

MAMRE AND ABBOTTS ROAD INTERSECTION

Construction Noise and Vibration Impact Assessment

Prepared for:

LOG-E c/o AT&L
Level 7, 153 Walker Street
North Sydney NSW 2060

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SLR 

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BASIS OF REPORT

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with LOG-E c/o AT&L (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

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CONTENTS

| | | |
|----------|--|-----------|
| 1 | INTRODUCTION | 5 |
| 2 | PROJECT DESCRIPTION | 5 |
| 2.1 | Mamre and Abbotts Roads Intersection Upgrade | 5 |
| 2.2 | Nearest Sensitive Receivers..... | 7 |
| 3 | EXISTING ENVIRONMENT | 8 |
| 4 | ASSESSMENT CRITERIA | 10 |
| 4.1 | Construction Noise and Vibration Guidelines | 10 |
| 4.2 | Interim Construction Noise Guideline..... | 10 |
| 4.3 | Construction Road Traffic Noise Guidelines | 13 |
| 4.4 | Vibration Guidelines..... | 14 |
| 4.4.1 | Human Comfort Vibration..... | 14 |
| 4.4.2 | Effects on Building Contents..... | 14 |
| 4.4.3 | Structural and Cosmetic Damage Vibration..... | 15 |
| 4.4.3.1 | British Standard 7385: Part 2 - 1993 | 15 |
| 4.4.4 | Heritage Buildings or Structures | 17 |
| 4.4.5 | General Vibration Screening Criteria | 17 |
| 4.4.6 | Minimum Working Distances for Vibration Intensive Works..... | 17 |
| 5 | CONSTRUCTION NOISE AND VIBRATION ASSESSMENT | 19 |
| 5.1 | Construction Activities | 19 |
| 5.2 | Hours of Construction | 19 |
| 5.3 | Construction Noise..... | 21 |
| 5.4 | Construction Vibration | 25 |
| 6 | MITIGATION AND MANAGEMENT MEASURES | 28 |
| 6.1 | Standard Mitigation and Management Measures..... | 28 |
| 6.2 | Additional Mitigation Measures | 30 |
| 7 | CONCLUSION | 33 |

DOCUMENT REFERENCES

TABLES

| | | |
|---------|---|----|
| Table 1 | Nearest Sensitive Residential Receivers | 7 |
| Table 2 | Summary of Unattended Noise Monitoring Results..... | 9 |
| Table 3 | Construction Noise and Vibration Standards and Guidelines | 10 |
| Table 4 | ICNG NMLs for Residential Receivers | 11 |

CONTENTS

| | | |
|----------|--|----|
| Table 5 | NMLs for ‘Other Sensitive’ Receivers | 12 |
| Table 6 | Construction Noise Management Levels | 13 |
| Table 7 | RNP Criteria for Assessing Construction Vehicles on Public Roads | 14 |
| Table 8 | Vibration Dose Values for Intermittent Vibration | 14 |
| Table 9 | Transient Vibration Guide Values - Minimal Risk of Cosmetic Damage | 15 |
| Table 10 | Recommended Minimum Working Distances from Vibration Intensive Equipment..... | 18 |
| Table 11 | Construction Activities..... | 20 |
| Table 12 | Exceedance Bands and Impact Colouring | 21 |
| Table 13 | Overview of NML Exceedances – Stage 1 - All Receiver Types (Standard Construction Hours)..... | 22 |
| Table 14 | Overview of NML Exceedances – All Receiver Types (Out-of-Hours Work)..... | 23 |
| Table 15 | Environmental Management Controls for Construction Noise and Vibration..... | 28 |
| Table 16 | Additional Noise Mitigation Measures | 30 |
| Table 17 | Additional Mitigation Measures Matrix - Construction Noise | 31 |

FIGURES

| | | |
|----------|---|----|
| Figure 1 | Project Location..... | 6 |
| Figure 2 | Graph of Transient Vibration Guide Values for Cosmetic Damage | 16 |
| Figure 3 | Construction Vibration Assessment | 26 |

APPENDICES

- Appendix A: Acoustic Terminology
- Appendix B: Noise Impact Maps

1 Introduction

SLR Consulting Australia Pty Ltd (SLR) has been engaged by Land Owners Group – East (LOG-E) to prepare a Construction Noise and Vibration Impact Assessment (CNVIA) for construction work associated with the upgrade of the intersection at Mamre Road and Abbots Road (the Project), located in Kemps Creek, NSW.

This CNVIA addresses the potential noise and vibration impacts associated with the Project. Specific acoustic terminology is used in this report. An explanation of common acoustic terms is provided in **Appendix A**.

SLR is suitably qualified to produce this CNVIA and SLR staff are members of the Australian Acoustical Society (AAS). SLR is also a member firm of the Association of Australasian Acoustical Consultants (AAAC).

2 Project Description

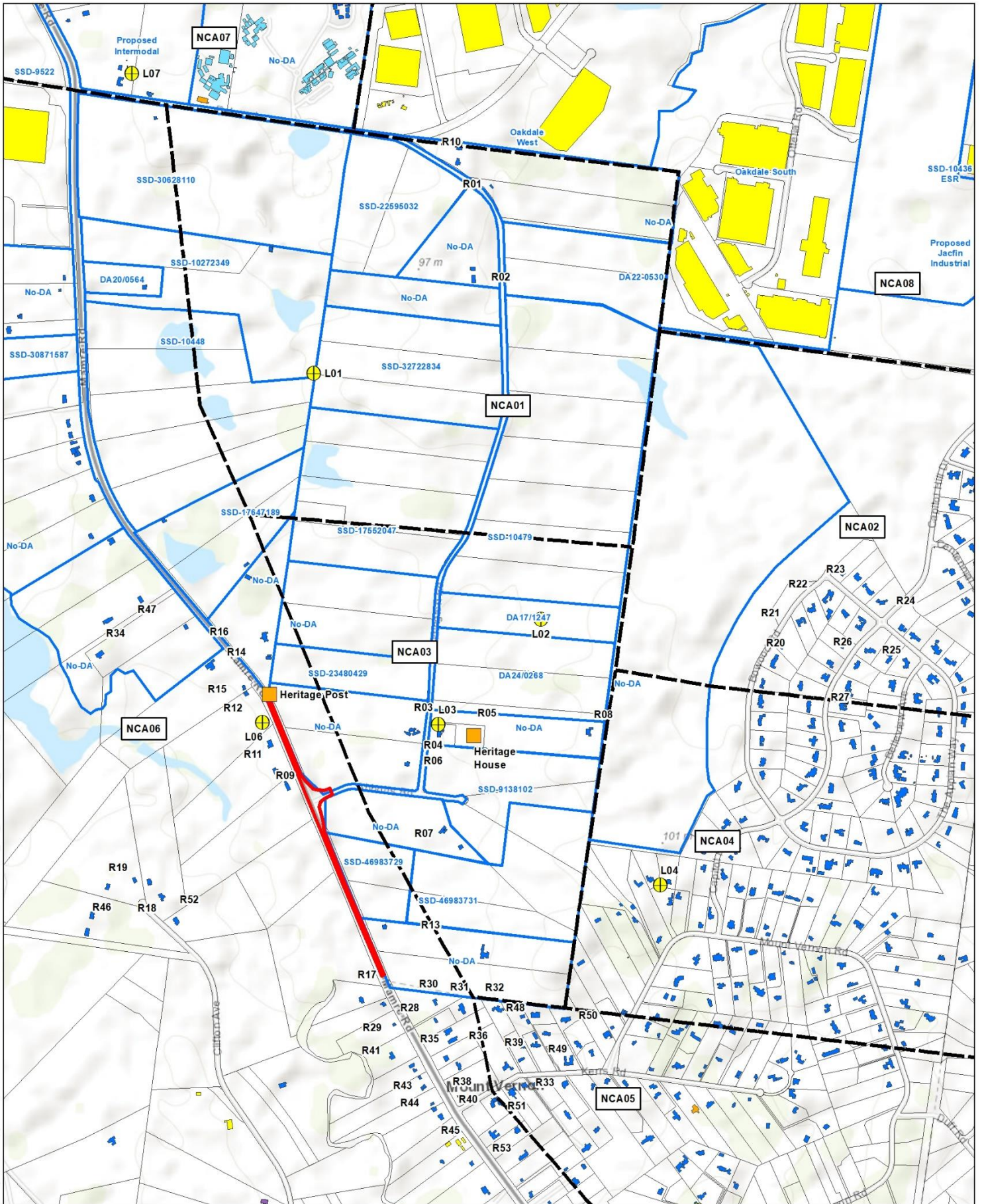
2.1 Mamre and Abbots Roads Intersection Upgrade

The Project involves upgrades to the Mamre and Abbots Road intersection and approaches to provide for the development of land within the Mamre Road Precinct. The upgrade is being progressed by the developer group known as the Land Owners Group – East (LOG-E) and is linked to their proposed developments which are accessed via the Mamre Road and Abbots Road intersection.


Abbots Road is Penrith City Council controlled and Mamre Road is a state road controlled by Transport for NSW (TfNSW).












The concept design for the upgrade of Mamre Road (for TfNSW) /Abbots Road intersection is expected to include widening 600 m south of the intersection and 200 m north of the intersection. This intersection includes widening within the western end of Lot 1 DP250002 (north of Abbots Road), which is privately owned (this area is currently in the process of being acquired by ESR). There is no widening within the private property to the south of Abbots Road (Lot 2 DP250002).

The location of the Project and surrounding receivers are shown in **Figure 1**.



H:\Projects\SLR\610\SYD\610-31166_00000_Abdington Road Upgrade_CNV\Assessment\61006_SLR_Data\01_CADGIS\GIS\LR\031166_F01_Mamre_Site_Location_04.mxd

 0 250 500 m
 Coordinate System: GDA2020 MGA Zone 56
 Scale: 1:20,000 at A4
 Project Number: 610.31166
 Date: 20-May-2024
 Drawn by: PW

- LEGEND**
-  Heritage Items
 -  Noise Logging Locations
 -  NCAs
 -  Mamre Work Area
 -  Know Development Applications
 -  Cadastre
 - Receiver Type**
 -  Residential
 -  Commercial
 -  Childcare Centre
 -  Educational
 -  Place of Worship

MAMRE AND ABBOTTS ROAD INTERSECTION

SITE LOCATION



FIGURE 1

2.2 Nearest Sensitive Receivers

Sensitive receivers in the area surrounding the Project have been identified and Noise Catchment Areas (NCAs) have been defined. The NCAs reflect the existing ambient noise environment of that area, as well as the noise sensitivity of the surrounding land uses.

