



Australian Rail Track Corporation

Maitland to Minimbah Third Track Project

Submissions Report including Preferred Project Report

September 2010

H8R-REP-S2G-ENV-0019-0



Appendix A Environmental Assessment Exhibition Submission Issues





Appendix A

Environmental Assessment Exhibition Submission Issues

Table A-1 Analysis of Submissions and Comments/Issues Raised

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
1	Singleton	15 June 2010	Concerned regarding increasing rail noise	Chapter 17	Section 4.1.
			Concerned about rail safety due to increased trains and train speed.	N/A	Section 4.1 and Section 6.7.
2	Telarah	21 June 2010	Concerned regarding increasing rail noise and vibration	Chapter 17	Section 4.1 and Section 6.7.
			Concerned about existing dust	Section 16.2	Section 4.3
			Concerned about the resulting health and quality of life impacts	Section 19.5	Section 4.3
3	Belford	25 June 2010	In agreement with the third track going through	N/A	Section 4.18
			Concerned about excessive noise levels	Section 17.4	Section 4.1
			Requests information regarding noise and vibration attenuation at their residence.	Section 17.6	Section 4.1 and Section 6.7
4	Lochinvar	25 June 2010	Concerned regarding damage to residence allegedly caused by existing rail operations	Chapter 17	Section 4.1 and Section 6.7
			Concerned about existing rail noise levels	Chapter 17	Section 4.1 and Section 6.7
			Raised concerns about a Provisioning Facility that they believed was proposed for Rutherford	N/A	Section 4.17
			Concerned regarding potential loss of property value	Chapter 14	Section 4.2 and Section 6.5
			Lack of appropriate/ adequate community consultation	Chapter 4	Section 4.2

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Questioning the findings noise monitoring undertaken by Hunter 8 Alliance on their property (not used as part of the Environmental Assessment Noise Assessment)	N/A	Section 4.1
			Questioning the findings of the Environmental Assessment Noise Assessment regarding where noise attenuation is proposed near their residence and factors considered in assessing noise.	Chapter 17	Section 4.1
			Noise Assessment does not contain predictions of noise impacts on their property (submission notes 400 - 400 metres from line; mapping indicates residence is 215 metres away from the existing track).	Chapter 17; Appendix L	Section 4.1
			Requests information on the location of the proposed turnout at Farley	Section 7.11	Section 4.7
			Questioned description in Environmental Assessment of Winders Lane and potential impacts of construction vehicles.	Section 15.2.1	Section 4.2
			Questions the description of their property as rural-residential.	Chapter 14	Section 4.2
			Objection to blasting on Saturdays.	Section 7.10	Section 4.1 and Section 4.9
			Requests limited construction activities on Saturdays within the standard hours.	Section 7.20.2	Section 4.1 and Section 4.2
			Questions the process for gaining approval for works outside standard construction hours.	Section 7.20.2	Section 4.1 and Section 4.2
			Concerned that the Environmental Assessment only states that one residence in Winders Lane is considered for vibration control	Section 17.6.2	Section 4.1 and Section 6.7

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Requests real mitigation measures to reduce impacts on day-to-day living conditions.	Section 21.1	Section 4.1 and Section 6.7
			Noise impacted properties should be acquired or provided with large or small scale noise attenuation.	Section 17.6	Section 4.1 and Section 6.7
			The former Winders Lane level crossing should remain completely closed (including ARTC personnel and equipment).	N/A	Section 4.5 and Section 6.6
5	Singleton	28/6/10	Supportive of the improvements to the long-term efficiency of the rail system and competitive of Australia's coal industry.	N/A	Section 4.18
			Concerned regarding duration of traffic management changes on New England Highway on the Minimbah Bank Third Track Project	N/A	Section 4.18
			Requests that any Project Approval include conditions requiring completion of all ancillary works prior to the commissioning of the third track.	Chapter 7	Section 4.18
6	Maitland	29 June 2010	Concerned regarding existing noise and vibration from train operations.	Chapter 17	Section 4.1 and Section 6.7
			Has not previously been offered noise and vibration attenuation previously, despite impacts on daily activities.	N/A	Section 4.1 and Section 6.7
			Strongly objects to installation of a third track in the area due to these reasons.	N/A	Section 4.18
7	Rutherford	01/07/2010	Support for Project.	N/A	Section 4.18
			The third track should continue to the intersection with North Coast Rail to allow trains using the NC Rail line to queue without blocking the Up Main line.	Chapter 7	Section 4.7

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Allow crossovers between lines to allow for passenger services to change at Greta and Branxton so that trains can pass on the Down Main and reduce impact on passenger services and access to existing platforms.	Chapter 7	Section 4.7
			Improve grades to all tracks, not just the third track (should also be done for Minimbah Bank section as well).	Chapter 7	Section 4.7
8	Telarah	01/07/2010	Concerned regarding noise and vibration from existing operations, including trains currently idling near their house.	Section 17.5	Section 4.1 and Section 6.7
			Noise and vibration potentially increased as trains closer to their house, including trains idling.	Section 17.5	Section 4.1 and Section 6.7
			Concerned about rail safety (potential for derailment) if track built within existing rail corridor.	Chapter 7	Section 4.11
			Requests consideration of ending third track at chainage 195.000km.	Section 17.6	Section 4.1
			Erect and earth wall to the height of the bottom of rail wagons in the rail corridor from chainage 195.000km to Railway Parade.	Section 17.6	Section 4.1
			Architectural treatment (triple glass windows) for their house.	Section 17.6	Section 4.1 and Section 6.7
9	Telarah	04/07/2010	Concerned that noise and vibration, which is already an issue based on existing operations on two tracks, will be exacerbated with a third track closer to their houses.	Section 17.5	Section 4.1 and Section 6.7
			A noise logger was established at their property but results not provided to date.	Section 17.2	Section 4.1
			Requests consideration of ending third track at chainage 195.000km	Section 17.6	Section 4.1 and Section 6.7

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Architectural treatment (triple glass windows) for their house	Section 17.6	Section 4.1 and Section 6.7
			Erect an earth wall to the height of the bottom of rail wagons in the rail corridor from chainage 195.000km to Railway Parade	Section 17.6	Section 4.1 and Section 6.7
10	Branxton	04/07/2010	Concerned about the increase in noise when the three tracks are fully operational and train movements are doubled from current numbers.	Section 17.5	Section 4.1 and Section 6.7
			Believes that this would require retrofitting to their house of thicker glazing, additional roof insulation and window acoustic seals.	Section 17.6	Section 4.1 and Section 6.7
			Concerned regarding increased operational vibration and construction vibration impacts.	Section 17.5	Section 4.1 and Section 6.7
			Concerned about the potential loss of access that is currently available to the rear of their property (lane adjacent to rail corridor).	Chapters 14 and 15	Section 4.5
11	Lochinvar	04/07/2010	Concerned regarding impact of noise and vibration on their property and lifestyle.	Section 17.5	Section 4.1 and Section 6.7
			Requests information on what is to be done to fix these problems.	N/A	Section 6.7
12	Allandale	04/07/2010	Concerns regarding existing noise levels, particularly increases since Allandale Road underbridge constructed.	Section 17.5	Section 4.1 and Section 6.7
			Questions the monitoring results used for Noise and Vibration Impact Assessment (monitoring during track works/ reduced rail traffic).	Section 17.2	Section 4.1
			Concern regarding rail vibration impacts, including existing damage to residence potentially caused by train movements	Section 17.5	Section 4.1 and Section 6.7

