

Stephen O'Donoghue - CCP - rail noise

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Date: Wednesday, 11 September 2013 13:48
Subject: CCP - rail noise
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Attachments: J11030_Offsite_RailNoise_130911.pdf

Steve

The responses regarding rail noise.

Offsite rail noise

Please see the attached calculations for the 'planned' (Table 1) and 'maximum' (Table 2) night-time train movements on the ARTC network. Table 2 replicates Table 15.11 of the PPR&RTS. The far right column of each table shows the contribution of the CHC trains at night. This is shown to the nearest 0.1 dB(A) but given that the criteria are expressed to the nearest 1 dB(A) the small changes do not significantly change the results of the offsite rail noise assessment (6 March 2013).

Rail spur barriers

Further to our conversation, we have reviewed the indicative attenuation from the barriers adjacent to 3108 and 3062. The results are below:

- 1.8 m barrier at the rail line adjacent to 3108 attenuates 8 dB.
- 3.5 m barrier at the rail line adjacent to 3062 attenuates 14 dB.

Basically, these levels can be subtracted from the L_{max} level for each receptor.

Best regards

Phil

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The increase in offsite rail from the Project has been calculated and provided in Table 1 for planned movements. Table 2 provides for comparison, the increase in offsite rail from maximum movements.

Table 1 Summary of train movements and project related increase (planned movements), 2021

Rail line	Day movements for contracted + prospective without CHC	Night movements for contracted + prospective without CHC	Day CHC movements	Night CHC movements	Percentage volume of day CHC trains	Percentage volume of night CHC trains	Day difference (dB(A))	Night difference (dB(A))
Bylong to Mangoola	23.9	14.3	7	3	33%	24%	1.1	0.8
Bengalla to Muswellbrook	35.3	21.2	7	3	19.8%	14.2%	0.8	0.6
Muswellbrook to Anteiine	71.6	43.0	7	3	8.7%	6.2%	0.4	0.3

Note : train movements without CHC sourced from Hunter Valley Corridor 2012-2021 Capacity Strategy, 2012.

Table 2 Summary of train movements and project related increase (maximum movements), 2021

Rail line	Day movements for contracted + prospective without CHC	Night movements for contracted + prospective without CHC	Day CHC movements	Night CHC movements	Percentage volume of day CHC trains	Percentage volume of night CHC trains	Day difference (dB(A))	Night difference (dB(A))
Bylong to Mangoola	23.9	14.3	8	6	34%	42%	1.3	1.5
Bengalla to Muswellbrook	35.3	21.2	8	6	23%	28%	0.9	1.1
Muswellbrook to Anteiine	71.6	43.0	8	6	11%	14%	0.5	0.6

Note : train movements without CHC sourced from Hunter Valley Corridor 2012-2021 Capacity Strategy, 2012.