Receivers potentially sensitive to noise and vibration have been categorised as residential buildings, commercial/industrial buildings, or ‘other sensitive’ land uses which includes educational institutions, childcare centres, medical facilities, places of worship, outdoor recreation areas, etc. Receiver types, locations and NCAs are shown in **Figure 1**. The nearest sensitive residential receivers are also detailed in **Table 1**.

The area is changing rapidly with numerous Development Applications submitted in the surrounding area. This suggests that the status of the residential receivers, particularly within the Mamre Road precinct, could be subject to change at short notice: these could be acquired by neighbouring developers, or demolished, or both during the construction works. The areas that are subject to Development Applications are also shown in **Figure 1**.

Table 1 Nearest Sensitive Residential Receivers

| Label | Address | Lot/DP |
|-------|---|---------------|
| R01 | 54-72 Aldington Road Kemps Creek NSW 2178 | 43/DP708347 |
| R02 | 53 Aldington Road Kemps Creek NSW 2178 | 38/DP708347 |
| R03 | 269 Aldington Road Kemps Creek NSW 2178 | 8/DP253503 |
| R04 | 284-288 Aldington Road Kemps Creek NSW 2178 | 141/DP1033686 |
| R05 | 282 Aldington Road Kemps Creek NSW 2178 | 142/DP1033686 |
| R06 | 287 Aldington Road Kemps Creek NSW 2178 | 11/DP296455 |
| R07 | 1016-1028 Mamre Road Kemps Creek NSW 2178 | 2/DP250002 |
| R08 | 272 Aldington Road Kemps Creek NSW 2178 | 15/DP253503 |
| R09 | 1005-1023 Mamre Road Kemps Creek NSW 2178 | 40/DP258414 |
| R10 | 20 Aldington Road Kemps Creek NSW 2178 | 44/DP708347 |
| R11 | 983 Mamre Road Kemps Creek NSW 2178 | 39/DP258414 |
| R12 | 967-981 Mamre Road Kemps Creek NSW 2178 | 38/DP258414 |
| R13 | 1066-1078 Mamre Road Kemps Creek NSW 2178 | 5/DP250002 |
| R14 | 930-966 Mamre Road Kemps Creek NSW 2178 | 51/DP259135 |
| R15 | 949-965 Mamre Road Kemps Creek NSW 2178 | 37/DP258414 |
| R16 | 931 Mamre Road Kemps Creek NSW 2178 | 36/DP258414 |
| R17 | 1097-1099 Mamre Road Kemps Creek NSW 2178 | 1/DP30265 |
| R18 | 235-245 Clifton Avenue Kemps Creek NSW 2178 | 53/DP734584 |
| R19 | 230-234 Clifton Avenue Kemps Creek NSW 2178 | 54/DP734584 |
| R20 | 61 Bowood Road Mount Vernon NSW 2178 | 406/DP848749 |
| R21 | 83-87 Bowood Road Mount Vernon NSW 2178 | 408/DP848749 |
| R22 | 89-93 Bowood Road Mount Vernon NSW 2178 | 409/DP848749 |
| R23 | 95-99 Bowood Road Mount Vernon NSW 2178 | 410/DP848749 |
| R24 | 131 Bowood Road Mount Vernon NSW 2178 | 131/DP803478 |

| Label | Address | Lot/DP |
|-------|--|-----------------|
| R25 | 1-5 The Appian Way Mount Vernon NSW 2178 | 151/DP803478 |
| R26 | 143-147 Capitol Hill Drive Mount Vernon NSW 2178 | 136/DP803478 |
| R27 | 149-153 Capitol Hill Drive Mount Vernon NSW 2178 | 1372/DP1137513 |
| R28 | 1101-1105 Mamre Road Kemps Creek NSW 2178 | 2/DP30265 |
| R29 | 1107-1115 Mamre Road Kemps Creek NSW 2178 | 3/DP30265 |
| R30 | 1096-1112 Mamre Road Mount Vernon NSW 2178 | 31/DP30265 |
| R31 | 1114 Mamre Road Mount Vernon NSW 2178 | 322/DP1130961 |
| R32 | 30 Kerrs Road Mount Vernon NSW 2178 | 1182/ DP1038440 |
| R33 | 226-230 Kerrs Road Mount Vernon NSW 2178 | 1160/DP1061191 |
| R34 | 919-929 Mamre Road Kemps Creek NSW 2178 | 35/DP258414 |
| R35 | 1116-1118 Mamre Road Mount Vernon NSW 2178 | 321/DP1130961 |
| R36 | 1120-1126 Mamre Road Mount Vernon NSW 2178 | 33/DP30266 |
| R37 | 1128-1132 Mamre Road Mount Vernon NSW 2178 | 341/DP1003059 |
| R38 | 1134-1136 Mamre Road Mount Vernon NSW 2178 | 342/DP1003059 |
| R39 | 20-29 Kerrs Road Mount Vernon NSW 2178 | 117/DP31924 |
| R40 | 236-244 Kerrs Road Mount Vernon NSW 2178 | 360/DP863909 |
| R41 | 1117 Mamre Road Kemps Creek NSW 2178 | 4/DP30265 |
| R42 | 1127-1133 Mamre Road Kemps Creek NSW 2178 | 5/DP30265 |
| R43 | 1135-1141 Mamre Road Kemps Creek NSW 2178 | 6/DP30265 |
| R44 | 1143-1147 Mamre Road Kemps Creek NSW 2178 | 7/DP30265 |
| R45 | 1149-1155 Mamre Road Kemps Creek NSW 2178 | 8/DP30265 |
| R46 | 203-229 Clifton Avenue Kemps Creek NSW 2178 | 55/DP 734584 |
| R47 | 901 Mamre Road Kemps Creek NSW 2178 | 33/DP258414 |
| R48 | 44 Kerrs Road Mount Vernon NSW 2178 | 14/DP1043590 |
| R49 | 45 Kerrs Road Mount Vernon NSW 2178 | 13/DP1043590 |
| R50 | 54 Kerrs Road Mount Vernon NSW 2178 | 1213/DP1045425 |
| R51 | 231-235 Kerrs Road Mount Vernon NSW 2178 | 1161/DP1061191 |
| R52 | 258 Clifton Avenue Kemps Creek NSW 2178 | 8/DP812284 |
| R53 | 1164-1168 Mamre Road Mount Vernon NSW 2178 | 1/DP1175090 |

3 Existing Environment

The existing noise environment in the area is typically dominated by road traffic noise from Mamre Road, with rural ambient noise becoming dominant at distances further back from existing roads. Industrial noise from existing premises also influences the noise environment at receivers close to those premises.

Previously measured existing noise levels from nearby noise assessments have been used for this Project. The measured noise levels have been used to determine the existing noise environment and to set the criteria used to assess the potential impacts from the Project.

The noise monitoring locations are shown in **Figure 1** and the measured levels are summarised in **Table 2**.

Table 2 Summary of Unattended Noise Monitoring Results

| ID | NCA | Address | Measured Noise Levels (dBA) ¹ | | | | | |
|------------------|-------|-------------------------------------|--|---------|-------|----------------------|---------|-------|
| | | | Background Noise (RBL) | | | Average Noise (LAeq) | | |
| | | | Day | Evening | Night | Day | Evening | Night |
| L01 ² | NCA01 | 141-153 Aldington Road, Kemps Creek | 34 | 33 | 29 | 44 | 41 | 41 |
| L02 ³ | NCA02 | 230-242 Aldington Road, Kemps Creek | 32 | 31 | 30 | 50 | 35 | 35 |
| L03 ⁴ | NCA03 | 286 Aldington Road, Kemps Creek | 34 | 34 | 33 | 47 | 48 | 46 |
| L04 ⁵ | NCA04 | 62 Mount Vernon Road, Mount Vernon | 36 | 36 | 33 | 50 | 44 | 43 |
| L05 ⁵ | NCA05 | 26 Cressy Road, Mount Vernon | 42 | 40 | 35 | 53 | 48 | 47 |
| L06 ⁵ | NCA06 | 981 Mamre Road, Kemps Creek | 48 | 46 | 34 | 61 | 59 | 57 |
| L07 ⁶ | NCA07 | Bakers Lane, Kemps Creek | 44 | 43 | 37 | - | - | - |
| L08 ⁷ | NCA08 | Western boundary of Oakdale West | 39 | 38 | 36 | 47 | 46 | 45 |

Note 1: The assessment periods are the daytime which is 7 am to 6 pm Monday to Saturday and 8 am to 6 pm on Sundays and public holidays, the evening which is 6 pm to 10 pm, and the night-time which is 10 pm to 7 am on Monday to Saturday and 10 pm to 8 am on Sunday and public holidays. See the NSW EPA *Noise Policy for Industry*.

Note 2: Measured data at L01 from SSD-10448 noise assessment (SLR report 610.19127-R02-v1.3, dated October 2020).

Note 3: Measured data at L02 from SSD-10479 noise assessment (White Noise Acoustics report 20141_200819, dated 26 August 2022). SLR deployed a logger within this catchment area as part of this assessment which was considerably affected by extraneous noise (insects). Consequently SLR has conservatively adopted the noise levels from L02 for this assessment.

Note 4: Measured data at L03 from SSD-9138102 noise assessment (RWDI report 2101343 Version B, dated February 2021).

Note 5: Measured data at L04, L05 and L06 from SSD-46983729 noise assessment (SLR Report 610.30893.00100-R02-v1.0, dated October 2022).

Note 6: Measured data at L07 from SSD-9522 noise assessment (AcousticWorks report 1018022 R01P, dated May 2019).

Note 7: Measured data at L08 from SSD-7348 noise assessment (SLR report 610.15617-R2 Revision 4, dated June 2017).

4 Assessment Criteria

4.1 Construction Noise and Vibration Guidelines

The standards and guidelines relevant to the development are listed in **Table 3**. These guidelines aim to protect the community and environment from excessive noise and vibration impacts during construction of projects.