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Potential health and drinking (tank) water quality impacts associated with coal dust from passing trains	Section 16.3	Section 4.3
			Issues regarding the property acquisition process and discussions, and site investigation arrangements	Chapter 14	Section 4.2
13	Telarah	05/07/2010	Concerned that noise and vibration, which is already an issue based on existing operations on two tracks, will be exacerbated with a third track closer to their houses.	Section 17.5	Section 4.1 and Section 6.7
			A noise logger was established at a nearby property but results not provided to date.	Section 17.2	Section 4.1
			Requests consideration of ending third track at chainage 195.000km	Section 17.6	Section 4.1
			Architectural treatment (triple glass windows) for their house	Section 17.6	Section 4.1 and Section 6.7
			Erect and earth wall to the height of the bottom of rail wagons in the rail corridor from chainage 195.000km to Railway Parade	Section 17.6	Section 4.1
14	Telarah	05/07/2010	Concerned that noise and vibration, which is already an issue based on existing operations on two tracks, will be exacerbated with a third track closer to their houses.	Section 17.5	Section 4.1 and Section 6.7
			A noise logger was established at a nearby property but results not provided to date.	Section 17.2	Section 4.1
			Requests consideration of ending third track at chainage 195.000km	Section 17.6	Section 4.1
			Architectural treatment (triple glass windows) for their house	Section 17.6	Section 4.1 and Section 6.7

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Erect and earth wall to the height of the bottom of rail wagons in the rail corridor from chainage 195.000km to Railway Parade	Section 17.6	Section 4.1
15	Telarah	05/07/2010	Concerned that noise and vibration, which is already an issue based on existing operations on two tracks, will be exacerbated with a third track closer to their houses.	Section 17.5	Section 4.1 and Section 6.7
			A noise logger was established at a nearby property but results not provided to date.	Section 17.2	Section 4.1
			Requests consideration of ending third track at chainage 195.000km	Section 17.6	Section 4.1
			Architectural treatment (triple glass windows) for their house	Section 17.6	Section 4.1 and Section 6.7
			Erect and earth wall to the height of the bottom of rail wagons in the rail corridor from chainage 195.000km to Railway Parade	Section 17.6	Section 4.1
16	Telarah	05/07/2010	Concerned that noise and vibration, which is already an issue based on existing operations on two tracks, will be exacerbated with a third track closer to their houses.	Section 17.5	Section 4.1 and Section 6.7
			A noise logger was established at a nearby property but results not provided to date.	Section 17.2	Section 4.1.
			Requests consideration of ending third track at chainage 195.000km	Section 17.6	Section 4.1
			Architectural treatment (triple glass windows) for their house	Section 17.6	Section 4.1 and Section 6.7
			Erect and earth wall to the height of the bottom of rail wagons in the rail corridor from chainage 195.000km to Railway Parade	Section 17.6	Section 4.1

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
17	Telarah	05/07/2010	Concerned that noise and vibration, which is already an issue based on existing operations on two tracks, will be exacerbated with a third track closer to their houses.	Section 17.5	Section 4.1 and Section 6.7
			A noise logger was established at a nearby property but results not provided to date.	Section 17.2	Section 4.1
			Requests consideration of ending third track at chainage 195.000km	Section 17.6	Section 4.1
			Architectural treatment (triple glass windows) for their house	Section 17.6	Section 4.1 and Section 6.7
			Erect and earth wall to the height of the bottom of rail wagons in the rail corridor from chainage 195.000km to Railway Parade	Section 17.6	Section 4.1
18	Telarah	05/07/2010	Concerned that noise and vibration, which is already an issue based on existing operations on two tracks, will be exacerbated with a third track closer to their houses.	Section 17.5	Section 4.1 and Section 6.7
			A noise logger was established at a nearby property but results not provided to date.	Section 17.2	Section 4.1
			Requests consideration of ending third track at chainage 195.000km	Section 17.6	Section 4.1 and Section 6.7
			Architectural treatment (triple glass windows) for their house	Section 17.6	Section 4.1
			Erect and earth wall to the height of the bottom of rail wagons in the rail corridor from chainage 195.000km to Railway Parade	Section 17.6	Section 4.1
19	Telarah	06/07/2010	Concerned that noise and vibration, which is already an issue based on existing operations on two tracks, will be exacerbated with a third track closer to their houses.	Section 17.5	Section 4.1 and Section 6.7

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			A noise logger was established at a nearby property but results not provided to date.	Section 17.2	Section 4.1
			Requests consideration of ending third track at chainage 195.000km	Section 17.6	Section 4.1
			Architectural treatment (triple glass windows) for their house.	Section 17.6	Section 4.1 and Section 6.7
			Erect and earth wall to the height of the bottom of rail wagons in the rail corridor from chainage 195.000km to Railway Parade.	Section 17.6	Section 4.1
20	Maitland	05/07/2010	Concerned regarding existing noise and vibration and impacts everyday activities.	Section 17.5	Section 4.1 and Section 6.7
			Objects to a third track being constructed in the area.	N/A	Section 4.18
21	Two More Trains for Singleton	07/07/2010	Two More Trains for Singleton is seeking two new daily CityRail services between Singleton and Maitland.	Section 7.22	Section 4.11
			It is important to ensure that arrangements at stations ensure that passenger services can be retained and improved in the longer term.	Section 7.17	Section 4.11
			Ensure provision in design for passenger platform and related infrastructure at Belford and Allandale (former station sites).	N/A	Section 4.11
22	Maitland City Council	07/07/2010	Project should consider impacts on Council's road drainage system and culvert structures, and ensure works do not interfere with current flows.	Section 7.13	Section 4.8
			Any crossing points upgraded to accommodate peak stormwater flows.	Section 7.13	Section 4.8

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Pedestrian and cyclist facilities should be upgraded to meet (at a minimum) current demand and future predicted growth.	N/A	Section 4.5
			Council support for maintaining access to Lochinvar Station during construction.	Section 7.18	Section 4.18
			Council requests details on long term plans for proposed Station Lane construction compound site.	Section 7.19	Section 4.2
			Support for the proposed Station Lane overpass (separate project).	N/A	Section 4.18
			Concerns regarding predicted construction traffic impacts on the Station Lane/ New England Highway intersection, and the implications for the future rezoning and residential development of the area, as well as impacts on existing residents.	Section 15.3	Section 4.2, Section 4.5 and Section 5.7
			Council requests further information on construction traffic management, and advises that the RTA also be consulted on the matter.	Section 15.3	Section 5.7
			Council deems that the existing Wollombi Road underbridge should be widened to the same dimensions of the proposed third track underbridge, and provision of pedestrian and cyclist access be provided as part of the upgrade.	Section 7.15	Section 4.5
			Acknowledges the Environmental Assessment proposes traffic management measures for the Wollombi Road/ New England Highway intersection.	Section 15.3	Section 4.5
			Council requests details on long term plans for proposed Wollombi Road construction compound site.	Section 7.19	Section 4.2

