



Minister for Transport and the Commonwealth Games

Our ref: PET 18757
QR ref: MCR-16-976

Your ref: 10.4 Petitions

Mr Neil Laurie
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Dear Neil

I refer to petition numbers 2587-16 and 2618-16 lodged with the Legislative Assembly by Mr Michael Crandon MP, Member for Coomera on 16 August 2016 about rail noise impacts from the Coomera to Helensvale duplication project.

Queensland Rail is aware that residents living close to its network can be exposed to varying levels of rail noise and is committed to implementing reasonable and practicable measures to minimise such impacts.

Requirements for the identification and management of rail noise are captured in Queensland Rail's Safety and Environment Management System. These requirements help to ensure that rail noise is managed consistently and that available resources are distributed fairly throughout Queensland Rail's extensive network. Priority must be given to the implementation of noise minimisation measures in the most affected locations.

Where Queensland Rail is making a significant change to existing infrastructure or operations, which could result in additional rail noise impacts for nearby residents, rail noise impacts must be assessed and managed as appropriate. For new infrastructure, such as the Coomera to Helensvale duplication, the rail noise requirement is the achievement of rail noise levels that are below designated planning levels.

Noise barriers are only required to be installed by Queensland Rail where planning levels are exceeded at places of residence or sensitive buildings.

As part of the noise assessment process for the Coomera to Helensvale duplication project, Queensland Rail has conducted noise monitoring of existing operations, as well as detailed noise modelling to assess rail noise impacts for all residences within the project area.

Existing timber barriers located on both sides of the rail corridor will be replaced with concrete barriers to ensure a continuity of noise attenuation. As a barrier fencing material, concrete provides a greater surface density compared to other materials like timber. Importantly, concrete is a more durable product which reduces noise more effectively over a longer time period.

While there will be an overall increase in train frequency between Coomera and Helensvale as an outcome of the project, the noise modelling has shown that noise from the duplication, with the retention of existing noise barriers, will not exceed the planning levels.

Queensland Rail has consulted directly with the most impacted residents, who adjoin the boundary on the western side of the rail corridor between Coomera and Helensvale stations, to discuss their concerns and the proposed design and construction of the replacement barriers. As a result of this consultation, changes have been made, where possible, to the height and location of the replacement barriers.

Following the completion of the duplication project, post-construction noise monitoring will be carried out at various locations adjacent to the corridor. Monitoring will enable Queensland Rail to confirm that suitable measures are in place to manage operational noise.

The noise assessment process for this project is ongoing and Queensland Rail will share the outcomes to all interested community members when it is completed.

I trust the information provided outlines Queensland Rail's position regarding your concerns.

Yours sincerely



STIRLING HINCHLIFFE MP
Minister for Transport and the Commonwealth Games

12 SEP 2016