Table 3 Construction Noise and Vibration Standards and Guidelines

| Guideline/Policy Name | Where Guideline Used |
|---|--|
| <i>Interim Construction Noise Guideline</i> (ICNG) (DECC, 2009) | Assessment of airborne noise impacts on sensitive receivers |
| <i>Construction Noise and Vibration Guideline</i> (CNVG) (Roads and Maritime Services, 2016) | Assessment and management protocols for noise and vibration impacts |
| <i>Road Noise Policy</i> (RNP) (DECCW, 2011) | Assessment of construction traffic impacts |
| <i>BS 7385 Part 2-1993 Evaluation and measurement for vibration in buildings Part 2</i> , BSI, 1993 | Assessment of vibration impacts (structural damage) to non-heritage sensitive structures |
| <i>DIN 4150:Part 3-2016 Structural vibration – Effects of vibration on structures</i> , Deutsches Institute fur Normung, 2016 | Screening assessment of vibration impacts (structural damage) to heritage sensitive structures, where the structure is found to be unsound |
| <i>Assessing Vibration: a technical guideline</i> (DEC, 2006) | Assessment of vibration impacts on sensitive receivers |

4.2 Interim Construction Noise Guideline

The NSW *Interim Construction Noise Guideline* (ICNG) is used to assess and manage impacts from construction noise on residences and other sensitive land uses in NSW.

The ICNG contains procedures for determining project specific Noise Management Levels (NMLs) for sensitive receivers based on the existing background noise in the area. The ‘worst-case’ noise levels from construction of a project are predicted and then compared to the NMLs in a 15-minute assessment period to determine the likely impact of the project.

The NMLs are not mandatory limits, however, where construction noise levels are predicted or measured to be above the NMLs, feasible and reasonable work practices to minimise noise emissions are to be investigated.

Residential Receivers

The ICNG approach for determining NMLs at residential receivers is shown in **Table 4**.

Table 4 ICNG NMLs for Residential Receivers

| Time of Day | NML LAeq(15minute) | How to Apply |
|---|--|--|
| Standard Construction Hours Monday to Friday 7:00 am to 6:00 pm Saturday 8:00 am to 1:00 pm No work on Sundays or public holidays | Noise affected RBL ¹ + 10 dB | <ul style="list-style-type: none"> The noise affected level represents the point above which there may be some community reaction to noise Where the predicted or measured LAeq(15minute) is greater than the noise affected level, the proponent should apply all feasible and reasonable work practices to meet the noise affected level The proponent should also inform all potentially impacted residents of the nature of works to be carried out, the expected noise levels and duration, as well as contact details. |
| | Highly Noise Affected 75 dBA | <ul style="list-style-type: none"> The Highly Noise Affected (HNA) level represents the point above which there may be strong community reaction to noise Where noise is above this level, the relevant authority (consent, determining or regulatory) may require respite periods by restructuring the hours that the very noisy activities can occur, taking into account: <ul style="list-style-type: none"> Times identified by the community when they are less sensitive to noise (such as before and after school for works near schools or mid-morning or mid-afternoon for works near residences) If the community is prepared to accept a longer period of construction in exchange for restrictions on construction times. |
| Outside Standard Construction Hours | Noise affected RBL + 5 dB | <ul style="list-style-type: none"> A strong justification would typically be required for works outside the recommended standard hours The proponent should apply all feasible and reasonable work practices to meet the noise affected level Where all feasible and reasonable practises have been applied and noise is more than 5 dB above the noise affected level, the proponent should negotiate with the community. |

Note 1: The RBL is the Rating Background Level and the ICNG refers to the calculation procedures in the NSW *Industrial Noise Policy* (INP). The INP has been superseded by the NSW EPA *Noise Policy for Industry* (NPfi).

‘Other Sensitive’ Land Uses and Commercial Receivers

The NMLs for ‘other sensitive’ non-residential land uses are shown in **Table 5**.

Table 5 NMLs for ‘Other Sensitive’ Receivers

| Land Use | Noise Management Level L _{Aeq} (15minute) (dBA) (Applied when the property is in use) | |
|---|--|-----------------|
| | Internal | External |
| ICNG ‘Other Sensitive’ Receivers | | |
| Classrooms at schools and other educational institutions | 45 | 55 ¹ |
| Hospital wards and operating theatres | 45 | 65 ² |
| Places of worship | 45 | 55 ¹ |
| Active recreation areas (characterised by sporting activities and activities which generate noise) | - | 65 |
| Passive recreation areas (characterised by contemplative activities that generate little noise) | - | 60 |
| Commercial | - | 70 |
| Industrial | - | 75 |
| ICNG ‘Other Sensitive’ Receivers | | |
| Childcare Centres | 40 | 50 ¹ |

Note 1: It is assumed that these receivers have windows partially open for ventilation which results in internal noise levels being around 10 dB lower than the external noise level.

Note 2: It is assumed that these receivers have fixed windows which conservatively results in internal noise levels being around 20 dB lower than the external noise level.

Sleep Disturbance

A method for assessing sleep disturbance is contained in the NPfI. Although the NPfI sleep disturbance criteria relates to industrial noise, it is also considered relevant for reviewing potential impacts from construction noise as a screening criteria to identify the need for further assessment. The NPfI notes that a detailed maximum noise level assessment should be undertaken where a project results in night-time noise levels which exceed 52 dBA L_AF_{max} or the prevailing background level plus 15 dB, whichever is the greater.

Work will generally be limited to the standard daytime construction hours, in accordance with ICNG. Some work may be required during out-of-hours periods, such as culvert road crossings and asphalt paving. Where out-of-hours work does occur, the sleep disturbance screening level will be applied.

NML Summary

The construction NMLs are summarised in **Table 6**. Out of hours NMLs would be applicable to works undertaken outside the ICNG standard construction hours.

Table 6 Construction Noise Management Levels

| NCA | Receiver Type | Monitoring Location | Measured RBL ¹ – dBA | | | NML (LAeq(15minute) – dBA) | | | | Sleep Disturbance Screening Level ² (LAmax dBA) |
|-------|--------------------------|---------------------|---------------------------------|------|-----------------|--|------------------------|------|-------|--|
| | | | Day | Eve. | Night | Standard Construction Hours (RBL+10dB) | Out of Hours (RBL+5dB) | | | |
| | | | | | | | Day | Eve. | Night | |
| NCA01 | Residential | L01 | 35 ⁵ | 33 | 30 ⁵ | 45 | 40 | 38 | 35 | 52 |
| NCA02 | Residential | L02 | 35 ⁵ | 31 | 30 | 45 | 40 | 36 | 35 | 52 |
| NCA03 | Residential | L03 | 35 ⁵ | 34 | 33 | 45 | 40 | 39 | 38 | 52 |
| NCA04 | Residential | L04 | 36 | 36 | 33 | 46 | 41 | 41 | 38 | 52 |
| NCA05 | Residential | L05 | 42 | 40 | 35 | 52 | 47 | 45 | 40 | 52 |
| NCA06 | Residential | L06 | 48 | 46 | 34 | 58 | 53 | 51 | 39 | 52 |
| NCA07 | Residential | L07 | 44 | 43 | 37 | 54 | 49 | 48 | 42 | 52 |
| NCA08 | Residential ⁴ | L08 | 39 | 38 | 36 | 49 | 44 | 43 | 41 | 52 |
| All | Place of Worship | n/a | | | | External noise level 55 dBA when in use ³ | | | | n/a |
| | Commercial | n/a | | | | External noise level 70 dBA when in use ³ | | | | n/a |
| | Educational | n/a | | | | External noise level 55 dBA when in use ³ | | | | n/a |
| | Childcare Centres | n/a | | | | External noise level 50 dBA when in use ³ | | | | n/a |

Note 1: RBL = Rating Background Level.

Note 2: Sleep disturbance screening level is RBL+15 dB or 52 dBA, whichever is higher.

Note 3: The criterion is specified as an internal noise level for this receiver category. As the noise model predicts external noise levels, it has been conservatively assumed that these receiver types have openable windows and external noise levels are therefore 10 dB higher than the corresponding internal level, which is generally considered representative of windows being partially open for ventilation.

Note 4: No residential receivers have been identified in NCA08

Note 5: The NPfl minimum RBL value has been used due to the measured RBL being below the NPfl minimum value.

4.3 Construction Road Traffic Noise Guidelines

The potential impacts from construction traffic on public roads are assessed under the NSW EPA *Road Noise Policy* (RNP) and Roads and Maritime (now Transport for NSW) *Construction Noise and Vibration Guideline* (CNVG).

An initial screening test is first applied to evaluate if existing road traffic noise levels are expected to increase by more than 2.0 dB as a result of construction traffic (i.e an increase of approximately 60% in terms of overall traffic volume). Where this is considered likely, further assessment is required using the RNP base criteria shown in **Table 7**.

The Project is not anticipated to increase road traffic noise on Mamre Road by more than 2 dBA. Differences in noise levels of less than approximately 2 dBA (whether an increase or a decrease) is generally considered to be imperceptible in practice.

As such, no recommendations for road traffic noise mitigation and management measures are considered necessary in this assessment.

Table 7 RNP Criteria for Assessing Construction Vehicles on Public Roads

| Road Category | Type of Project/Land Use | Assessment Criteria (dBA) | |
|---|--|-------------------------------|------------------------------|
| | | Daytime (7 am – 10 pm) | Night-time (10 pm – 7 am) |
| Freeway/ arterial/ sub-arterial roads | Existing residences affected by additional traffic on existing freeways/arterial/sub-arterial roads generated by land use developments | LAeq(15hour) 60 (external) | LAeq(9hour) 55 (external) |
| Local roads | Existing residences affected by additional traffic on existing local roads generated by land use developments | LAeq(1hour) 55 (external) | LAeq(1hour) 50 (external) |

4.4 Vibration Guidelines

The effects of vibration from construction work can be divided into three categories:

- Those in which the occupants of buildings are disturbed (human comfort)
- Those where building contents may be affected (building contents)
- Those where the integrity of the building may be compromised (structural or cosmetic damage).

4.4.1 Human Comfort Vibration

People can sometimes perceive vibration impacts when vibration generating construction works are located close to occupied buildings.

Vibration from construction works tends to be intermittent in nature and the EPA’s *Assessing Vibration: a technical guideline* (2006) provides criteria for intermittent vibration based on the Vibration Dose Value (VDV). The ‘preferred’ and ‘maximum’ VDV’s for human comfort impacts are shown in **Table 8**.

