAITLAND CITY COUNCIL

Our Ref. RZ08002 (750810)

Your Ref.

Phone Enquiries: 4934 9700

07 July 2010

Director, Major Infrastructure Projects
NSW Department of Planning
GPO Box 39
SYDNEY NSW 2001
Attn: Mr Mark Turner - Major Infrastructure Assessment

Dear Mr Turner

**RE: SUBMISSION – MAITLAND TO MINIMBAH THIRD TRACK PROJECT
(REF: MP 09_0024)**

We write to you in relation to the Maitland to Minimbah Third Track project which is currently on public exhibition for comment. The Environmental Assessment (EA) explains that the project involves approximately 30km of new railway track adjacent to the existing Main Northern Railway Line corridor. A substantial portion of the proposed railway track will be located in rural areas outside the Maitland LGA, with limited impacts on residential receivers. However, the proximity to residential receivers for much of the proposed track within the Maitland LGA has caused some significant concerns for Council and its residents. Council's role in this submission is to identify the likely impacts from the project, with particular regard to existing and planned residential areas, and Council's assets and infrastructure.

Council formally submits the following information concerning the potential impacts of the proposed Maitland to Minimbah Third Track on Council's proposed urban release areas (as per the Lower Hunter Regional Strategy 2006 and the Maitland Urban Settlement Strategy 2008), existing urban areas, and Council's existing and proposed infrastructure and assets. The information has been summarised into point form, with the specific localities identified that are likely to be most affected by the proposal.

Assets & Infrastructure Matters

General

The project should take into account any impacts on Council's road drainage system and culvert structures that are adjacent to the works, and ensure that the Third Track does not interfere with current flows. Any crossing points should be

upgraded to accommodate peak stormwater flows. Pedestrian and cyclist facilities should be upgraded to meet (at a minimum) current demand, and future predicted growth.

Lochinvar

- Modifications are proposed to the existing Lochinvar Railway Station which are proposed to improve access to the station, and maximise the functionality and amenity of this facility. The EA (p. 465) states that access is to remain to the existing railway station during construction of the upgrades. Council supports access being retained to this facility during the construction of the project.
- The EA identifies a proposed site compound within the southern extent of the site which is to be utilised during the construction period. Council would like to understand the long term intentions, and implications, for land use in this part of the site.
- The EA states that Station Lane will cross the Main Northern Railway at a grade separated overbridge approximately 200 metres west of the existing level crossing within Station Lane, and that the proposed overbridge will replace the existing level crossing. This is likely to improve safety and will eliminate waiting times for vehicles travelling between Station Lane and Old North Road. The overbridge is expected to be completed prior to construction commencing on the proposed Third Track project. Council supports the construction of a new rail overbridge given the likely improvements to safety and reduced waiting times for the travelling public.
- The EA has highlighted that the capacity of the Station Lane/ New England Highway (NEH) intersection is currently operating near capacity. The EA states that vehicle trips generated during the construction phase of the project, particularly given that a primary site compound will be established at the southern end of Station Lane, will place this intersection beyond capacity. Given the indicative timeframes for construction of the project, this is an important consideration when planning for the rezoning and potential future development within Lochinvar, in addition to consideration for the existing residents in the locality.
- The EA (p. 276) states that additional traffic entering or exiting the NEH to the construction corridor would increase conflict opportunities on the NEH in the vicinity of the construction works. Council understands that this is expected to be managed by appropriate implementation of traffic safety signals or other means within the locality. Council would appreciate further discussion about this matter as more detail emerges regarding the project. It would be advised that the RTA are consulted in regards to this matter since the NEH is managed by the RTA.