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Concerns regarding predicted construction traffic impacts on the Wollombi Road/ New England Highway intersection, and the implications for the future rezoning and residential development of the area, as well as impacts on existing residents.	Section 15.3	Section 4.5 and Section 5.7
			The Project adjoins three areas proposed for future urban development - Lochinvar, Farley and Rutherford Industrial.	Section 14.3	Section 4.2 and Section 6.5
			Lochinvar:		
			Environmental Assessment gives insufficient consideration to the Lochinvar Investigation Area, particularly for noise attenuation.	Section 14.3	Section 4.2 and Section 6.5
			Further detail required on noise and vibration attenuation for existing and future residences.	Section 17.6	Section 4.1 and Section 6.7
			Acknowledges Environmental Assessment findings regarding Clifton House. This has potential effects for future urban development north of the rail corridor in the LIA.	Section 17.6	Section 4.1 and Section 6.7
			LIA should be considered a sensitive air quality receptor.	Section 16.3	Section 4.3 and Section 6.5
			Consideration should be given to potential blasting impacts near LIA on existing and future residences, as well as public assets and infrastructure, and heritage items.	Section 17.5	Section 4.2 and Section 6.5
			Visual impacts of noise attenuation measures should be considered, particularly with regard to Clifton House.	Section 19.6	Section 4.14
			Farley:		
			Further detail required on noise and vibration attenuation for existing and future residences.	Section 17.6	Section 4.1 and Section 6.7

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Consideration of amelioration of impacts on heritage items former Farley Railway Station and Wollombi Road Railway underbridge.	Section 13.3	Section 4.13
			Visual impacts of noise attenuation measures on FIA should be considered.	Section 19.6	Section 4.2 and Section 4.14
			Further consideration should be given to the future residential development within FIA.	Section 14.3	Section 4.2 and Section 6.5
			FIA should be considered a sensitive air quality receptor.	Section 16.3	Section 4.3 and Section 6.5
			Consideration should be given to potential blasting impacts near FIA on existing and future residences, as well as public assets and infrastructure, and heritage items.	Section 17.5	Section 4.2
			Impacts on existing urban areas (Telarah and Rutherford), in particular.	Section 17.5	Section 4.1 and Section 6.7
			Impacts from noise and vibration, and human comfort in the residential areas of Telarah and Rutherford.	Section 17.5	Section 4.1 and Section 6.7
			Consider the potential impacts on future industrial land development in Rutherford (noise, stormwater management and air quality) and potential cumulative impact of rail operations and the industrial development on nearby existing and future residential development.	Section 20.2	Section 4.17
23	Lochinvar	07/07/2010	Inaccurate description of sensitive receptors and inadequate noise monitoring - monitoring should done at all properties along the rail corridor.	Section 17.4	Section 4.1
			Consideration of impacts on sensitive receptors and measures for mitigating noise, vibration and building dilapidation required due to duration and intensity of construction and ongoing operation.	Section 17.5	Section 6.7

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Residences within 200 metres of line must be monitored for ambient noise and vibration, during construction and during operation.	Section 17.6	Section 4.1 and Section 6.7
			Preparation of Noise and Vibration Impact Statements required before work commences, after work is completed and during operation.	Section 17.6	Section 4.1
			Dilapidation surveys of properties within 200 metres before construction (especially blasting) and after completion.	Section 17.6	Section 4.1
			Provision of noise attenuation (architectural treatment and screening) during construction and operation.	Section 17.6	Section 4.1
			The Hunter 8 Alliance has not provided information regarding noise and vibration impacts on their property.	Section 17.5	Section 4.1
			Landscape architect required to be involved in assessing visual impacts/ developing landscape strategy.	Section 19.6	Section 4.14
			Reconsider height of third track compared to existing near their residence (design shows it 0.5 metres above existing).	Section 7.11	Section 4.7
			Due to time for vegetation to grow, more robust screening measures required so visual character of their property is retained.	Section 19.6	Section 4.14
			The Hunter 8 Alliance has not discussed visual impacts on their property.	Section 19.6	Section 4.14
			Concerned regarding the impacts of vegetation clearance on fauna and the overall ecological community on their property.	Chapters 9 to 11	Section 4.10
			Flora and fauna studies should include consultation with landholders on species they have identified.	Chapters 9 to 11	Section 4.10

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Offset areas and compensatory habitat to be established before any vegetation clearance.	Section 9.4	Section 4.10 and Section 5.11
			The Hunter 8 Alliance to prepare a Compensatory Habitat Strategy prior to construction.	Section 9.4	Section 5.11
			Monitor habitats during construction and operation.	Sections 9.4 and 10.4	Section 4.10
			Construction personnel to be provided detail instructions on proper methods.	Section 21.2	Section 4.10
			Unaware of surveys undertaken on their property and does not accurately account for species landowner has identified.	Chapters 9 to 11	Section 4.10
			Investigation of Aboriginal heritage should go beyond that shown in Environmental Assessment.	Section 12.2	Section 4.15
			Works should avoid impacts on Aboriginal heritage and not go beyond the Aboriginal heritage investigation area	Section 12.4	Section 4.15
			Submission acknowledges the non-indigenous heritage sites "Dunoon" and the Allandale Wine Cellars on their property.	Section 13.2	Section 4.13
			Concerned that plans in the Environmental Assessment appear to show disturbance to the Winery area and there is insufficient area to build any barriers without further damage to the site, as well as blocking their access to the area.	Section 13.3	Section 4.13 and Section 6.4
			No works should be undertaken until a detailed heritage survey has been undertaken of Dunoon and the Winery site.	Section 13.4	Section 4.13 and Section 6.4
			Design of any barriers must ensure heritage value and visual character of area is not compromised.	Section 13.4	Section 4.13

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Work in the Allandale Fossil Area must be monitored by an archaeologist.	Section 13.4	Section 4.13
			Inadequate property acquisition process. No negotiations to proceed until detail design of works on their property.	Section 14.3	Section 4.2
			Provide appropriate mitigation measures for impacts that could impact on property value (noise, visual).	Section 14.4	Section 4.1 and Section 4.14
			Concerns regarding impacts of construction traffic (including construction personnel parking) on local roads.	Section 15.4	Section 4.5
			Concerns regarding construction access roads and haul roads on their and adjoining property.	Section 15.4	Section 4.5
			Confirm locations of construction compounds, spoil areas, cut and fill options and assess.	Section 7.8	Chapter 5
			Noise, vibration, visual and amenity and road access to be surveyed, monitored and accurately reported.	Section 21.1	Section 4.12
			Realistic survey of flood levels at Allandale Road.	Section 18.3	Section 4.8
			Air monitoring to be undertaken along the Project section of the rail corridor, particularly at Allandale.	Section 16.4	Section 4.3
			ARTC to prepare a Pollution Reduction Program in line with its Environment Protection Licence.	Section 16.4	Section 4.3
			Investigate use of coal dust suppressants.	Section 16.4	Section 4.3
			Use of barriers around construction and stockpile sites.	Section 16.4	Section 4.3
			Retain existing vegetation.	Section 16.4	Section 4.3

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			All construction trucks to be covered and to reduce their exhaust emissions.	Section 16.4	Section 4.3
			Areas exposed by construction to be revegetated.	Section 16.4	Section 4.3
			Trains to minimise idling.	Section 16.4	Section 4.3
			Establishment of trees adjacent to the Project for the benefit of property owners	Section 16.4	Section 4.3 and Section 4.10
24	Allandale	07/07/2010	Inadequate consultation and provision of information.	Section 4.2	Section 4.4
			Concerned about the impact on their property value of property to be acquired and developed on adjoining land for the Project.	Section 14.3	Section 4.2
			Requests information on any changes to acquisition plans.	Section 14.3	Section 5.3
			Inadequate noise monitoring - at properties further away then their property is from the track (100 metres versus 75 metres) and believed to be undertaken when reduced traffic using rail due to track work.	Section 17.2	Section 4.1
			Proposal to monitor once the line is open and then find architectural solutions is unacceptable. Such solutions should be implemented and installed prior to construction.	Section 17.6	Section 4.1 and Section 6.7
			Concerned regarding the cross over up the track and signals in the current location results in trains stopping outside their house and the resulting noise. There are alternative locations between Allandale and Greta where such facilities could be located that would minimise impacts on residences.	Section 7.11	Section 4.7
			Noise and vibration modelling indicates levels exceeded at their property and believe they already do. Requests further monitoring.	Section 17.5	Section 4.1