Table 8 Vibration Dose Values for Intermittent Vibration

| Building Type | Assessment Period | Vibration Dose Value ¹ (m/s ^{1.75}) | |
|--|-------------------|--|---------|
| | | Preferred | Maximum |
| Critical Working Areas (eg operating theatres or laboratories) | Day or night-time | 0.10 | 0.20 |
| Residential | Daytime | 0.20 | 0.40 |
| | Night-time | 0.13 | 0.26 |
| Offices, schools, educational institutions and places of worship | Day or night-time | 0.40 | 0.80 |
| Workshops | Day or night-time | 0.80 | 1.60 |

Note 1: The VDV accumulates vibration energy over the daytime and night-time assessment periods, and is dependent on the level of vibration as well as the duration.

4.4.2 Effects on Building Contents

People perceive vibration at levels well below those likely to cause damage to building contents. For most receivers, the human comfort vibration criteria are the most stringent and it is generally not necessary to set separate criteria for vibration effects on typical building contents.

Exceptions to this can occur when vibration sensitive equipment, such as electron microscopes, are located in buildings near to construction works. No such items of equipment have been identified in the project area.

4.4.3 Structural and Cosmetic Damage Vibration

The Roads and Maritime Services (RMS, now TfNSW) *Construction Noise and Vibration Guideline* (CNVG) provides guidance regarding cosmetic damage criteria for buildings to be applied on road construction projects in NSW, and refers to:

- Australian Standard AS 2187: Part 2-2006 “Explosives - Storage and Use - Part 2: Use of Explosives”
- BS 7385 Part 2-1993 “Evaluation and measurement for vibration in buildings Part 2”
- DIN 4150 (of particular reference for heritage structures)

4.4.3.1 British Standard 7385: Part 2 - 1993

In terms of the most recent relevant vibration damage criteria, Australian Standard AS 2187: Part 2-2006 “Explosives - Storage and Use - Part 2: Use of Explosives” recommends the frequency dependent guideline values and assessment methods given in BS 7385 Part 2-1993 “Evaluation and measurement for vibration in buildings Part 2” as they “are applicable to Australian conditions”.

The standard sets guide values for building vibration based on the lowest vibration levels above which damage has been credibly demonstrated. These levels are judged to give a minimum risk of vibration-induced damage, where minimal risk for a named effect is usually taken as a 95% probability of no effect.

Sources of vibration that are considered in the Standard include demolition, piling, ground treatments (e.g. compaction), construction equipment, tunnelling, road and rail traffic and industrial machinery.

The recommended limits (guide values) for transient vibration to ensure minimal risk of cosmetic damage to residential and industrial buildings are presented numerically in **Table 9** and graphically in **Figure 2**.

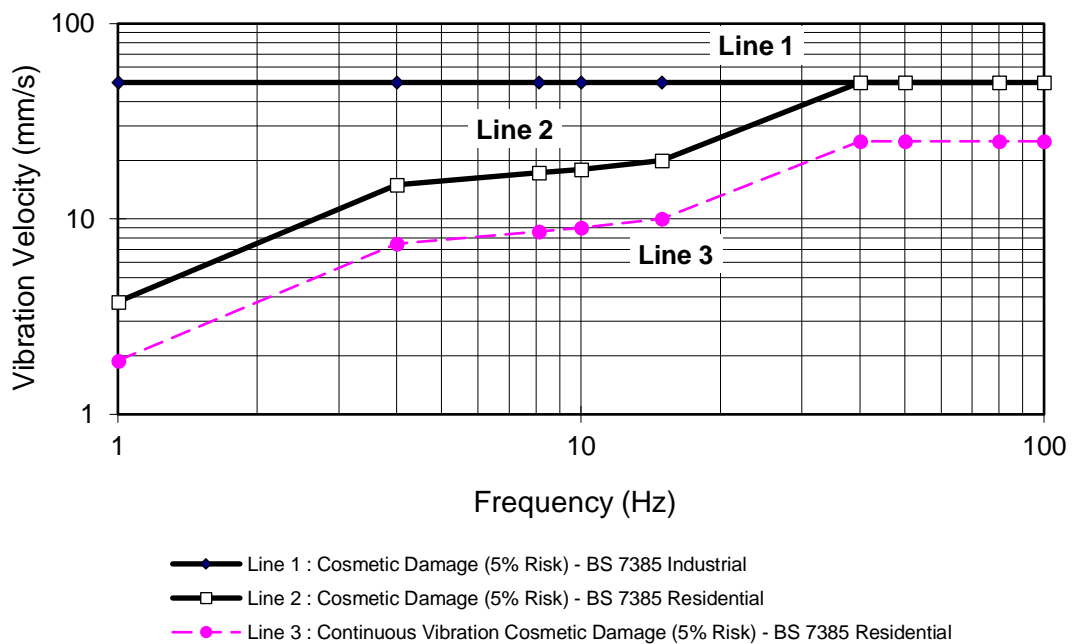
Table 9 Transient Vibration Guide Values - Minimal Risk of Cosmetic Damage

| Line | Type of Building | Peak Component Particle Velocity in Frequency Range of Predominant Pulse | |
|------|---|--|---|
| | | 4 Hz to 15 Hz | 15 Hz and Above |
| 1 | Reinforced or framed structures Industrial and heavy commercial buildings | 50 mm/s at 4 Hz and above | |
| 2 | Unreinforced or light framed structures Residential or light commercial type buildings | 15 mm/s at 4 Hz increasing to 20 mm/s at 15 Hz | 20 mm/s at 15 Hz increasing to 50 mm/s at 40 Hz and above |

The standard states that the guide values in **Table 9** relate predominantly to transient vibration which does not give rise to resonant responses in structures and low-rise buildings.

Where the dynamic loading caused by continuous vibration is such as to give rise to dynamic magnification due to resonance, especially at the lower frequencies where lower guide values apply, then the guide values in **Table 9** may need to be reduced by up to 50%.

Figure 2 Graph of Transient Vibration Guide Values for Cosmetic Damage



In the lower frequency region where strains associated with a given vibration velocity magnitude are higher, the guide values for building types corresponding to Line 2 are reduced. Below a frequency of 4 Hz where a high displacement is associated with the relatively low peak component particle velocity value, a maximum displacement of 0.6 mm (zero to peak) is recommended. This displacement is equivalent to a vibration velocity of 3.7 mm/s at 1 Hz.

The standard goes on to state that minor damage is possible at vibration magnitudes which are greater than twice those given in **Table 9**, and major damage to a building structure may occur at values greater than four (4) times the tabulated values.

Fatigue considerations are also addressed in the standard and it is concluded that unless calculation indicates that the magnitude and number of load reversals is significant (in respect of the fatigue life of building materials) then the guide values in **Table 9** should not be reduced for fatigue considerations.

In order to assess the likelihood of cosmetic damage due to vibration, AS 2187 specifies that vibration measured should be undertaken at the base of the building and the highest of the orthogonal vibration components (transverse, longitudinal and vertical directions) should be compared with the criteria curves presented in **Table 9**.

It is noteworthy that extra to the guide values nominated in **Table 9**, the standard states that:

“Some data suggests that the probability of damage tends towards zero at 12.5 mm/s peak component particle velocity. This is not inconsistent with an extensive review of the case history information available in the UK.”

Also that:

“A building of historical value should not (unless it is structurally unsound) be assumed to be more sensitive.”

4.4.4 Heritage Buildings or Structures

For continuous long-term vibration or repetitive vibration with the potential to cause fatigue effects, DIN 4150 provides a Peak Component Particle Velocity value of 2.5 mm/s for buildings of great intrinsic value (e.g. heritage listed buildings) as a safe limit, below which even superficial cosmetic damage is not to be expected.

Heritage listed buildings and structures should be considered on a case-by-case basis but as noted in BS 7385 should not be assumed to be more sensitive to vibration, unless structurally unsound. Where a heritage building is deemed to be “structurally unsound” following an assessment from a structural engineer (or other suitably qualified person), the more stringent DIN 4150 limits can be considered.

Two heritage structures have been identified nearby the Project site:

- Heritage listed house at 282 Aldington Rd, Kemps Creek NSW (approximately 650 m from the Project)
- Heritage listed post at 269 Aldington Rd, Kemps Creek NSW (approximately 20 m from the Project)

It is noted that the heritage building at 282 Aldington Rd burnt down and was reconstructed in 1999 and is currently deemed structurally sound. The condition of the heritage listed post at 269 Aldington Rd has not yet been assessed. The construction vibration assessment is presented in **Section 5.4**.

4.4.5 General Vibration Screening Criteria

The TfNSW *Construction Noise and Vibration Strategy* (CNVS) elaborates on the criteria provided within the CNVG. It notes that for most construction activities involving intermittent vibration such as rock breakers, piling rigs, vibratory rollers, excavators and the like, vibration predominantly occurs at frequencies greater than 4 Hz and therefore specifies the following conservative vibration damage screening levels:

- Reinforced or heavy frame structures: 25 mm/s
- Unreinforced or light frame structures: 7.5 mm/s

At locations where the predicted and/or measured vibration levels are greater than shown above, a more detailed analysis of the building structure, vibration source, dominant frequency and dynamic characteristics of the structure would be required to determine the applicable safe vibration levels.

4.4.6 Minimum Working Distances for Vibration Intensive Works

Minimum working distances for typical vibration intensive construction equipment are provided in the RMS (now Transport for NSW) CNVG and are shown in **Table 10**. The minimum working distances are for both cosmetic damage (from BS 7385 and DIN 4150) and human comfort (from the NSW EPA *Assessing Vibration: a technical guideline*). They are calculated from empirical data which suggests that where work is further from receivers than the quoted minimum distances then impacts are not considered likely.

