



Minister for Transport and Main Roads

Our ref: PET40606
Your ref: A667201

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19 April 2021

Mr Neil Laurie
The Clerk of the Parliament
Parliament House
George Street
BRISBANE QLD 4000

Dear Mr Laurie

I refer to petition 3494-21 lodged with the Legislative Assembly on 23 March 2021 regarding a request for noise barriers between Esperance Park, Murrumba Downs and the Kallangur train station.

Queensland Rail is aware that noise associated with its activities and those of third-party operators can impact nearby residents and seeks to take reasonable and practicable measures to minimise such impacts.

As Queensland Rail's network is vast and resources available for noise management must be distributed fairly, priority is given to the most affected locations. Where Queensland Rail is building new or making significant changes to its existing rail transport infrastructure, rail noise impacts will be assessed and, where practicable, mitigated. I am advised no such infrastructure changes have occurred recently in the Murrumba Downs and Kallangur areas.

When the Redcliffe Peninsula rail line was constructed by the Department of Transport and Main Roads, noise barriers were constructed where noise exposure was assessed as above the rail noise planning levels. Rail noise modelling conducted as part of the planning and construction of the new line reported that the residences located between Esperance Park, Murrumba Downs and Kallangur station were below the rail noise planning levels, meaning no noise barriers were constructed in this area. Subsequent post construction noise monitoring conducted at representative locations in the area confirmed that noise levels remained below the planning levels.

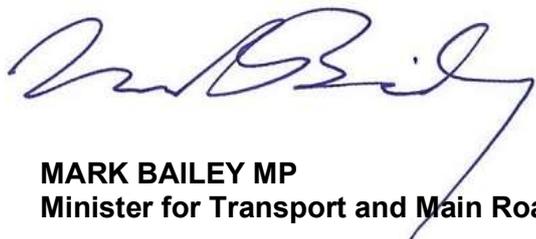
New residential developments within a transport corridor are also subject to development and building approval controls which would condition developers to assess and mitigate transport noise as applicable.

There are many factors that can influence rail noise, including track alignment, wheel profiles, rollingstock composition and configuration, as well as environmental conditions such as temperature and humidity. Accordingly, Queensland Rail focuses its efforts on treating noise at its source, to maximise benefits for the broader community. By treating noise at the source, Queensland Rail can deliver benefits to a greater number of its neighbours than can be achieved through the construction of fixed, last-line treatments such as noise barriers.

Noise management strategies used by Queensland Rail include regular maintenance of rollingstock, rail grinding to remove track irregularities, rail lubrication to reduce friction on tight curves, and maintaining and/or upgrading track infrastructure.

As there have been no significant changes to rail infrastructure since the construction of the Redcliffe Peninsula line, there are no plans to construct additional noise barriers between Murrumba Downs and Kallangur station at this time.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Mark Bailey', with a long, sweeping underline that extends to the right and then curves downwards.

MARK BAILEY MP
Minister for Transport and Main Roads