Farley

- The EA does not indicate that the proponent will upgrade the existing railway underbridge at Wollombi Road, however, a new rail underbridge is proposed immediately north which is significantly wider than the existing rail underbridge at Farley. It appears that the existing rail underbridge will need to be widened and the road alignment will need to change to accommodate the new rail underbridge. The project has been proposed by ARTC and Council deems that as part of the project the existing Wollombi Road underbridge should be widened, in line with the dimensions of the new underbridge proposed, to allow for appropriate road alignment and consistency of vehicular passage at this point along the rail corridor. Furthermore, pedestrian and cyclist access should also be provided in association with this upgrade, since the safety of pedestrians and cyclists has been a historical concern in this location.
- There are likely to be significant and lengthy impacts on the local road network within Farley during the construction phase of the project, including spillover effects from traffic at the intersection of NEH and Wollombi Road. The EA proposes traffic management methods to mitigate impacts on traffic flow and road safety resulting from the construction phase of the project.
- The EA identifies a proposed site compound adjoining the site which is to be utilised during the construction period, and potentially, this area may continue to be utilised post-construction for rail operations. Council would appreciate further discussion with the proponent to understand the long term intentions, and implications, for land use in this part of the site.
- The EA has highlighted that intersection capacities are already operating beyond capacity in the locality, particularly the intersection of the NEH and Wollombi Road. This will place these intersections over capacity during the construction phase of the project. Given the indicative timeframes for construction of the project, this is an important consideration when planning for the rezoning and potential future development within Farley.

Strategic Planning Matters

The proposal will impact land adjoining the rail corridor within the Maitland LGA, including three investigation areas proposed for future urban development – Lochinvar, Farley and Rutherford Industrial. The points below outline the likely impacts of the project on these urban release areas, which have been planned for some time and currently accommodate existing residential dwellings (Lochinvar and Farley). Substantial work has been undertaken in planning for these areas, including identification of the sites in the Lower Hunter Regional Strategy 2006 (Lochinvar and Farley) and the Maitland Urban Settlement Strategy 2008, and it would be inappropriate and would not be in the public interest if this was overlooked. Included with this submission are extracts from the MUSS 2008 which

detail the extent of each investigation area. The potential impacts on each of the investigation areas from the proposal is obvious when observing the proximity of each site to the existing rail corridor.

Lochinvar Investigation Area

Upon review of the EA for this major project, the following issues are raised as significant matters relating to the Lochinvar Investigation Area:

- The EA fails to appropriately consider the future extent of urban development (particularly for residential, community, public and recreational purposes) within the Lochinvar Investigation Area. The Lochinvar Investigation Area is identified in Figure 14.1i of the EA. Reference is made in the EA (p. 242) to the Lochinvar Structure Plan 2007 (LSP 2007) and the Maitland Urban Settlement Strategy 2008 (MUSS 2008). While the EA (p. 423) states that *"The Lower Hunter Regional Strategy (Department of Planning 2006) and subsequent local planning initiatives have identified various locations within the local study area as priority areas to accommodate regional population growth"*, no reference is made to the Lochinvar Investigation Area being identified in the Lower Hunter Regional Strategy 2006 as a 'proposed urban area' and 'major release site' potentially accommodating 5,000 lots (LHRS 2006 p. 12-13, p. 25). It should be noted that the LSP 2007 was partially funded by the NSW Department of Planning and was adopted by Council in October 2007. Detailed studies informed the LSP 2007, while environmental studies have been undertaken for the rezoning of the Lochinvar Investigation Area as part of rezoning proposals submitted for the site, which date back to 2007. As evidenced above, detailed investigations have occurred to date regarding the rezoning of the site, and furthermore, these investigations were undertaken well before the Maitland to Minimbah Third Railway Track was a consideration. This substantial planning work should be considered in the context of what is now being proposed for the Third Track project, particularly when planning for noise attenuation along the rail corridor.
- The rail corridor exists in close proximity to residential receivers (both existing and proposed), and the associated effects of noise and vibration will need to be attenuated to an acceptable standard. The EA fails to provide sufficient details of proposed noise and vibration attenuation methods. Council and existing residents need to have a level of comfort that noise and vibration can be adequately attenuated, particularly given the potential increase in residents resulting from future urban development within the site.
- Clifton House will be subject to significantly increased impacts from noise and vibration given the acquisition of a strip of this site to accommodate the project. The building is a locally significant heritage item located to the immediate south of the rail corridor. The EA (p. 160, p. 362) specifically identifies Clifton House as a vibration receiver, stating that vibration control needs to be considered for Clifton House, given its proximity to the rail

corridor. According to the EA (p. 352), there is a risk that increased noise and vibration will result in exceeded human comfort levels where dwellings currently exist within 40m of the rail corridor. Figure 17.3i in the EA clearly illustrates that noise impacts will exceed human comfort levels at the location of Clifton House. This also has significant effects for future urban development immediately north of the rail corridor, within the Lochinvar Investigation Area.