Table 10 Recommended Minimum Working Distances from Vibration Intensive Equipment

| Plant Item | Rating/Description | Minimum Distance | | |
|-------------------------|---------------------------------|---|---------------------------------------|---------------------------------------|
| | | Cosmetic Damage | | Human Response (NSW EPA Guideline) |
| | | Residential and Light Commercial (BS 7385) | Heritage Items (DIN 4150, Group 3) | |
| Vibratory Roller | <50 kN (1–2 tonne) | 5 m | 11 m | 15 m to 20 m |
| | <100 kN (2–4 tonne) | 6 m | 13 m | 20 m |
| | <200 kN (4–6 tonne) | 12 m | 25 m | 40 m |
| | <300 kN (7–13 tonne) | 15 m | 31 m | 100 m |
| | >300 kN (13–18 tonne) | 20 m | 40 m | 100 m |
| | >300 kN (>18 tonne) | 25 m | 50 m | 100 m |
| Small Hydraulic Hammer | 300 kg (5 to 12 t excavator) | 2 m | 5 m | 7 m |
| Medium Hydraulic Hammer | 900 kg (12 to 18 t excavator) | 7 m | 15 m | 23 m |
| Large Hydraulic Hammer | 1,600 kg (18 to 34 t excavator) | 22 m | 44 m | 73 m |
| Vibratory Pile Driver | Sheet piles | 2 m to 20 m | 5 m to 40 m | 20 m |
| Piling Rig – Bored | ≤ 800 mm | 2 m (nominal) | 5 m | 4 m |
| Jackhammer | Hand held | 1 m (nominal) | 3 m | 2 m |

The minimum working distances are indicative and will vary depending on the particular item of equipment and local geotechnical conditions. The distances apply to cosmetic damage of typical buildings under typical geotechnical conditions.

5 Construction Noise and Vibration Assessment

A noise model of the study area has been used to predict noise levels from the proposed construction work to all surrounding receivers. The model uses ISO 9613 algorithms in SoundPLAN V8.2 software.

Local terrain, receiver buildings and structures were digitised in the noise model to develop a three-dimensional representation of the construction sites and surrounding areas.

5.1 Construction Activities

The construction activities required for the Project are shown in **Table 11**. Sound power levels for individual items of equipment and the overall activity are also shown in **Table 11**.

The assessment uses 'realistic worst-case' scenarios to determine the impacts from the noisiest 15-minute period that are likely to occur for each work scenario, as required by the ICNG.

5.2 Hours of Construction

Project construction hours will be limited to:

- Monday to Friday 7:00am to 6:00pm; and
- Saturday 7:00am to 1:00pm

Due to the nature of the work, 10 out-of-hours work (OOHW) shifts (eg weekend or nights) will also be required for culvert road crossings and asphalt paving.

Table 11 Construction Activities

| | | | Total Lw (dBA) | Compactor | Crane Franna (20t) | Dozer (CAT D9) | Elevated Work Platform - Scissor Lift | Excavator (35t) + Hammer ² | Excavator - Tracked (20t) | Excavator - Tracked (30t) | Grader | Generator - attenuated | Line Marking Truck | Pavement Laying Machine | Roller - smooth drum | Roller - large pad foot | Roller - Vibratory ² | Saw - Concrete ² | Scraper | Truck - Medium Rigid (20t) | Truck - road truck (30t) | Tub Grinder/Mulcher (40-50hp) | Water Cart | Concrete agitator truck | Dump Truck (23t) | Chainsaw ² | |
|--------------------------------------|-------------------------------------|-----------------------|----------------|-----------|--------------------|----------------|---------------------------------------|---------------------------------------|---------------------------|---------------------------|--------|------------------------|--------------------|-------------------------|----------------------|-------------------------|---------------------------------|-----------------------------|---------|----------------------------|--------------------------|-------------------------------|------------|-------------------------|------------------|-----------------------|--|
| Sound Power Level (Lw) ¹ | | | | 106 | 98 | 116 | 98 | 118 | 105 | 110 | 113 | 92 | 108 | 114 | 107 | 109 | 109 | 118 | 113 | 103 | 108 | 116 | 107 | 109 | 106 | 105 | |
| Estimated utilisation per period (%) | | | | 50% | 30% | 100% | 30% | 30% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 30% | 100% | 25% | 25% | 30% | 50% | 100% | 25% | 100% | |
| ID | Construction Scenario | Assessment Period | | | | | | | | | | | | | | | | | | | | | | | | | |
| W.001 | Mobilisation and site establishment | Standard Hours | 104 | | 1 | | | | | | | | | | | | | | | | 1 | 1 | | | | | |
| W.002 | Utility relocations | Standard Hours | 119 | | 1 | | | | 1 | | 1 | | | | | | | 1 | | | | | | 1 | 1 | | |
| W.003 | Corridor clearing | Standard Hours | 120 | | | 1 | | | 1 | | | | | | | | | | 1 | | | 1 | | | 1 | 2 | |
| W.004 | Bulk earthworks | Standard Hours | 124 | 1 | | 1 | | 1 | | | 1 | | | | | 1 | | | 1 | | | | 1 | | 1 | | |
| W.005 | Drainage infrastructure | Standard Hours / OOHW | 117 | | 1 | | | | | 1 | | | | | | | 1 | | | | | 1 | | | 1 | | |
| W.006 | Kerb and footpath | Standard Hours | 112 | | | | | | 1 | | | | | | 1 | | | | | | | | | 1 | | | |
| W.007 | Subbase and base | Standard Hours | 115 | | | | | | | | 1 | | | | 1 | | | | | | | 1 | | 1 | | | |
| W.008 | Asphalting | Standard Hours / OOHW | 120 | | | | | | | | | | | 1 | 1 | | | 1 | | | | 1 | | | | | |
| W.009 | Road furniture installation | Standard Hours | 109 | | 1 | | 1 | | | | | | 1 | | | | | | | | | 1 | | | | | |

Note 1: Individual Sound Power Levels (Lw) for key activities have been adopted from the DEFRA Noise Database, AS2436, TfNSW *Construction Noise and Vibration Strategy*.

Note 2: The ICNG requires 'annoying' activities (eg saw operations) to have a 5 dB 'penalty' applied to the source sound power level.

5.3 Construction Noise

The following overview is based on the predicted impacts at the most affected receivers and is representative of the worst-case noise levels that are likely to occur during Project work.

The assessment shows the predicted impacts based on the exceedance of the management levels, as per the categories in **Table 12**.

Table 12 Exceedance Bands and Impact Colouring

| Exceedance of RBL | Exceedance of Standard Hours NML | Exceedance of OOHW NML | Subjective Classification | Impact Colouring |
|-------------------|----------------------------------|------------------------|---------------------------|------------------|
| 1 to 10 dB | No exceedance | Up to 5 dB | Noticeable | |
| 11 dB to 20 dB | 1 to 10 dB | 6 dB to 15 dB | Clearly Audible | |
| 21 dB to 30 dB | 11 dB to 20 dB | 16 dB to 25 dB | Moderately intrusive | |
| >30 dB | >20 dB | >25 dB | Highly Intrusive | |

Note 1: This subjective classification is indicative and follows the approach outlined in the CNVG.

A summary of the number of buildings where NML exceedances were predicted for the various work activities are shown in **Table 13** for standard construction hours, and **Table 14** for OOHW (which, as a worst-case scenario, is assumed to occur during the night-time). Noise impact maps of the worst-case construction scenarios are presented in **Appendix B**.

The assessment is generally considered conservative as the calculations assume all items of construction equipment are in use at the same time within individual scenarios at the nearest location to each receiver. In reality, there would frequently be periods when construction noise levels are much lower than the worst-case levels predicted as well as times when no equipment is in use and no noise impacts occur.

Table 13 Overview of NML Exceedances – Stage 1 - All Receiver Types (Standard Construction Hours)

| Receiver Category | NCA | Number of Receivers | | | | | | | | | | |
|-------------------|----------|---------------------|----------------------------------|-------------------------------------|-------|-------|-------|-------|-------|-------|-------|---|
| | | Total | Exceedance Category ¹ | With NML Exceedance ² | | | | | | | | |
| | | | | Mamre and Abbotts Road Intersection | | | | | | | | |
| | | | W.001 | W.002 | W.003 | W.004 | W.005 | W.006 | W.007 | W.008 | W.009 | |
| Residential | NCA01 | - | 1-10 dB | - | - | - | - | - | - | - | - | - |
| | | | 11-20 dB | - | - | - | - | - | - | - | - | - |
| | | | >20 dB | - | - | - | - | - | - | - | - | - |
| | | | HNA ¹ | - | - | - | - | - | - | - | - | - |
| | NCA02 | - | 1-10 dB | - | - | - | - | - | - | - | - | - |
| | | | 11-20 dB | - | - | - | - | - | - | - | - | - |
| | | | >20 dB | - | - | - | - | - | - | - | - | - |
| | | | HNA ¹ | - | - | - | - | - | - | - | - | - |
| | NCA03 | 44 | 1-10 dB | - | 7 | 5 | 3 | 7 | 2 | 6 | 7 | - |
| | | | 11-20 dB | - | - | 2 | 5 | - | - | - | - | - |
| | | | >20 dB | - | - | - | - | - | - | - | - | - |
| | | | HNA ¹ | - | - | - | - | - | - | - | - | - |
| | NCA04 | 1 | 1-10 dB | - | - | - | 1 | - | - | - | - | - |
| | | | 11-20 dB | - | - | - | - | - | - | - | - | - |
| | | | >20 dB | - | - | - | - | - | - | - | - | - |
| | | | HNA ¹ | - | - | - | - | - | - | - | - | - |
| | NCA05 | 2 | 1-10 dB | - | - | - | 2 | - | - | - | - | - |
| | | | 11-20 dB | - | - | - | - | - | - | - | - | - |
| | | | >20 dB | - | - | - | - | - | - | - | - | - |
| | | | HNA ¹ | - | - | - | - | - | - | - | - | - |
| NCA06 | 92 | 1-10 dB | 1 | 8 | 9 | 7 | 5 | 8 | 6 | 8 | 5 | |
| | | 11-20 dB | - | 5 | 5 | 8 | 4 | - | 3 | 5 | - | |
| | | >20 dB | - | - | - | 1 | - | - | - | - | - | |
| | | HNA ¹ | - | - | - | 4 | - | - | - | - | - | |
| NCA07 | - | 1-10 dB | - | - | - | - | - | - | - | - | - | |
| | | 11-20 dB | - | - | - | - | - | - | - | - | - | |
| | | >20 dB | - | - | - | - | - | - | - | - | - | |
| | | HNA ¹ | - | - | - | - | - | - | - | - | - | |
| Other Sensitive | All NCAs | - | 1-10 dB | - | - | - | - | - | - | - | - | |
| | | | 11-20 dB | - | - | - | - | - | - | - | - | |
| | | | >20 dB | - | - | - | - | - | - | - | - | |

Note 1: HNA = Highly Noise Affected, based on ICNG definition (ie predicted LAeq(15minute) noise at residential receiver is 75 dBA or greater).

Note 2: Based on worst-case predicted noise levels.

