

# The process

- 1 ***Inland Rail*** undertakes noise modelling/predicts future rail noise
- 2 ***Inland Rail*** identifies potential noise mitigation options to address future rail noise impacts
- 3 ***Inland Rail*** assess potential noise mitigations options in accordance with guidelines and industry best practice

ONLY “Feasible and Reasonable” mitigations can be implemented and are recommended to be implemented in the following order:

1. At the source (e.g. track or train measures)
2. In the transmission path (e.g. between the track and the receiver/s)
3. At the receiver (e.g. at property treatments)

- 4 ***Inland Rail*** makes a noise mitigation option recommendation based on the above assessments

- 5 ***Inland Rail*** shares the reasonable and feasible mitigation options and its recommendation with the *community*

- 6 ***Inland Rail*** consults the *community* about their preferred reasonable and feasible noise mitigation option (and the project’s mitigation recommendation).

- 7 ***Community*** views are counted and weighed up

Directly impacted receivers (i.e. those with one or more value exceeding RING trigger vales) receive 70 percent of the decision-making capacity. Indirectly impacted receivers (i.e. those with no values exceeding RING trigger values) receive 30 percent of the decision-making capacity.

This is to ensure the people most effected by the future rail noise have the most influence on the option selected.

- 8 The ‘Preferred Mitigation Option’ is defined based on weighted *community* views

- 9 The ‘Preferred Mitigation Option’ is communicated back to the *community*

***Inland Rail*** environmental assessment is finalised detailing the ‘Preferred Mitigation Option’ and submitted to NSW Government regulator for approval.

# Mitigation assessment

**“ When RING noise trigger levels are predicted to exceed the relevant criteria, feasible and reasonable mitigation to reduce noise down towards the absolute trigger levels must be considered ”**

RING also promotes the use of a hierarchical approach to noise mitigation. This encourages source control measures, which reduce noise impacts for a large number of receivers (buildings exposed to the noise), before considering more localised mitigation measures at receiver locations.

This approach is not fully prescriptive, but rather it is the responsibility of the proponent (project owner) to demonstrate how and why selected mitigation measures are appropriate, and to justify any mitigation measures proposed (or disregarded).

The hierarchy of controls are:

- 1 Controlling noise and vibration at the source (e.g. track or train measures)
- 2 Once controls at the source are exhausted, controlling the transmission of noise and vibration (e.g. noise barriers)
- 3 Once source and transmission controls are exhausted, controlling noise and vibration at the receiver (e.g. at property treatments)

In NSW, the NSW Environment Protection Agency provides guidance around trigger levels for noise produced by trains and train infrastructure in the *Rail Infrastructure Noise Guideline*.

The guidance sets out trigger levels for noise during the day and night that identify when noise mitigation measures may be needed to reduce noise levels. Generally, these are:

- 1: The *average* noise from trains during the day (7am to 10pm) should be 65 decibels or below.
2. The *average* noise from trains during the night (10pm to 7am) should be 60 decibels or below.
3. The maximum noise level should not be more than 85 decibels.

FEASIBLE MITIGATION	REASONABLE MITIGATION
A noise mitigation measure that can be engineered and is practical to build, given project constraints such as safety, maintenance and reliability requirements.	A noise mitigation measure that involves judging whether the overall noise benefits outweigh the overall adverse social, economic and environmental effects, including the cost of the mitigation measure considering noise impacts, noise mitigation benefits, cost-effectiveness and community views.

# Need more support?

We are committed to ensuring community members have access to sufficient information to make an informed contribution to the process. Alongside the option to speak with the team at any time, we will also provide scheduled opportunities for engagement:

When	What	Location
From Monday 12 February	If requested, one-on-one meetings with residents	At your home or external if you wish
Thursday 7 March	Community briefing session (late afternoon) with independent facilitator	Oak Street
Friday 8 March – Friday 15 March	Survey period	Online, in person and via email
Friday 3 May	Written communication advising of recommendations/outcomes	Letter and email

You can also request access or be represented by an advocate and/or cultural representative in our discussions with you. Please speak with a member of the team to arrange this or ask your representative to contact us.

The community is also represented by the Narrabri to North Star Phase 2 Community Reference Group which was set up to provide a forum for discussion between Inland Rail, its agents and contractors, selected community representatives and various interest groups relevant to this section.

The members are:

Rodney Schoupp

Ann Turner

Steve McIntosh

Alexander Munro

Lynne McQueen

Terry Haynes

Karen Craigie

Angus Witherby

Michael Murphy


Meryl Dillon


Christopher Hartin

Sonia Rowe

The **Department of Planning, Housing and Infrastructure (DPHI)** is the NSW Government agency overseeing this process.


 1300 420 596, press option 2


 [information@planning.nsw.gov.au](mailto:information@planning.nsw.gov.au)


 4 Parramatta Square, 12 Darcy Street, Parramatta 2150

You can also seek more information from your local council:

**Moree Plains Shire Council.**

 02 6757 3222

 [council@mpsc.nsw.gov.au](mailto:council@mpsc.nsw.gov.au)

 PO Box 420, Moree 2400