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			The eastern end of Anvil Creek, which was excluded from the flora and fauna studies, has some important habitat. It contains permanent water and large and dead trees.	Chapters 9 to 11	Section 4.10
			A large dam with established reeds is within the construction impact zone.	Chapters 9 to 11	Section 4.10
			Several species (including threatened) have been observed by the landholder in this area and the overall property.	Section 10.2	Section 4.10
			Request that the construction impacts on this area of Anvil Creek be assessed and environmental safeguards implemented.	Chapters 9 to 11	Section 4.10
			Use of water from farm dams for construction must have landholders approval.	Section 7.19	Section 4.9
			Landholder requires seeing the proposed revegetation plan for the area surrounding Anvil Creek and the Allandale underbridge.	Section 9.4	Section 4.10
			Concerns about the potential negative impacts of construction (erosion, sediment, weeds, vehicle pollutants, waste, dust, noise, vibration and vehicle movements).	Chapters 9 to 20	Section 4.12
			Concerned about impact of construction dust on their tank water supply.	Section 16.3	Section 4.3
			Concerned about impact of sediment loss from construction area on Anvil Creek and require details on how such potential impacts will be mitigated.	Section 19.1	Section 4.8

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Concerned about the potential impact of the rail embankment near Allandale Road on Anvil Creek. Requests that alternatives be implemented to minimise embankment width so it avoids creek impacts (such as use of gabion walls and access track build at ground level).	Section 18.3	Section 4.10
			Water from the new central longitudinal drain should not flow into the creek.	Section 7.13	Section 4.8
			Potential impact of flooding of the Allandale Road underbridge on construction, potential associated impacts on Anvil Creek.	Section 18.3	Section 4.8
			Concerns about road safety on Old North Road between Allandale Road and the railway overbridge. Speed limits and safety signs for construction personnel will be required.	Section 15.4	Section 4.5
			The Old North Road Bridge is regularly used by rail enthusiasts to observe and photograph trains.	Section 15.4	Section 4.5
			Concerned regarding the devaluation of properties due to the 3rd and potentially 4th track. Requests compensation for property devaluation.	Section 14.3	Section 4.2
			While the social impact assessment covers many of their concerns, there has been a lack of communication with affected residents.	Section 19.5	Section 4.6
25	Hunter Environment Lobby	07/07/2010	Proposed works should include passenger platforms at Belford and Allandale.	Section 19.5	Section 4.11
			Passengers at Lochinvar, Greta and Branxton stations must not be inconvenienced or hindered by the proposed track alignment and infrastructure works.	Section 19.5	Section 4.11

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Project will contribute to the fragmentation of habitat for threatened species, and inadequate provision made for maintaining habitat connectivity across the corridor. May require fauna bridges or other structures.	Chapters 9 to 11	Section 4.10
			Inadequate assessment has been made of the impact of clearance of native vegetation adjacent to the corridor and impacts on threatened species resulting from habitat fragmentation. Measures such as biodiversity offsets or wildlife friendly culvert design do not appear to have been considered.	Section 9.3	Section 4.10
26	Hardie Taree (own property at Belford)	09/07/2010	Hardie Taree has development approval for a Tourist Facility and Service Station near Hermitage Road, which requires noise mitigation from existing train line and movements. Requests information on how Hunter 8 Alliance to attenuate any additional noise	Section 17.5	Section 4.1
			Concerned regarding lack of consideration of their approved development plan in the design of the Hermitage Road overpass (being undertaken by Hunter 8 Alliance separate to the Project)	N/A	Section 4.5
			Concerned about the safety of the proposed design of the Hermitage Road overpass, particularly the road geometry of the realigned Hermitage Road with the intersection with the New England Highway.	N/A	Section 4.5

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
27	Belford	11/07/2010	Concerns regarding existing operational noise impacts on their daily activities and actions they have had to take to mitigate noise.	Section 17.5	Section 4.1
			Concerned about the increased impact associated with third track and additional train movements.	Section 17.5	Section 4.1 and Section 6.7
			Concerned regarding additional dust from train movements, including impact on water supply (tank water).	Section 16.3	Section 4.3
			Requesting a noise wall and architectural treatment.	Section 17.6	Section 4.1 and Section 6.7
			Requesting a water (charcoal) filter system to filter water supply during construction and operation.	Section 16.4	Section 4.3
			Request for ongoing maintenance to house due to damage from train movements.	Section 17.6	Section 4.1
			Concerned regarding loss of property value and costs incurred to attenuate noise at their home.	Section 14.3	Section 4.2
28	Lochinvar	9/07/2010	Underestimated the potential social impacts of the Project on nearby residents.	Section 19.5	Section 4.6
			Concerned regarding construction vehicles using Winders Lane from a safety perspective for residents/ non-construction traffic.	Section 15.3	Section 4.5
			Inaccuracy regarding status of the Rutherford Industrial Investigation Area (MCC determined on 22 June to submit Draft LEP to Department of Planning for a determination - Environmental Assessment says no detailed studies of the area commenced).	Section 14.2	Section 4.2

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Standard hours should be limited to 7:00 am to 6:00 pm Monday to Friday (no weekend work).	Section 17.6	Section 4.1
29	Ashtonfield	10/07/2010	Landlord concerned about additional trains, impacts on property value and his ability to rent the house.	Section 14.3	Section 4.2
30	Lochinvar	10/07/2010	No contact has been made by Hunter 8 Alliance / ARTC with the landholder regarding the Project and its potential impacts.	Section 4.2	Section 4.4
			Concerned regarding existing noise impacts and the potential increased impacts due to the Project.	Section 17.5	Section 4.1 and Section 6.7
31	Lochinvar	10/07/2010	Requests consultation regarding management of coal dust impacts on water supply (tank water)	Section 16.4	Section 4.3
			Requests dust monitoring during construction at their residence.	Section 16.4	Section 4.3
			Concern regarding locomotive emissions when trains are stopped near their residence.	Section 16.3	Section 4.3
			Requests noise monitors be installed at their property before, during and after construction.	Section 17.6	Section 4.1 and Section 6.7
			Requests vibration monitoring during blasting events and that the results be made publicly available.	Section 17.6	Section 4.1 and Section 6.7
			Requests that existing signals near residence be moved towards Lochinvar to stop noise impacts from stopping trains.	Section 17.6	Section 4.1
			Requests information on noise attenuation.	Section 17.6	Section 4.1 and Section 6.7