Table 14 Overview of NML Exceedances – All Receiver Types (Out-of-Hours Work)

| Receiver Category | NCA | Number of Receivers | | |
|-------------------|-------|----------------------------------|-------------------------------------|-------|
| | | Exceedance Category ¹ | With NML Exceedance ² | |
| | | | Mamre and Abbotts Road Intersection | |
| | | | W.005 | W.008 |
| Residential | NCA01 | 1-5 dB | - | - |
| | | 6-15 dB | - | - |
| | | 15-25 dB | - | - |
| | | >25 dB | - | - |
| | | SD ¹ | - | - |
| | NCA02 | 1-5 dB | - | - |
| | | 6-15 dB | - | - |
| | | 15-25 dB | - | - |
| | | >25 dB | - | - |
| | | SD ¹ | - | - |
| | NCA03 | 1-5 dB | 1 | 1 |
| | | 6-15 dB | 7 | 5 |
| | | 15-25 dB | - | 2 |
| | | >25 dB | - | - |
| | | SD ¹ | 2 | 7 |
| | NCA04 | 1-5 dB | 2 | 14 |
| | | 6-15 dB | - | - |
| | | 15-25 dB | - | - |
| | | >25 dB | - | - |
| | | SD ¹ | - | - |
| | NCA05 | 1-5 dB | 18 | 18 |
| | | 6-15 dB | 2 | 8 |
| | | 15-25 dB | - | - |
| | | >25 dB | - | - |
| | | SD ¹ | - | 9 |
| | NCA06 | 1-5 dB | 17 | 22 |
| | | 6-15 dB | 25 | 28 |
| | | 15-25 dB | 8 | 7 |
| | | >25 dB | 6 | 9 |
| | | SD ¹ | 17 | 44 |

| Receiver Category | NCA | Number of Receivers | | |
|-------------------|----------|----------------------------------|-------------------------------------|-------|
| | | Exceedance Category ¹ | With NML Exceedance ² | |
| | | | Mamre and Abbotts Road Intersection | |
| | | | W.005 | W.008 |
| | NCA07 | 1-5 dB | - | - |
| | | 6-15 dB | - | - |
| | | 15-25 dB | - | - |
| | | >25 dB | - | - |
| | | SD ¹ | - | - |
| Other Sensitive | All NCAs | 1-5 dB | - | - |
| | | 6-15 dB | - | - |
| | | 15-25 dB | - | - |
| | | >25 dB | - | - |

Note 1: SD = Sleep disturbance screening level (ie predicted L_{Amax} noise at residential receiver is greater than 52 dBA).

Note 2: Based on worst-case predicted noise levels.

The assessment of the predicted worst-case noise levels shows:

- The highest impacts are expected to occur where highly noise intensive activities are being undertaken (ie concrete sawing, hydraulic hammering and vibratory rolling). Where reasonable and feasible, these activities should be limited to the standard hours to avoid noise impacts during more sensitive out-of-hours periods (refer **Section 6**).
- Highly intrusive noise levels are predicted in NCA06 during standard construction hours for scenario ‘W.004 - Bulk earthworks’ (**Appendix B** shows noise impact maps).
- The Highly Noise Affected (HNA) NML of 75 dBA, is also exceeded in NCA06 during standard construction hours during scenario W.004.
- The majority of work scenarios will occur during the approved project hours. Two work scenarios are anticipated to occur during out-of-hours periods. These scenarios are W.005 and W.008.
- Noise levels above the NMLs are predicted in NCA03 to NCA06 during the night-time period for W.005 and W.008. Highly intrusive noise levels are predicted at the closest receivers in NCA06 during the night-time period (**Appendix B** shows worst case noise impact maps).
- L_AF_{max} noise levels have the potential to exceed the sleep disturbance screening level at the closest residential receivers in NCA03, NCA05 and NCA06. L_AF_{max} noise levels are generally associated with highly noise intensive activities (ie concrete sawing, hydraulic hammering and vibratory rolling). Where reasonable and feasible, these activities should be limited to the less sensitive periods to avoid noise impacts during more sensitive out-of-hours periods (refer **Section 6**).

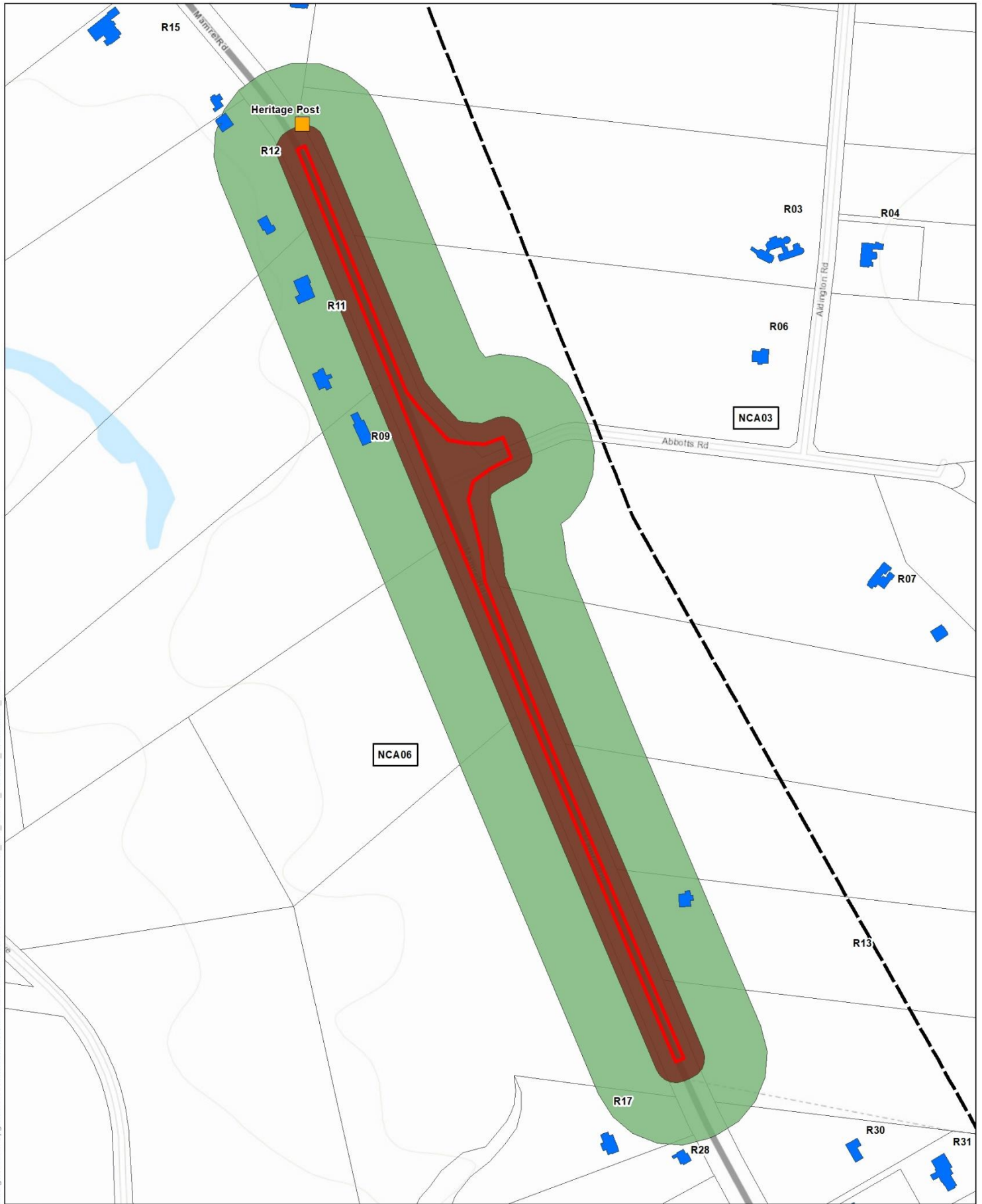
Recommended noise mitigation and management measures are discussed in **Section 6**.


5.4 Construction Vibration

Vibration intensive equipment required during construction include vibratory rollers and hydraulic hammers. Vibratory rollers will be used during *W.005 – Drainage Infrastructure*, and the hydraulic hammers will be used during *W.004 – Bulk Earthworks*.

Offset distances for the vibration intensive equipment have been determined from the CNVG minimum working distances for cosmetic damage and human response (see **Table 10**). Buildings within the minimum working distances are shown in **Figure 3** below. **Figure 3** has assumed the worst-case and considered the use of large hydraulic hammers and large vibratory rollers (ie >18 tonne).

H:\Projects\SLR\610-SrV\610-SYD\610-31166-00000 Aldington Road Upgrade CNV Assessment folio06 SLR Detail01 CAD\GIS\GIS\SLR\61031166_F03_Mamre_Vibration_Assessment_04.mxd



 0 75 150 m
 Coordinate System: GDA2020 MGA Zone 56
 Scale: 1:6,000 at A4
 Project Number: 610.31166
 Date: 20-May-2024
 Drawn by: PW

LEGEND

- | | |
|--|--|
|  Heritage Items |  Residential |
|  NCAs |  Commercial |
|  Mamre Work Area |  Childcare Centre |
|  Cosmetic Damage - 25m Buffer |  Educational |
|  Human Comfort - 100m Buffer |  Place of Worship |
|  Cadastre | |

MAMRE AND ABBOTTS ROAD INTERSECTION

VIBRATION ASSESSMENT



FIGURE 3

Cosmetic Damage Assessment

The assessment in **Figure 3** shows that all receivers are beyond the minimum working distance for cosmetic damage (25 m) when vibration intensive works are being completed adjacent to these buildings. Therefore, vibration impacts relating to cosmetic damage are not anticipated.

Human Comfort Vibration Assessment

The assessment shows that six receivers are within the human comfort minimum working distances (100 m) and occupants of affected buildings may be able to perceive vibration impacts at times when vibration intensive equipment is in use. Where impacts are perceptible, they would likely only be apparent for relatively short durations when vibration intensive equipment is nearby. Construction vibration mitigation measures are discussed in **Section 6**.

Heritage Vibration Assessment

The assessment shows that the heritage listed post at 269 Aldington Rd, Kemps Creek NSW is located approximately 20 m from the Project boundary. Therefore, this heritage item has the potential to fall within the minimum working distance for cosmetic damage (ie 50 m from vibration generating activities).