- The EA explains that air quality receptors are identified as areas within 500m of the rail corridor, with a focus maintained on those that exist within 100m of the rail corridor. The Lochinvar Investigation Area is therefore a key sensitive receptor to be considered as part of this project, yet the EA (p. 286) does not list it as such. It should be noted that Farley (also a Category 1 investigation area under the MUSS 2008) is listed, along with Rutherford and Telarah (existing residential areas). It appears that insufficient weight has been applied to the anticipated effects of air quality on future residents within the Lochinvar Investigation Area, which, as discussed above, has been planned for some time.
- There are likely to be some noise and vibration effects from ground blasting in proximity to the Lochinvar Investigation Area during construction of the project. Consideration should be given to existing residences and future urban development in relation to how blasting may possibly affect existing and proposed residences and associated structures (especially those with heritage significance), as well as public assets and infrastructure, within the Lochinvar Investigation Area.
- The visual sensitivity of the Lochinvar Investigation Area means that future noise attenuation methods will need to consider the prominence of the site and the visual impact upon existing and future residences within the site. Unsightly structures adjoining the rail corridor are not considered appropriate, particularly given the proximity to Clifton House. In this regard, amelioration measures to mitigate the impacts of noise and vibration should be sympathetic to the landscape, such as earthen mounds, vegetation or a combination of 'soft' methods. These will require careful consideration by a suitably qualified heritage consultant/designer to ensure that impacts on Clifton House are minimised. However, Council would consider that where there is no other feasible or logical alternative to limit the impacts of noise and vibration generated by operations within the rail corridor, appropriate barriers should be constructed and their visual impact should be softened by appropriate landscaping.

Farley Investigation Area

Upon review of the Environmental Assessment for this major project, the following issues are raised as significant matters relating to the Farley Investigation Area:

- The rail corridor exists in close proximity to residential receivers (both existing and proposed), and the associated effects of noise and vibration

will need to be attenuated to an acceptable standard. The EA fails to provide sufficient details of proposed noise and vibration attenuation methods. Council and existing residents need to have a level of comfort that noise and vibration can be adequately attenuated, particularly given the potential increase in residents resulting from future urban development within the site. Several dwellings currently exist in close proximity to the rail corridor, some within 40m (i.e. noise and vibration will exceed human comfort levels in these locations, as per the outcomes of the EA), therefore details of attenuation methods are imperative for these landowners to have an understanding of the likely impacts on their properties and assets. Council would also like to confirm the type of measures proposed, in order to determine the likely impact on assets such as roads and other associated infrastructure.

- The proposal will likely impact on heritage items such as the former Farley Railway Station precinct and the existing Wollombi Road railway underbridge. Consideration should be given to the amelioration of impacts on such items as part of the project, particularly in regards to vibration and methods to mitigate against structural damage.
- The EA states that groundwater adjoining Wollombi Road will temporarily be lowered during construction of the project. Council explicitly states that such impacts should be monitored closely in order to ensure that temporary lowering of groundwater does not promote Acid Sulfate Soils or salinity.
- The visual sensitivity of the site, particularly from the south, means that future noise attenuation methods will need to consider the prominence of the Farley Investigation Area and the visual impact upon potential future residences within the site. Council would consider that where there is no other feasible or logical alternative to limit the impacts of noise and vibration generated by operations within the rail corridor, appropriate barriers should be constructed and be softened by appropriate landscaping.
- The EA acknowledges proposed urban areas adjacent to the rail corridor, including Heritage Green, and the Rutherford Industrial Area (both north of the rail corridor), but does not directly acknowledge the Farley Investigation Area and its potential to accommodate residential development in the future. It should be noted that the LHRs 2006 (p. 12-13) identifies the Farley Investigation Area as a 'Proposed Urban Area', while the Maitland Urban Settlement Strategy 2008 identifies the Farley Investigation Area as a Category 1 site, which indicates an estimated development timeframe of 0-5 years. Given this, much more emphasis should be given to the potential of the Farley Investigation Area to accommodate urban development in the future, since it is not considered to any extent in the EA for the project.
- The EA explains that air quality receptors are identified as areas within 500m of the rail corridor, with a focus on those that exist within 100m of the

rail corridor. As stated in the EA (p. 286), Farley is a key sensitive receptor to be considered as part of this project. While there is no mention specifically of the Farley Investigation Area, the site is located within the locality of Farley, and within 500m of the rail corridor, therefore the site is a key sensitive receptor to be considered as part of the EA.