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Noise assessment appears to cut their property out of maps for future night time operational levels.	Section 17.5	Section 4.1
			Proposed operational noise management plan is not acceptable.	Section 17.6	Section 4.1 and Section 6.7
			Proposal should address current issues and not those in 2009.	Section 17.5	Section 4.1
			Concerned regarding the loss of/ altered access to their property and across the rail corridor with demolition of the Old North Road Bridge for access and property value aspects.	Section 15.4	Section 4.5
			Concerned regarding property value due to altered access resulting from demolition of the Old North Road Bridge.	Section 14.3	Section 4.2
			Requests compensation due to the altered access to their property resulting from demolition of Old North Road bridge.	Section 14.3	Section 4.2
			Concerns regarding the property acquisition process (acquisition was subsequently determined to be not required) and requests compensation for breach of duty of care to the landholder.	Section 14.3	Section 4.2
			Believes they would not have been consulted if property acquisition was not initially considered for their property.	Section 4.2	Section 4.4
			Believes the Project should not be approved unless these issues can be addressed.	N/A	Section 4.18
32	Lochinvar	11/07/2010	Concerned by existing noise and air quality (coal dust) impacts.	Section 16.3	Section 4.1 and Section 4.3

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Concerned by lack of consultation with them.	Section 4.2	Section 4.4
			Concerned by lack of air and noise monitoring at their property. Have subsequently undertaken their own noise monitoring.	Section 17.5	Section 4.1 and Section 4.4
			Concerned about a proposed ARTC provisioning facility that has been identified in the ARTC Strategy document.	N/A	Section 4.17
			Believes that the Air Quality assessment does not adequately address the potential operational dust impacts.	Section 16.3	Section 4.3
			Environmental Assessment does not adequately consider/ identify the noise impacts on their property associated with existing operational noise.	Section 17.5	Section 4.1
			Concerned regarding the process for allowing construction to be undertaken outside of standard hours.	Section 17.6	Section 4.1
			The landholder undertook noise monitoring at their residence on Monday 5th July (when trains were apparently running at slower than normal speed). (Note: All but one reading was below the IGANRIP day time criteria.).	Section 17.5	Section 4.1
			Believes that the Project and increased train movements should not be described as an upgrade when considering social impacts.	Section 19.5	Section 4.6
			The Hunter 8 Alliance has declined requests for trees/ mulch to mitigate visual impacts.	Section 19.6	Section 4.14
			The Hunter 8 Alliance has advised compensation is not available.	Section 14.3	Section 4.2
			Concerned regarding loss of property value.	Section 14.3	Section 4.2

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Concerned regarding aesthetic impacts (serenity, loss of sleep, loss of human comfort).	Section 19.5	Section 4.6
			Submission quotes requirements of the NSW Development Near Busy Roads and Rail Corridors Guidelines and ask that they be taken into consideration.	Section 17.5	Section 4.1
			Appropriate management measures addressing these issues should be implemented prior to approval.	Section 21.2	Section 4.12
33	Lochinvar	12/07/2010	Environmental Assessment exhibition period should have been extended.	Section 2.5	Section 4.18
			Concerns regarding the property acquisition process	Section 14.3	Section 4.2
			Noise and vibration assessment considered inadequate.	Section 17.5	Section 4.1
			Should have considered three trains simultaneously, not two.	Section 17.5	Section 4.1
			Incorrect weather data used.	Section 17.5	Section 4.1
			Should have considered future use of longer trains with larger or more locomotives	Section 17.5	Section 4.1
			Noise monitoring should have been undertaken for a longer period (three weeks).	Section 17.5	Section 4.1
			Air quality monitoring needs to be undertaken along the length of the track.	Section 16.3	Section 4.3
			Inaccuracy regarding properties impacted by flood waters or access - three properties impacted by flooding of Allandale Road underbridge. Flooding of this underbridge has not been adequately addressed.	Section 18.3	Section 4.8

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Impact of property on property values and compensation should be considered.	Section 14.3	Section 4.2
			Potential impacts on TV reception needs to be considered, including potential provision of an aerial and cabling if impacted and attributed to trains.	Section 19.5	Section 4.18
34	Greta	12/07/2010	Requests that noise attenuation be provided along the rail corridor at Greta.	Section 17.6	Section 4.1 and Section 6.7
35	McCloy Group (Rutherford)	12/07/2010	Heritage Green is zoned for residential development and a current Development Application is with Maitland City Council for up to 450 residential dwellings on the site.	Section 14.2	Section 4.2
			The noise and vibration impacts on the site are unacceptable, as is the suggestion that Heritage Green redesign of part of the residential development due to the Project.	Section 17.5	Section 4.1
			Environmental Assessment identifies that part of the Heritage Green site would be subject to noise exceeding the IGANRIP night time criteria. Reasonable and feasible measures should be implemented to reduce noise impacts on the site.	Section 17.5	Section 4.1
			Noise modelling represents noise levels at 1.5 metre above ground level and do not identify impacts on second storey or elevated locations. Heritage Green proposed two storey premises on the site, and therefore attenuation would be required for 1.5 metre and 4.5 metre above ground.	Section 17.5	Section 4.1
			It is unclear if all monitoring locations were corrected to a façade location as per IGANRIP prior to validation of the noise model.	Section 17.5	Section 4.1

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
36	Belford	12/07/2010	Concerned regarding potential dust impacts on water supply (tank water), costs (clothes washing and drying) and health (including associated doctor/ vet bills).	Section 16.3	Section 4.3
			Landholders should be provided with compensation for cleaning dust and water filtration system.	Section 16.4	Section 4.3
			Noise attenuation (architectural treatment) should be provided.	Section 17.6	Section 4.1 and Section 6.7
			A resident is a shift worker who sleeps through the day, so a motel room provided by the Hunter 8 Alliance may be required as the need arises.	Section 17.6	Section 4.1
			Concerned that lengthened culvert near their property, removal of large upstream dams and filling for rail embankment could increase flood risk and impacts on their property and adjoining property.	Section 18.3	Section 4.8
			Concerned regarding safety of family from construction personnel.	Section 19.5	Section 4.6
			Anything that is stolen before, during and after construction will be replaced by Hunter 8.	Section 19.5	Section 4.6
			Visual impact due to third track construction and loss of existing large trees. Requests that a visual/ noise barrier be constructed to mitigate impacts.	Section 19.6	Section 4.14
			Concerned about potential impacts on fauna.	Section 10.3	Section 4.10
			Requests information be provided/ someone to talk to them about construction.	Section 4.2	Section 4.4
37	Farley	12/07/2010	Inadequate work has been done to investigate and alleviate impacts on rail line neighbours	Section 21.1	Section 4.12

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Inadequate property acquisition process, including loss of potential property sale due to indication that property was to be acquired.	Section 14.3	Section 4.2
			Concerns regarding increased noise and vibration levels.	Section 17.5	Section 4.1
			Concerns regarding impact on property value.	Section 14.3	Section 4.2
			Lack of information on construction works near and impacts on residents of Wollombi Road.	Chapter 7	Section 4.9
38	Greta	10/07/2010	Environmental Assessment makes error in not acknowledging their residence (former Greta Station Stationmaster's Cottage) as an "adversely affected" residence.	Section 17.5	Section 4.1 and Section 6.7
			Concerns regarding consultation process.	Section 4.2	Section 4.4
			Noise monitoring that has been requested to be done at their property has not been undertaken.	Section 17.5	Section 4.1
			Related issues regarding dealings with Cessnock City Council on works near Greta Station.	N/A	Section 4.18
			Drawings show existing Greta Station car park area on their property.	Section 7.17	Section 4.7
			Unclear as to why their building (the former Stationmaster's Cottage) is included in the Greta Station Complex State Heritage Register entry.	Section 13.2	Section 4.13
			Risk Assessment in the Environmental Assessment states the Greta Station footbridge would be demolished.	Section 7.17	Section 4.7
			Concerns regarding passenger numbers used for the three stations.	Section 7.22	Section 4.11