It is recommended that a dilapidation/condition survey be undertaken by a suitably qualified person (e.g a structural engineer) to determine if the post is “structurally unsound”, and a more stringent criterion in accordance with DIN 4150 should be considered. If the post is deemed structurally sound, then the general vibration screening criterion of 7.5 mm/s (as detailed in **Section 4.4.5**) would apply. The appropriate minimum working distances can then be determined in accordance with **Table 10**; notwithstanding, the proposed activities will be within these minimum working distances.

It is therefore recommended that vibration intensive works conducted near the heritage listed post should:

- Investigate different construction methods with lower source vibration levels (i.e using smaller rollers or hydraulic hammers or where necessary, using less vibration-intensive compaction and demolition techniques).
- Undertake attended vibration monitoring at the commencement of the vibration-intensive activities to determine site-specific minimum working distances.
- Undertake continuous vibration monitoring with audible and visible alarms at the nearest sensitive receivers whenever vibration generating activities need to take place inside the safe-working distances. Such monitoring should be detailed within the project’s Construction Noise and Vibration Management Plan.

With the implementation of these recommendations, vibration impacts are likely to comply with the cosmetic damage limits. Construction vibration mitigation measures are discussed further in **Section 6**.

6 Mitigation and Management Measures

The ICNG acknowledges that due to the nature of construction works it is inevitable that there will be impacts where construction is near to sensitive receivers. All appropriate feasible and reasonable mitigation measures must be applied to the work to minimise the potential impacts, as far as practicable.

6.1 Standard Mitigation and Management Measures

The mitigation and management measures that should be applied to the project are detailed in **Table 15**.

Table 15 Environmental Management Controls for Construction Noise and Vibration

| Measure | Person Responsible | Timing / Frequency | Reference / Notes |
|---|--|--------------------|-------------------|
| Project Planning | | | |
| Use quieter and less vibration emitting construction methods where feasible and reasonable. | Project Manager | Ongoing | Best practice |
| The majority of work will be completed during standard daytime construction hours outlined in Section 5.2 . Where OOHW is required, highly noise intensive activities should be scheduled for less sensitive periods. | | | |
| Truck routes to site will be limited to major roads. | | | |
| Scheduling for High Noise or Vibration Generating Works | | | |
| High-noise or vibration generating works will be carried out in continuous blocks no longer than three hours in length, with a minimum respite period of one hour between each block. 'Continuous' includes any period during which there is less than a one hour respite between ceasing and recommencing these works. | Project Manager/ Communications and Community Liaison Representative | Ongoing | Best practice |
| Site Layout | | | |
| Compounds and worksites will be designed to promote one-way traffic and minimise the need for vehicle reversing. | Project Manager | Ongoing | Best practice |
| Where practicable, work compounds, parking areas, and equipment and material stockpiles will be positioned away from noise-sensitive locations and take advantage of existing screening from local topography. | | | |
| Documentation of how site layout has been considered to reduce noise impacts must be provided to the Contractor's Project Manager. This must occur any time there are significant changes to the site layout. | | | |
| Equipment that is noisy will be started away from sensitive receivers | | | |
| Training | | | |
| Training will be provided to all personnel on noise and vibration requirements for the project. Inductions and toolbox talks to be used to inform personnel of the location and sensitivity of surrounding receivers. | Project Manager | Ongoing | Best practice |

| Measure | Person Responsible | Timing / Frequency | Reference / Notes |
|---|---|--------------------|-------------------|
| Plant and Equipment Source Mitigation | | | |
| All plant and equipment must be maintained in a proper and efficient condition, operated in a proper and efficient manner, and feature standard noise amelioration measures where applicable. | Project Manager | Ongoing | Best practice |
| Where practicable, tonal reversing alarms (beepers) will be replaced with non-tonal alarms (squawkers) on all equipment in use (subject to occupational health and safety requirements). | | | |
| Noisy equipment will be sited behind structures that act as barriers, or at the greatest distance from the noise-sensitive area. Equipment will be oriented so that noise emissions are directed away from any sensitive areas, where possible. | | | |
| Noise generating equipment will be regularly checked and effectively maintained, including checking of hatches/enclosures regularly to ensure that seals are in good condition and doors close properly against seals. | | | |
| Noise monitoring spot checks of equipment will be completed to ensure individual items are operating as expected | | | |
| Dropping materials from a height will be avoided. | | | |
| Loading and unloading will be carried out away from noise sensitive areas, where practicable. | | | |
| Trucks will not queue outside residential properties. Truck drivers will avoid compression braking as far as practicable. | | | |
| Truck movements will be kept to a minimum, ie trucks are fully loaded on each trip. | | | |
| Screening | | | |
| Where possible, install purpose-built screening or enclosures will be used around long-term fixed plant that has the potential to impact nearby receivers | Project Manager | Ongoing | Best practice |
| The layout of the site will take advantage of existing screening from local topography, where possible. Site huts, maintenance sheds and/or containers will be positioned between noisy equipment and the affected receivers. | | | |
| Complaints Management | | | |
| Where complaints are received, work practices will be reviewed and feasible and reasonable practices implemented to minimise any further impacts. | Communications and Community Liaison Representative | Ongoing | Best practice |
| Monitoring | | | |
| Noise and/or vibration monitoring will be conducted (as appropriate) when noise/vibration intensive works are being undertaken in close proximity to sensitive receivers. | Environmental Coordinator | Ongoing | Best practice |

| Measure | Person Responsible | Timing / Frequency | Reference / Notes |
|---|---------------------------|--------------------|-------------------|
| Noise and/or vibration monitoring will be conducted (as appropriate) in response to any complaints received to verify that levels are not substantially above the predicted levels. | | | |
| Vibration | | | |
| <p>If vibration generating works are required within the minimum cosmetic damage working distances and considered likely to exceed the criteria:</p> <ul style="list-style-type: none"> Different construction methods with lower source vibration levels will be investigated and implemented, where feasible Attended vibration measurements will be undertaken at the start of the works to determine actual vibration levels at the item. Works will cease if the monitoring indicates vibration levels are likely to, or do, exceed the relevant criteria. | Environmental Coordinator | Ongoing | Best practice |
| Where works are required within the cosmetic damage minimum working distances, building condition surveys will be completed before and after the works to ensure no cosmetic damage has occurred. | | | |

6.2 Additional Mitigation Measures

Where the ‘mitigated’ construction noise levels remain above the noise management levels (NMLs), the Additional Mitigation Measures Matrix (AMMM) identified in the CNVG is to be implemented. The approach, guided by the AMMM, is primarily aimed at pro-active engagement with affected sensitive receptors rather than additional noise reducing mitigation.

The AMMM applies to all receptor types where these receptors are in-use. The types of additional mitigation measures are listed in **Table 16**. The AMMM for construction noise are identified in **Table 17**.

Table 16 Additional Noise Mitigation Measures

| Mitigation / Management Measure | Abbreviation |
|---|--------------|
| Alternative Accommodation | AA |
| Respite offers | RO |
| Respite Period 1 | R1 |
| Respite Period 2 | R2 |
| Duration Respite | DR |
| Notification (letterbox drop or equivalent) | N |
| Specific notifications | SN |
| Phone calls | PC |
| Individual briefings | IB |
| Verification Monitoring | V |

Note 1: Refer to the CNVG for further details on additional noise mitigation measures.

Table 17 Additional Mitigation Measures Matrix - Construction Noise

| Construction Hours | Receiver Perception | Noise Level above RBL (dBA) | Noise Level above NML (dBA) | Additional Measures |
|---|--------------------------------|-----------------------------|-----------------------------|------------------------------|
| Standard Hours Mon-Fri (7am - 6pm) Saturdays (8am - 1pm) | Noticeable | 5 to 10 | 0 | - |
| | Clearly Audible | >10 to 20 | <10 | - |
| | Moderately intrusive | >20 to 30 | >10 to 20 | N, V |
| | Highly Intrusive | >30 | >20 | N, V |
| | 75 dBA or greater ¹ | N/A | N/A | N, V, PC, RO |
| Out-of-Hours Work (OOHW) Period 1 Mon-Fri (6pm - 10pm) Saturdays (7am-8am) and (1pm-10pm) Sundays/Public Holidays (8am-6pm) | Noticeable | 5 to 10 | <5 | - |
| | Clearly Audible | >10 to 20 | 5 to 15 | N, R1, DR |
| | Moderately intrusive | >20 to 30 | >15 to 25 | V, N, R1, DR |
| | Highly Intrusive | >30 | >25 | V, IB, N, R1, DR, PC, SN |
| Out-of-Hours Work (OOHW) Period 2 Mon-Fri (10pm - 7am) Saturdays (10pm - 8am) Sundays/Public Holidays (6pm - 7am) | Noticeable | 0 to 10 | <5 | N |
| | Clearly Audible | >10 to 20 | 5 to 15 | V, N, R2, DR |
| | Moderately intrusive | >20 to 30 | >15 to 25 | V, IB, N, PC, SN, R2, DR |
| | Highly Intrusive | >30 | >25 | AA, V, IB, N, PC, SN, R2, DR |

Note 1: Only applies at residential receivers.

What this means in practice is:

- The Notification (N) mitigation measure should be applied to all receivers that have noise impacts greater than 10 dB above the NML during the daytime.
- The Verification (V) mitigation measure should be applied for each of the activities. Measurements of the sound power level of each item shown in **Table 11** should be undertaken upon commencement of the use of that item of equipment. Monitoring should also be undertaken at the nearest sensitive receiver to the work upon the commencement of new activities and the measured levels compared with the predicted impacts in **Table 13** to **Table 14** and **Appendix B**.
- Phone calls (PC) and Respite offers (RO) should be provided for receivers where noise levels are predicted at 75 dBA or greater. As a guide, work should be carried out in continuous blocks that do not exceed 3 hours each, with a minimum respite period of one hour between each block. The actual duration of each block of work and respite should be flexible to accommodate the usage of and amenity at nearby receivers.
- Where OOHW is required, additional measures would be required as outlined in **Table 17**. For example, highly intrusive noise levels during OOHW period 1 would require the following: V, IB, N, R1, DR, PC, SN. Further detail and guidance on the implementation of these management measures is provided the CNVG, but importantly:
 - Works during the evening periods of OOHW Period 1 can only occur for three consecutive evenings before a four day break is required.