- There are likely to be some noise and vibration effects from ground blasting in proximity to the Farley Investigation Area during construction of the project. Consideration should be given to existing residences and future urban development in relation to how blasting may possibly affect existing and proposed residences, and other buildings (especially those with heritage significance), within the Farley Investigation Area.

Existing Urban Areas

The proposal will impact existing urban allotments adjoining the rail corridor within the Maitland LGA, namely Telarah and Rutherford. The points below outline the likely impacts of the project on these existing urban allotments. Council understands that where noise thresholds are exceeded as a result of the project, existing landowners would be eligible to have housing elements retrofitted to ensure that human comfort levels are not exceeded from the additional impacts of the proposed Third Track. This type of arrangement would be encouraged, considering it is impractical for the proponent to acquire all land that is impacted by the proposal, and that construction measures can possibly mitigate a substantial extent of the likely impacts in any case.

Telarah

- As outlined above for the localities of Lochinvar and Farley, details of noise and vibration attenuation methods should be provided to inform the community of the likely structures that are to be provided to minimise noise and vibration impacts adjoining the rail corridor in the vicinity of Telarah. Appropriate attenuation measures need to be implemented to ensure that human comfort levels are not exceeded as a result of increased noise and vibration generated from the expansion of the rail corridor. Where human comfort levels are exceeded, it is expected that the proponent will appropriately retrofit existing dwellings to ensure that residents are not impacted to a level that is unreasonable or unacceptable.
- The majority of Council's concerns relating to impacts on the locality of Telarah are consistent with the issues raised for the localities of Lochinvar and Farley, as stated earlier in this submission. The locality of Telarah is obviously an existing urbanised area and significant consideration should be given to existing residents adjoining the rail corridor to ensure that human comfort levels are not exceeded either during construction from the project, or from operations along the rail corridor once the project is completed.

Rutherford

- As stated above for the locality of Telarah, details of noise and vibration attenuation methods should be provided to inform the community of the likely structures that are to be provided to minimise noise and vibration impacts adjoining the rail corridor in the vicinity of Rutherford. Appropriate attenuation measures need to be implemented to ensure that human comfort levels are not be exceeded as a result of increased noise and vibration generated from the expansion of the rail corridor.
- Given the extent of existing and future proposed industrial land within Rutherford, the proponent should consider the impacts of the project on the land uses associated with industrial areas and any anticipated effects on these as a result of the project. Such effects may include operational noise levels, appropriate attenuation at the interface of industrial land, stormwater management and air quality. This is particularly important given the proximity to residential areas within Rutherford. The combination of increased rail movements with existing (and potential for future) industrial land within close proximity to residential development means that existing residential receivers (and potentially those associated with the Heritage Green site – subject to Council approval) are likely to be impacted significantly by the project within the locality of Rutherford.

We trust that the submission clearly illustrates Council's concerns in relation to the Maitland to Minimbah Third Track project. Given the widening of the rail corridor proposed, along with a corresponding increase in rail movements, the project is likely to negatively impact the quality of life of a number of existing residents, and potentially many future residents within Council's planned urban release areas. The proponent is encouraged to contact Council for any information that would assist with the project, including discussions relating to Council's assets or planned urban release areas.

If you require any additional information from Council in relation to this project please contact Mr Josh Ford from the City Strategy department on (02) 4934 9700.

Yours faithfully



JOSH FORD
STRATEGIC TOWN PLANNER



5.5.5 Lochinvar Investigation Area

Physical Description

The Lochinvar Investigation Area builds on the existing village of Lochinvar, as shown in *Figure 18 Lochinvar Investigation Area*. This area has been identified in the Lower Hunter Regional Strategy as a major urban release site, to be developed over the next 20 years.

Constraints and opportunities for the Lochinvar Investigation Area have been considered in consultation with the Lochinvar community through the preparation of the Lochinvar Structure Plan.

Lochinvar Structure Plan

With financial assistance from the Department of Planning, Council has prepared a broad strategic plan for the Lochinvar area, known as the *Lochinvar Structure Plan*. The Structure Plan aims to consider and address matters including village structure and operation, such as desirable land uses, transport and access, and infrastructure and services including water and sewer servicing, commercial developments, emergency and community services.

The Investigation Area adjoins the village of Lochinvar but is otherwise developed with rural residences on farms and small-holdings.