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			The accessibility (disabled) to the station facilities is inadequate.	Section 7.22	Section 4.7
			Issues regarding Railcorp closure of Greta Station toilet facilities.	N/A	Section 4.18
			Issues with Council and Railcorp regarding lack of kerb and guttering, drainage and sealed car park at Greta Station and Nelson Street.	N/A	Section 4.18
			Concerns regarding need for alternative parking during construction at Greta Station (refer to traffic Study).	Section 7.18	Section 4.9
			Concerned that the intention is to close passenger service access at Lochinvar, Branxton and Greta Stations.	Section 7.22	Section 4.11
			No consideration given to construction of the proposed new Nelson Street Overpass (separate Hunter 8 project).	N/A	Section 4.5
			Unclear as to applicability of DECCW Guidelines for this Project (applying to 40 or 200 metres away) when they are 19 metres away.	Section 17.5	Section 4.1
			Concerned regarding adequacy of noise and vibration assessment when no monitoring undertaken at their property.	Section 17.5	Section 4.1
			Concerned regarding adequacy of air quality assessment when no monitoring undertaken at their property.	Section 16.3	Section 4.3
			Accuracy of rail traffic numbers used in the Environmental Assessment.	Section 7.22	Section 4.11
			Noise and Vibration Impact Statement not yet done for their property	Section 17.6	Section 4.1

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Proposed noise attenuation (architectural treatment and noise barriers)	Section 17.6	Section 4.1 and Section 6.7
			Provision of vibration controls	Section 17.6	Section 4.1 and Section 6.7
			Construction and maintenance vehicles should avoid using laneway between station and their residence.	Section 15.3	Section 4.9
			Concerns regarding air quality impacts (water (tank) supply, general cleanliness of house and surrounds, laundry)	Section 16.3	Section 4.3
			Impacts of dust on health.	Section 16.3	Section 4.3
			Concerns regarding dust generation during construction.	Section 16.3	Section 4.3
			Construction traffic impacts on local roads (Nelson Street and Anvil Creek Bridge).	Section 15.4	Section 4.5
			Inaccuracy with number of primary construction compounds (Two in Chapter 7 versus three in Traffic Study).	Section 7.19	Section 4.5
			Concern regarding compound nominated at Sawyers Creek in Traffic Study (not Chapter 7 of the Environmental Assessment).	Section 7.19	Section 4.5
			Concerns regarding construction vehicle access to locations along the rail corridor.	Section 15.4	Section 4.5
			Concerns regarding public road traffic safety during construction.	Section 15.4	Section 4.5
			Concerns regarding loss of vegetation and associated impacts.	Section 9.3	Section 4.10

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Concerns regarding noxious weeds (lantana) at Sawyers Creek and Anvil Creek.	Section 9.3	Section 4.10
39	NSW Office of Water	12/07/2010	Dewatering proposed during construction requires a licence under the Water Management Act 2000	Section 19.3	Section 4.16
			Under the Hunter Unregulated and Alluvial Water Sources 2009 Water Sharing Plan Hunter 8 would be required to obtain shares from the WSP to cover any water taken from the system and manage impacts according to the WSP.	Section 19.3	Section 4.16
			Risk Assessment considered impact of temporarily lowering groundwater levels near Wollombi Road, but without reference to the WSP.	Section 19.3	Section 4.16
			No details provided on the licensing of the groundwater monitoring bores established for the Environmental Assessment.	Section 19.3	Section 4.16
			The requirement for a licence has not been identified for dewatering for bridge construction at Stony Creek, as well as for all proposed bores, including expected annual extract volumes.	Section 19.3	Section 4.16
			This extraction will also be required to purchase shares for the extracted volumes, which must be measured and reported.	Section 19.3	Section 4.16
			Insufficient detail is provided for the proposed groundwater Monitoring Program. NOW has proposed approval conditions for such a program.	Section 19.3	Section 4.16
			NOW has recommended a condition covering a surface water monitoring program that includes collection of suitable baseline data.	Section 19.3	Section 4.8

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Construction where there is potential for scour, bank or bed erosion of waterways must be undertaken using the guidelines for controlled activities and a condition has been recommended by NOW for this.	Section 18.3	Section 4.8
			NOW requires details of any farm dams requiring relocation.	Section 14.3	Section 4.9
			There is limited information on water supply in the Environmental Assessment.	Section 7.19	Section 4.9
40	Pacific National (Greta Provisioning Facility)	12/07/2010	Further detail is required regarding the proposed Nelson Street overpass at Greta (separate Hunter 8 project).	N/A	Section 4.5
			Clarification is required on access to build and maintain a batter adjacent to the Pacific National property, including whether access through the PN property is required.	Section 7.10	Section 4.7
			No concept or detailed design of the Sawyers Creek realignment has been provided.	Section 7.13	Section 4.7
			PN recommends that a detailed assessment of the realignment and other surface water impacts be undertaken and used to demonstrate the realignment will not adversely impact the PN site, including a bridge used to access the PN site.	Section 18.3	Section 4.8
			Afflux is not identified as an issue in the Environmental Assessment.	Section 18.3	Section 4.8
			PN recommends a details review of drainage and flooding issues for the third track be undertaken, including Sawyers Creek and other drainage lines.	Section 18.3	Section 4.8

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			The proposed property acquisition in the Environmental Assessment presents PN using the site as a train support facility based on ARTC's connection agreement requirements. This will prevent trains refuelling in the HVCC limiting expansion.	Section 14.3	Section 4.2
			Clarification is sought regarding a lack of noise barriers and a proposed batter adjacent to the site.	Section 17.6	Section 4.1
			PN is concerned the site is not identified as a sensitive receptor, and wishes to discuss potential blasting impacts on the site, partly due to the area being in a mine subsidence area.	Section 17.5	Section 4.1 and Section 6.7
			If the operational monitoring confirms IGANRIP criteria exceedence, all reasonable and feasible attenuation options must be examined.	Section 17.6	Section 4.1 and Section 6.7
			PN is concerned what the impact of extending the Greta Station platform, but not building the third track, would have on connecting to the existing rail.	Section 7.17	Section 4.7
			Concerned regarding the interaction of the third track and PN facility construction and the facility's connection to the rail network.	N/A	Section 4.7
41	Lochinvar	12/07/2010	Concerned regarding the impacts on their heritage listed residence due to the increased train movements currently and predicted.	Section 13.2	Section 4.1 and Section 6.7
			No definitive noise and vibration mitigation measures have been provided for their residence.	Section 17.6	Section 4.1 and Section 6.7
			The Environmental Assessment appears to only focus on construction impacts and mitigation.	Section 17.5	Section 4.1

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Concerned that the proposed Station Lane overpass is not included in the Environmental Assessment.	N/A	Section 4.5
			Concerns regarding the design and location of the proposed upgrades to Lochinvar Station	Section 7.17	Section 4.7
			Lack of discussion regarding rail users (operators) and rules on guidelines applying to them and the specifications and operations of the locomotives.	Section 17.6	Section 4.1
			Concerned that ARTC is only responding to issues due to need for approval, and will ignore issues once approval is received, as there are no definitive commitments in the Environmental Assessment regarding operational impacts on their property.	Section 4.2	Section 4.12
			Noise attenuation (noise barrier, double glazing, air conditioning) is required	Section 17.6	Section 4.1 and Section 6.7
			Negotiations to assess loss of property value	Section 14.3	Section 4.2
			If attenuation or compensation cannot be agreed, ARTC should offer to purchase the property.	Section 14.3	Section 4.2
42	NSW Transport	16/07/2010	Hunter 8 is requested to address issues which potentially have implications on passenger safety, station access and parking, and any works on and around station premises.	Section 7.18	Section 4.9
			Consultation and agreement with the RTA is required over proposed road infrastructure changes for construction and operation stages.	Section 15.5	Section 4.5
			Use of the compulsory land acquisition powers of the Country Rail Infrastructure Authority is noted and required to be managed.	Section 14.3	Section 4.2

