



*Public Meeting*  
*Noise Monitoring Results*

- Noise monitoring carried out at locations specified in EA
- These noise readings informed model that predicts noise levels when SSFL is operating
- Model shows no net increase to existing noise levels in Casula area
- Noise predictions will be tested when SSFL is operating at 1, 2, 5 and 10 years.

## Main issues raised:

- Community claim existing noise levels too high
  - ARTC confirmed that SSFL will not increase existing noise levels
- Community claim noise monitoring locations in EA were biased eg too far from rail track at Casula, therefore prediction of future noise is wrong
  - ARTC agrees to conduct additional noise monitoring
  - This monitoring will confirm or contradict predictions of noise model
  - If noise model is inaccurate, noise mitigation will be provided
- Community recommends locations for monitoring
  - ARTC chooses from representative locations for further testing

- This process has confirmed the accuracy of noise monitoring and the basis of future noise predictions
- Process and results have been discussed with:
  - Department of Environment and Climate Change (DECC)
  - Department of Planning (DoP)
  - RailCorp
  - CLG
  - Liverpool Council Officers
  - Ministry of Transport (MOT)
  - Federal Member and State Member
- ARTC is meeting current Conditions of Approval, noise wall locations remain unchanged
- Other avenues of redress can be pursued at community discretion

- Applications for the Liverpool/Campbelltown CLG will now be considered
- Briefing interviews of the CLG process to date will be conducted by ICLR/s, suggested time frame 3<sup>rd</sup> and 4<sup>th</sup> March 2009
- Applications will be considered on their merits and selected to provide a balanced mix of demographic and geographic representation
- Recommendations will be discussed with Department of Planning



## *Contacts:*

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