The site is extensively cleared and is gently undulating, with limited significance from an agricultural perspective. The area contains a number of culturally significant features, local and regional heritage listed items, and is characterised by the visual setting and approaches into the village and landscape plantings associated with the civic buildings.

At present, the village of Lochinvar does not offer the range of local services which would be required if the population in the area were to increase significantly. Preliminary investigations and consultation has identified the need and opportunities for service provision. Detailed investigations (infrastructure and staging plan) are required to ensure adequate services and facilities are provided to meet the needs of the future residents at each stage of development.

The long-term relationship of lands surrounding the Investigation Area and the Lochinvar locality to the surrounding areas has also been considered, including Winders Lane, Old North Rd, and along the New England Highway west of the Lochinvar township. These areas have been identified as 'preliminary investigation areas' requiring more detailed studies and planning assessment to ascertain future development opportunities and limitations.

Access

The primary access to the Investigation Area is from the New England Highway. The standard of access to the highway will therefore be a key consideration in future investigations. All access points with existing development in Lochinvar will need to be considered.

Conclusion

Following extensive consultation with the local community the Lochinvar Structure Plan was adopted by Council in October 2007. The implementation of the Plan requires a number of further investigations to progress, prior to the consideration of any future land release areas. The recommendations include the preparation of the following:

1. Traffic study and transportation strategy;
2. Urban Design Study incorporating design principles for each precinct;
3. Continued consultation with government agencies responsible for infrastructure provision;
4. Ongoing community consultation;
5. Rural Lands Strategy review for the western part of the LGA;
6. Review of heritage items in rural areas to ensure the identification and protection of buildings, items and their cartilages.

Three (3) sites have been identified which require individual masterplanning to determine their future land use capabilities, in addition to the progression of the required studies. The design and development of site specific locations and any additional studies necessary to enable the development of individual precincts to occur will continue to be prepared in accordance with Council's Local Environmental Study protocol and subject to private developer funding.



5.5.8 Farley Investigation Area

The Farley area has been included as Category 1 Land (*Cnl resolution 10 Nov 2009*). Prior to the development of more detailed planning and progression of rezoning, Council and the community must establish the fundamental principles for development in the area and resolve a number of issues in the Investigation Area. Consequently, it is envisaged that the Farley Investigation Area not be approved till after 2011 which is consistent with Council's adopted Land Release Program and the preparation of the new Maitland LEP 2011.

Physical Description

The Farley Investigation Area has been redefined in the 2007/2008 review of the Settlement Strategy to respond to the land constraints, visual setting, and longer term infrastructure and conservation planning. The investigation area covers cleared land north and south of Wollombi Road as shown in *Figure 21 Farley Investigation Area*. It is bounded by the estimated 1% flood event and Wentworth Swamp in the south, vegetation boundaries to the west and the rail line to the north.

The site is approximately 140 hectares that is partly cleared but adjoins large areas of relatively intact vegetation, with potential linkages to Wentworth Swamp and other areas of regionally significant biodiversity values. The long-term conservation of these areas of vegetation is a major priority in this area.

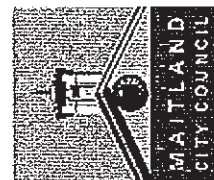
Existing Development

At present, the majority of land holdings are used for low intensity grazing and rural living, with approximately 30 dwellings within the Preliminary Investigation Area. A higher density of dwellings occurs along the western end of Wollombi Road, close to the residential areas of Rutherford and Telarah.

There are remnants of the Farley train station and stone and gravel quarry on the northern boundary of the investigation area. These features should be considered for integration with the future land uses for the Farley area. Similarly, the Ravensfield



FARLEY INVESTIGATION AREA



Scale 1 : 25 000
Printing Date: November 2008



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 Category 1 - Residential

This map has been prepared on the basis of information available to Council at the date of issue. However, that information may be subject to change over a limited time and should therefore be verified with Maitland



5.5.12 Rutherford Industrial Investigation Area

Physical Description

The Rutherford Industrial Investigation Area is bounded by the railway line in the south, by properties fronting Winders Lane in the west, by the existing Rutherford Industrial Estate in the east and the New England Highway to the north, as shown in *Figure 25 Rutherford Industrial Investigation Area*. Land to the north of the New England Highway previously described as Category 1 Industrial land, in the MUSS, has been rezoned to 4(b) Light Industrial and 7(c) Environmental Protection in May 2007.