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Addressing community concerns regarding operational noise and vibration issues.	Section 17.6	Section 4.1
			While Transport NSW supports closure and replacement of levels crossings (separate projects by Hunter 8), consideration needs to be given to impacts to Railcorp stations.	Section 7.17	Section 4.7
43	Lochinvar	15/07/2010	Significant increase in train movements since they purchased their property 30 years ago.	Section 17.5	Section 4.1
			Concerns regarding existing operational noise and vibration impacts, including changes to lifestyle due to noise and lifestyle and structural impacts due to vibration.	Section 17.5	Section 4.1
			Concerned about increasing noise and vibration impacts due to increased number of train movements.	Section 17.5	Section 4.1
			Concerned regarding property value impacts and ability to sell in the future.	Section 14.3	Section 4.2
44	Industry & Investment	8/07/2010	I&I has no objections regarding impacts on fish stocks or habitat	Section 11.3	Section 4.10
			I&I supports the proposed mitigation and management measures proposed in the Environmental Assessment for the Allandale Area (fossil area).	Section 13.4	Section 4.13
45	Farley	20/7/10	Opposed to the sale of Australia's raw materials for a small price to overseas companies. The third track facilitates this sale, and the purchasing companies should be responsible for funding construction of the third track.	Chapter 5	Section 4.18

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			The noise and vibration assessment contains “too many grey areas” regarding long term noise and vibration impacts and the proposed mitigation approach – believes that the attenuation should be installed before the operations and not be dependant on the monitoring.	Section 17.5	Section 4.1 and Section 6.7
			Unclear on who would be responsible for provision of compensation due to environmental impacts and property devaluation.	Section 14.3	Section 4.2 and Section 4.12
46	Belford	16 July 2010	The family/ business responsible for the submission believes that the consultation undertaken with them, and information provided, by the Hunter 8 Alliance has been inadequate (including meetings, correspondence, newsletters and Community Drop-In Days)	Section 4.2	Section 4.2 and Section 4.12
			Concern regarding the property acquisition process	Section 14.3	Section 4.2
			The business (engineering and fabrication workshop at Belford) has not been adequately considered in the Environmental Assessment in terms of the existing development and the impact of the Project on the business.	Section 14.3	Section 4.2
			The Environmental Assessment proposes closure of the Rix’s Road level crossing and does not discuss any alternative access to the residential property accessed by the level crossing.	Section 14.3	Section 4.2
			The submission claimed that the Environmental Assessment was not on exhibition at Cessnock City Council as noted in the Environmental Assessment exhibition information.	Section 2.5	Section 4.2
			Concerned about the potential impact of the Project (property acquisition and construction) on the ongoing viability of the business	Section 14.3	Section 4.2

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
47	Farley	8 July 2010	Concerned regarding the health and amenity impacts of existing rail operations.	Section 19.5	Section 4.6
			Concerned that residents will be subject to increased impacts from the additional train movements without the provision of noise attenuation.	Section 17.5	Section 4.1 and Section 6.7
			Concerned regarding potential property devaluation.	Section 14.3	Section 4.2
			Lack of upgrade to the Wollombi Road underbridge, including no pedestrian or cyclist access.	Section 7.15	Section 4.5
			The loss of the Farley Railway Station denies access to public transport and requires pedestrians to use the unsafe Wollombi Road underbridge. Consideration should be given to providing platforms as provided at Allandale.	N/A	Section 4.11
			Increased rail movement impacts on the landholders' amenity and mental welfare.	Section 19.5	Section 4.6
			Requests provision of noise attenuation (noise walls)	Section 17.6	Section 4.1 and Section 6.7
48	Railcorp	14 July 2010	Railcorp is responsible for providing regular passenger services through the Project area, including servicing of Lochinvar, Greta and Branxton Stations and is committed to providing passenger services.	Section 7.17	Section 4.7
			Railcorp believes that the modifications to access arrangements at Lochinvar, Greta and Branxton Stations will trigger the need to comply with the <i>Disability Discrimination Act 1992</i> .	Section 7.17	Section 4.7

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			The Disability Standards for Accessible Public transport (CSAPT) associated with the DD Act requires that when a change of access to a station occurs, the station must be upgraded to comply with the standards. Railcorp requires the ARTC to work with Railcorp to meet the DSAPT and Railcorp standards.	Section 7.17	Section 4.7
			Railcorp requires maintaining safe access to the stations during the construction period, and should be clarified prior to determination of the application.	Section 7.17	Section 4.7
			The exact station upgrade requirements should be clarified prior to determination of the application.	Section 7.17	Section 4.7
49	Farley Investigation Area Landowners Group	16 July 2010	The Environmental Assessment fails to identify the Farley Investigation Area as a sensitive noise catchment area, and does not assess impacts, potential mitigation measures and residual impacts.	Section 17.5	Section 4.2 and Section 6.5
			The submission details the status of the Farley Investigation Area regarding the rezoning process (gazettal of rezoning expected by June 2011) and that residential development is anticipated to have commenced prior to completion of construction of the Project (March 2012). The submission also notes Maitland City Council inferred support for the rezoning through expedition of the rezoning process.	Section 14.3	Section 4.2 and Section 6.5
			A number of preliminary environmental and infrastructure investigations have been undertaken, and structure plans, concept subdivision layouts and concept plans developed.	Section 14.3	Section 4.2

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			A review of the Noise and Vibration Impact Assessment was undertaken by Heggies Pty Ltd and provided with the submission. This review raised a number of general and technical issues (detailed in Section 4.1).	Section 17.5	Section 4.1
			The Environmental Assessment fails to specifically identify any noise attenuation measures for the Farley Investigation Area.	Section 17.5	Section 4.1 and Section 6.7
			The Environmental Assessment does not identify sufficient vibration attenuation and mitigation measures beyond those relating to track design and needs to provide further detail on contributing factors to vibration levels.	Section 17.6	Section 4.1 and Section 6.7
			Clarification is required as to whether the predicted air quality exceedence (fugitive dust) is prior to or following mitigation measures implementation.	Section 17.6	Section 4.3
			Clarification is requested as to whether a dedicated buffer is required on the Farley Investigation Area and, if so, what would be the width requirement and how this width was defined.	Section 16.3	Section 4.3
			Confirmation that the air quality mitigation measures will be undertaken prior to operational commencement.	Section 16.3	Section 4.3
			Currently the FIA and Heritage Green are affected by idling locomotives due to signals being located along the rail corridor frontage. Clarification is requested as to whether these signals would be relocated to eliminate the impact of idling for these urban release areas.	Section 16.3	Section 4.3