Existing Development

To the south of the Highway, the Investigation Area contains a few existing dwellings with frontage to the New England Highway. The Investigation Area also adjoins dwellings with frontage to Winders Lane and the New England Hwy. These dwellings are situated above the site and any future industrial development will therefore be visible from the dwellings. Potential impacts such as noise, lighting and odour will also need to be considered.

The future of existing uses on Kyle Street, including local motorcycle clubs and the stock saleyards will need to be considered in the context of future industrial development as well as access and environmental outcomes for the area.

Access

Access points to the New England Highway will need to be limited and should not include direct access to industrial buildings. The standard of the New England Highway will also be a key consideration.

Access between the existing industrial estate and new industrial development will need to be considered to avoid the need for traffic to re-enter the New England Hwy on local trips.

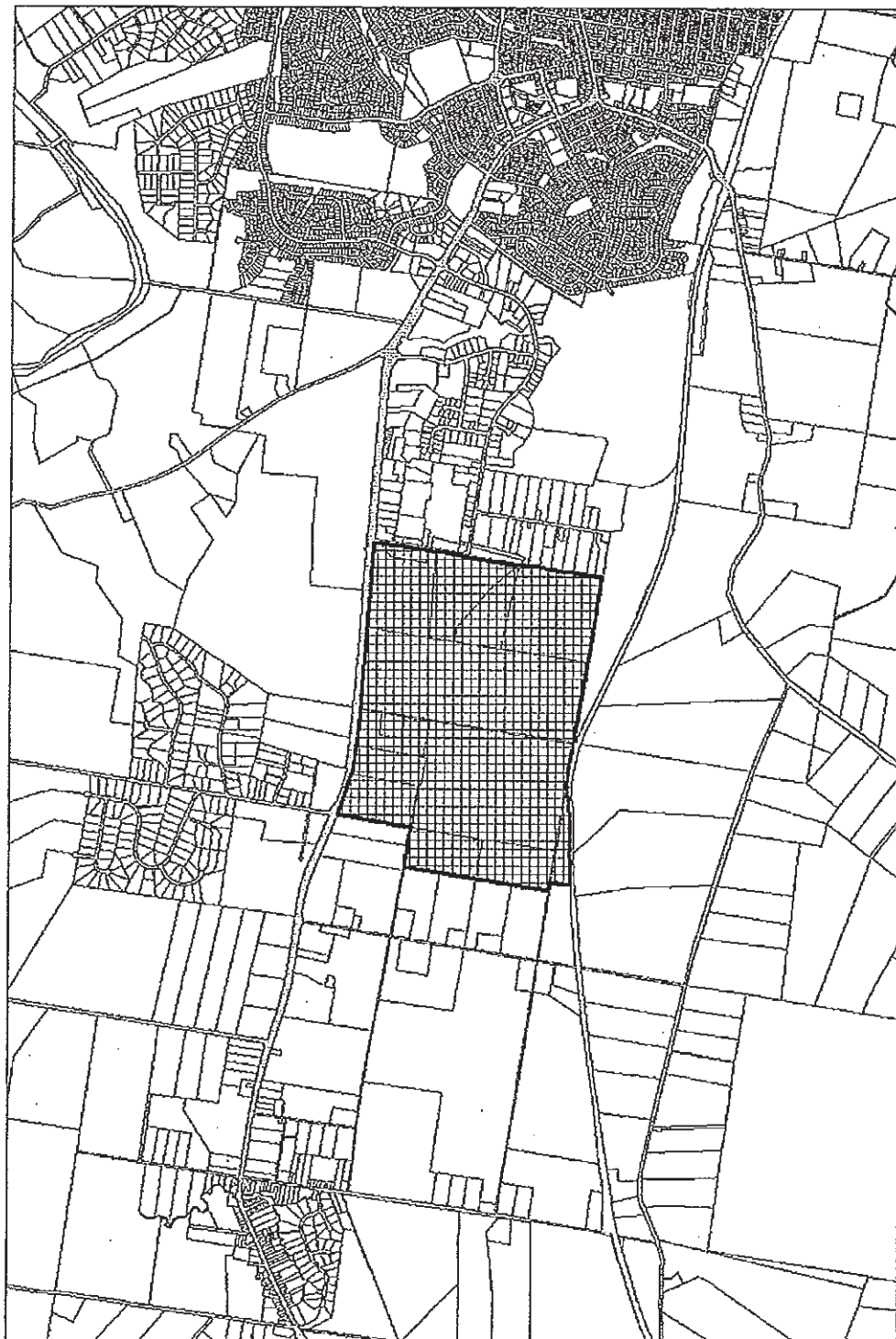
Visual Impact

Industrial land occurs on both sides of the highway at one of the major gateway entries to the City. It is therefore imperative that the visual impact of development in the area is coordinated and designed so as to present a positive image of the City.