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Qualify whether air quality is an operational phase issue in the FIA and Heritage Green. If it is, then what is the nature and extent of the vegetative buffer which would be provided, what level of mitigation will it afford and will there be any residual impacts that are likely to constrain residential development in the FIA?	Section 16.3	Section 4.3
			The potential impact of construction traffic on Wollombi Road is considered unsafe without mitigation. The Environmental Assessment should include measures on traffic management (including volume), including reduction of traffic using the Wollombi Road underbridge.	Section 15.4	Section 4.5 and Section 5.7
			The Environmental Assessment does not indicate that the existing Wollombi Road underbridge would be upgraded. The Landowners Group believes that ARTC should upgrade the underbridge including road alignment and the provision of separated cyclist and pedestrian traffic.	Section 15.5	Section 4.5 and Section 5.7
			The Landowners Group notes that the Minimbah Bank Environmental Assessment proposed extended standard construction hours. This would be considered unreasonable. Any construction beyond standard construction hours would only occur after notification and consultation with affected residents.	Section 7.15	Section 4.1 and Section 4.9
			An acoustic barrier and/ or an earth bund and the vegetation along the rail corridor should be established to mitigate construction and operation impacts on existing residents. This would also form the basis of a long term screen through to operation of the third track.	Section 7.20.2	Section 4.1 and Section 6.7

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
50	Greta Estates Pty Ltd (Greta)	12 July 2010	Greta Estates Anvil Creek development was rezoned for residential development 5 December 2008 and received a staged development consent on 17 February 2010 of a superlot subdivision and a Master Plan that contains a range of residential, golf and tourist facilities, retail and commercial, education, viticulture, open space and village centre land uses.	Section 14.2	Section 4.2 and Section 6.5
			These land uses have not been considered in the Environmental Assessment.	Section 14.3	Section 4.2 and Section 6.5
			The Environmental Assessment identifies train movements in 2012 and 2022, not the maximum capacity. Approval should only be provided for the train movements noted for 2022.	Section 7.22	Section 4.1
			No consideration has been given to the potential impacts on the non-indigenous heritage items on their property and the adjoining property ("Dunoon").	Section 13.3	Section 4.13
			The Environmental Assessment does not provide detailed plans of property acquisition.	Section 14.3	Section 4.2
			The Environmental Assessment does not show acquisition of land from their "Walkers Hill" property on the Up side of the track, despite the third track apparently being located on this side of the corridor.	Section 7.5	Section 4.2
			The submission cites the noise criteria in the State Environmental Planning Policy (Infrastructure) (the Infrastructure SEPP) applying to rail noise and vibration on non-rail development and that the Environmental Assessment should have considered this, not only IGANRIP.	Section 17.5	Section 4.1
			Greta Estates will be required to attenuate to comply with the Infrastructure SEPP and the Hunter 8 Alliance should be required to show how it would contribute to this compliance.	Section 17.6	Section 4.1

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			An overlay of the 60dB(A) contours (as provided in Appendix K of the Environmental Assessment) shows a number of proposed sensitive receptors within the Project's predicted 2012 and 2022 noise contours.	Section 17.5	Section 4.1
			The Hunter 8 Alliance needs to commit that all sensitive receptors within the Anvil Creek site would comply with the IGANRIP and Infrastructure SEPP noise criteria.	Section 17.6	Section 4.1
N/A	Department of Planning (Heritage)	30/06/2010	The Environmental Assessment does not adequately address the following issues as previously requested:	Section 13.2	Section 4.13
			A full breakdown of the State Heritage Register stations, including a complete architectural assessment of all significant features and elements which highlight the exact areas of impact - including measured drawings and archival photographs.	Section 13.2	Section 4.13
			Detailed information on proposed modifications to Greta and Branxton stations, and the impact of modifications on significance of the stations.	Section 13.2	Section 4.13
			Policies/ measures to conserve the heritage significance.	Section 13.2	Section 4.13
			A reassessment of the significance of the items once works are complete.	Section 13.2	Section 4.13
			Assessment of impacts on the State Heritage Register listed Moveable Heritage Collection at Branxton.	Section 13.2	Section 4.13
			Options to mitigate impacts on the Moveable Collection.	Section 13.2	Section 4.13

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			Consultation with a Conservation Architect and Structural Engineer on the deconstruction and reconstruction of the original brick facing platform to ensure it is rebuilt appropriately.	Section 13.2	Section 4.13
N/A	DEWHA	22 July 2010	Further detail required regarding the impact on the Grey-Headed Flying Fox. The Environmental Assessment notes that foraging habitat would be disturbed. Clarification is required as to whether this is foraging habitat critical to the survival of the species. If it does this needs to be noted and appropriate offset developed.	Section 11.3	Section 6.2
			The Compensatory Habitat Strategy will need to be consistent with the draft EPBC Act policy statement on the use of environmental offsets and consultation with DEWHA. The Minister or his delegate will need to be confident the offset package being developed will be adequate. Therefore consultation should be undertaken soon so that sufficient information is provided.	Section 9.4	Section 5.11
N/A	DECCW	10 August 2010	The Environmental Assessment currently only discusses in general terms the extent and likely impact of noise and vibration mitigation measures. However IGANRIP requires the proponent to demonstrate all feasible and reasonable mitigation measures have been considered prior to approval.	Section 17.6	Section 4.1 and Section 6.7
			DECCW recommends that a more thorough investigation of whether additional mitigation measures are feasible and reasonable, and if they provide significant noise reduction. This includes consideration of attenuating locomotives or altering operations.	Section 17.6	Section 4.1 and Section 6.7
			No details have been provided on the proposed Compensatory Habitat Strategy. Further detail is required.	Section 9.4	Section 4.10 and Section 5.11

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			<p>While DECCW acknowledges the information provided on the Aboriginal Consultation process, only six of 20 registered groups have confirmed support for findings of the Aboriginal Heritage Impact Assessment.</p> <p>It is recommended that the Department of Planning be satisfied that a majority of the stakeholders support is achieved.</p>	Section 12.3	Section 4.15
N/A	DECCW	10 August 2010	The Environmental Assessment proposes an Operation Noise Management Plan that includes providing noise attenuation where monitoring confirms INGARIP is triggered. However the extent and likely impact of these mitigation measures are only discussed in general terms in the Environmental Assessment.	Section 17.6	Section 5.9.6
			Rail vibration controls will be considered where residences are located within 40 metres of the nearest track. However the likely impact of these measures has not been quantified.	Section 17.6	Section 5.9.6
			<p>DECCW recommends that a more thorough investigation of whether additional noise mitigation measures are reasonable and feasible, and if so, whether they would result in significant noise reductions. This investigation should include, but not be limited to, the following measures:</p> <ul style="list-style-type: none"> ▶ Use of only noise attenuated locomotives on the third track. ▶ Limiting the speed of trains using the proposed third track. ▶ Limiting the speed of trains using the proposed third track at night. ▶ Restricting the number of trains using the proposed third track only at night. 	Section 17.6	Section 5.9.6

Planning Submissions Reference No.	Agency/ Suburb	Date Received	Comments/Issues Raised	Relevant Section in Environmental Assessment	Relevant Section in Submissions Report
			The Environmental Assessment does not include details of the proposed Compensatory Habitat Strategy despite DECCW requesting this at the Adequacy Review stage. DECCW cannot recommend conditions of approval without further detail on the proposed offset strategy.	Section 9.4	Section 5.12
			DECCW acknowledges the additional information provided regarding the local Aboriginal consultation process and that six of the 20 registered stakeholders provided their support for the mitigation and management measures in the Environmental Assessment. However this is not a majority of stakeholders. It is recommended that Planning satisfies itself that a majority of the registered Aboriginal stakeholders support the findings in the Environmental Assessment.	Section 12.4	Section 4.15