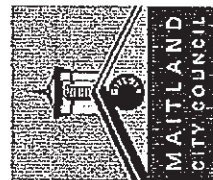
The design of a new visual gateway should also consider potential to incorporate compatible improvements for existing development in the existing Rutherford Industrial Estate, road edge landscape buffers and vegetation corridors separating landuses.

Environmental

A local catchment analysis will be required, including assessment of the potential for impacts on water quality and quantity and land degradation issues such as salinity and acid sulphate soils. Impacts on native flora and fauna will also need to be assessed. This includes an area of Hunter Lowland Redgum Forest, an endangered



RUTHERFORD INDUSTRIAL INVESTIGATION



Scale 1 : 40 000
Printing Date: November 2008



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Category 1 - Industrial

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Mark Turner - Online Submission from Pauline Davoren of Two More trains For Singleton ()

From: Pauline Davoren <ppdav@optusnet.com.au>
To: Mark Turner <Mark.Turner@planning.nsw.gov.au>
Date: 07/07/2010 16:17
Subject: Online Submission from Pauline Davoren of Two More trains For Singleton ()
CC: <assessments@planning.nsw.gov.au>
Attachments: DoP letter 040710.pdf



Two MoreTrains For Singleton

A campaign for two additional daily passenger rail services from Newcastle to Singleton

C/- 45 Barton Ave
Singleton 2330

7 July 2010

Director, Infrastructure Projects
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Dear Sir/Madam

Submission - Maitland to Minimbah Third Track Project (Ref MP 09_0024)

Two More Trains for Singleton wishes to make a submission in response to the exhibition of the environmental assessment for the proposed construction and operation of a third rail track approximately 30 km in length adjacent to the Main Northern Railway.

Two More Trains for Singleton is a community group seeking two new daily CityRail services between Singleton and Maitland. This additional service will have considerable benefits in supporting urban growth and economic development in Maitland, Lochinvar, Greta, Branxton and Singleton and will be facilitated by the proposed increased rail track capacity. The group has more than 1000 supporters who have signed its petition seeking an improved passenger rail service between Singleton and Newcastle.

The group's interest in the third rail track construction relates to the arrangements for passengers at Lochinvar, Greta and Branxton stations, and the need to provide platforms at Belford and Allandale to replace existing stations that were discontinued about a decade ago. With increases in urban populations in all these areas, and expected future growth in rail passenger demand, it is important to ensure that existing and potential stations are designed to ensure that passenger services can be retained and improved over the longer term.

In the review of the environmental assessment and approval of the project, can you please ensure that passengers at Lochinvar, Greta and Branxton stations are not inconvenienced or hindered by the proposed track alignment and infrastructure works, and ensure that provision is included in the design for passenger platforms and related infrastructure at Belford and Allandale. As you are aware, stops at these locations have been discontinued only in the last 10 years.

Thank you for your consideration of this submission.

yours sincerely

Pauline Davoren

for Two More Trains For Singleton

Information: Phone 6572 4841 or Email ppdav@optusnet.com.au

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Organisation: Two More trains For Singleton

Address:

45 Barton Ave.

Singleton 2330

IP Address: d58-105-138-206.dsl.nsw.optusnet.com.au - 58.105.138.206

Submission for Job: #2924 Maitland to Minimbah Third Track - Project Application

https://majorprojects.onhliive.com/index.pl?action=view_job&id=2924

Site: #1836 Maitland to Minimbah Third Track

https://majorprojects.onhliive.com/index.pl?action=view_site&id=1836

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Two More Trains For Singleton

A campaign for two additional daily passenger rail services from Newcastle to Singleton

C/- 45 Barton Ave
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4 July 2010

Director, Infrastructure Projects
Department of Planning
GPO Box 39
SYDNEY NSW 2001

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