-
- Works during OOHW Period 2 can only occur for two consecutive nights before a five day break is required.
 - The receivers that are subjected to at least “moderately intrusive” impacts during the night-time, or “highly intrusive” during the evening period would require specific community consultation measures such as individual briefings, specific notifications and phone calls. The extent of these specific community consultation measures should be detailed as part of the Construction Noise and Vibration Management Plan for the works.
 - The receivers that are subjected to “highly intrusive” impacts during the night-time will require the consideration of Alternative Accommodation. Whether Alternative Accommodation is reasonable and feasible should be determined on a case-by-case basis.
 - The receivers that are subjected to at least “moderately intrusive’ noise impacts during the night-time are mostly located within the Mamre Road precinct, with the exception of some receivers on the western side of Mamre Road. Whether community consultation or Alternative Accommodation is required will depend on whether the receiver is occupied at the time of the works. As noted in **Section 2.2**, the status of residential receivers could change at short notice. It is expected that most of the receivers on lots subject to existing Development Applications are unoccupied, and that more receivers in the Mamre Road precinct will become unoccupied in the future due to land acquisitions and subsequent development. Consequently the extent of additional mitigation measures will depend on the timing of the works.

7 Conclusion

SLR has been engaged to assess the potential noise and vibration impact from the Mamre and Abbotts Road Intersection Upgrade, located in Kemps Creek, NSW.

Noise emissions from the Project have been predicted to the surrounding receivers and noise levels are expected to exceed noise management levels (NMLs) for the closest receivers throughout all work scenarios. Where highly noise intensive works are scheduled, the closest receivers are predicted to experience 'moderately intrusive' noise levels.

The majority of Project work will be undertaken during standard construction hours to minimise impacts on nearby receivers. Two work scenarios are anticipated to occur during out-of-hours periods. These scenarios are 'W.005 - Drainage infrastructure' and 'W.008 – Asphaltting'. Where out-of-hours are required, noise levels are predicted to exceed NMLs and sleep disturbance screening levels for the closest receivers in NCA03 to NCA06.

The construction vibration assessment identified all receivers are beyond the minimum working distance for cosmetic damage when vibration intensive works are being completed adjacent to these buildings.

The vibration assessment identified that six receivers are within the human comfort minimum working distances and occupants of affected buildings may be able to perceive vibration impacts at times when vibration intensive equipment is in use. Where impacts are perceptible, they would likely only be apparent for relatively short durations when vibration intensive equipment is nearby.

A number of best-practice mitigation and management measures have been recommended to be applied, where feasible and reasonable, to control and minimise the impacts during construction as far as practicable.

Where the 'mitigated' construction noise levels remain above the noise management levels (NMLs), the Additional Mitigation Measures (AMM) identified in the *Construction Noise and Vibration Guideline* (CNVG) (Roads and Maritime Services, 2016) should be implemented.

Appendix A:

Acoustic Terminology

1. Sound Level or Noise Level

The terms ‘sound’ and ‘noise’ are almost interchangeable, except that ‘noise’ often refers to unwanted sound.

Sound (or noise) consists of minute fluctuations in atmospheric pressure. The human ear responds to changes in sound pressure over a very wide range with the loudest sound pressure to which the human ear can respond being ten million times greater than the softest. The decibel (abbreviated as dB) scale reduces this ratio to a more manageable size by the use of logarithms.

The symbols SPL, L or LP are commonly used to represent Sound Pressure Level. The symbol LA represents A-weighted Sound Pressure Level. The standard reference unit for Sound Pressure Levels expressed in decibels is 2×10^{-5} Pa.

2. ‘A’ Weighted Sound Pressure Level

The overall level of a sound is usually expressed in terms of dBA, which is measured using a sound level meter with an ‘A-weighting’ filter. This is an electronic filter having a frequency response corresponding approximately to that of human hearing.

People’s hearing is most sensitive to sounds at mid frequencies (500 Hz to 4,000 Hz), and less sensitive at lower and higher frequencies. Different sources having the same dBA level generally sound about equally loud.

A change of 1 dB or 2 dB in the level of a sound is difficult for most people to detect, whilst a 3 dB to 5 dB change corresponds to a small but noticeable change in loudness. A 10 dB change corresponds to an approximate doubling or halving in loudness. The table below lists examples of typical noise levels.

| Sound Pressure Level (dBA) | Typical Source | Subjective Evaluation |
|----------------------------|--|-----------------------|
| 130 | Threshold of pain | Intolerable |
| 120 | Heavy rock concert | Extremely noisy |
| 110 | Grinding on steel | |
| 100 | Loud car horn at 3 m | Very noisy |
| 90 | Construction site with pneumatic hammering | |
| 80 | Kerbside of busy street | Loud |
| 70 | Loud radio or television | |
| 60 | Department store | Moderate to quiet |
| 50 | General Office | |
| 40 | Inside private office | Quiet to very quiet |
| 30 | Inside bedroom | |
| 20 | Recording studio | |

Other weightings (eg B, C and D) are less commonly used than A-weighting. Sound Levels measured without any weighting are referred to as ‘linear’, and the units are expressed as dB(lin) or dB.

3. Sound Power Level

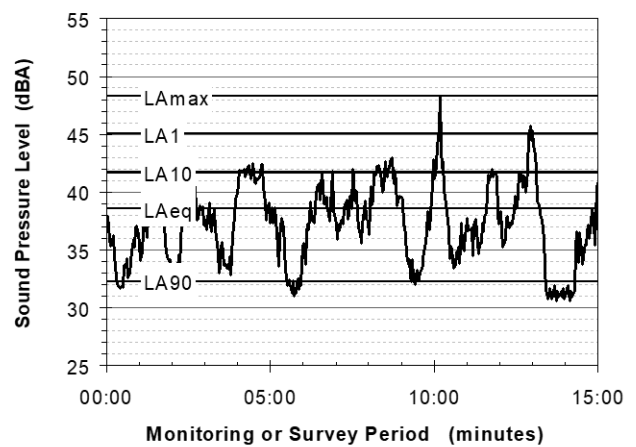
The Sound Power of a source is the rate at which it emits acoustic energy. As with Sound Pressure Levels, Sound Power Levels are expressed in decibel units (dB or dBA), but may be identified by the symbols SWL or LW, or by the reference unit 10^{-12} W.

The relationship between Sound Power and Sound Pressure is similar to the effect of an electric radiator, which is characterised by a power rating but has an effect on the surrounding environment that can be measured in terms of a different parameter, temperature.

4. Statistical Noise Levels

Sounds that vary in level over time, such as road traffic noise and most community noise, are commonly described in terms of the statistical exceedance levels LAN, where LAN is the A-weighted sound pressure level exceeded for N% of a given measurement period. For example, the LA1 is the noise level exceeded for 1% of the time, LA10 the noise exceeded for 10% of the time, and so on.

The following figure presents a hypothetical 15 minute noise survey, illustrating various common statistical indices of interest.



Of particular relevance, are:

- LA1 The noise level exceeded for 1% of the 15 minute interval.
- LA10 The noise level exceeded for 10% of the 15 minute interval. This is commonly referred to as the average maximum noise level.
- LA90 The noise level exceeded for 90% of the sample period. This noise level is described as the average minimum background sound level (in the absence of the source under consideration), or simply the background level.
- LAeq The A-weighted equivalent noise level (basically, the average noise level). It is defined as the steady sound level that contains the same amount of acoustical energy as the corresponding time-varying sound.
- LAmax The A-weighted maximum sound pressure level of an event measured with a sound level meter.

5. Frequency Analysis

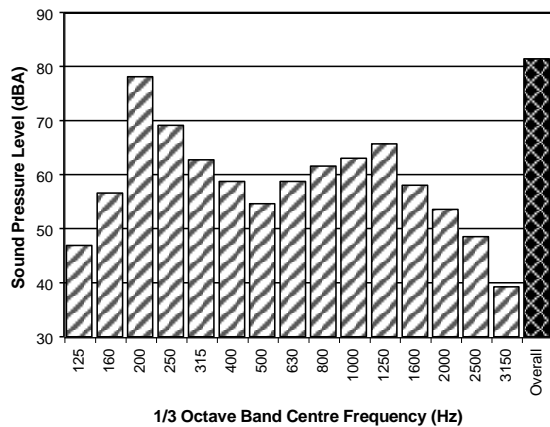
Frequency analysis is the process used to examine the tones (or frequency components) which make up the overall noise or vibration signal.

The units for frequency are Hertz (Hz), which represent the number of cycles per second.

Frequency analysis can be in:

- Octave bands (where the centre frequency and width of each band is double the previous band)
- 1/3 octave bands (three bands in each octave band)
- Narrow band (where the spectrum is divided into 400 or more bands of equal width)

The following figure shows a 1/3 octave band frequency analysis where the noise is dominated by the 200 Hz band. Note that the indicated level of each individual band is less than the overall level, which is the logarithmic sum of the bands.



6. Annoying Noise (Special Audible Characteristics)

A louder noise will generally be more annoying to nearby receivers than a quieter one. However, noise is often also found to be more annoying and result in larger impacts where the following characteristics are apparent:

- **Tonality** - tonal noise contains one or more prominent tones (ie differences in distinct frequency components between adjoining octave or 1/3 octave bands), and is normally regarded as more annoying than 'broad band' noise.
- **Impulsiveness** - an impulsive noise is characterised by one or more short sharp peaks in the time domain, such as occurs during hammering.
- **Intermittency** - intermittent noise varies in level with the change in level being clearly audible. An example would include mechanical plant cycling on and off.
- **Low Frequency Noise** - low frequency noise contains significant energy in the lower frequency bands, which are typically taken to be in the 10 to 160 Hz region.

7. Vibration

Vibration may be defined as cyclic or transient motion. This motion can be measured in terms of its displacement, velocity or acceleration. Most assessments of human response to vibration or the risk of damage to buildings use measurements of vibration velocity. These may be expressed in terms of 'peak' velocity or 'rms' velocity.

The former is the maximum instantaneous velocity, without any averaging, and is sometimes referred to as 'peak particle velocity', or PPV. The latter incorporates 'root mean squared' averaging over some defined time period.

Vibration measurements may be carried out in a single axis or alternatively as triaxial measurements (ie vertical, longitudinal and transverse).

The common units for velocity are millimetres per second (mm/s). As with noise, decibel units can also be used, in which case the reference level should always be stated. A vibration level V , expressed in mm/s can be converted to decibels by the formula $20 \log (V/V_0)$, where V_0 is the reference level (10^{-9} m/s). Care is required in this regard, as other reference levels may be used.

8. Human Perception of Vibration

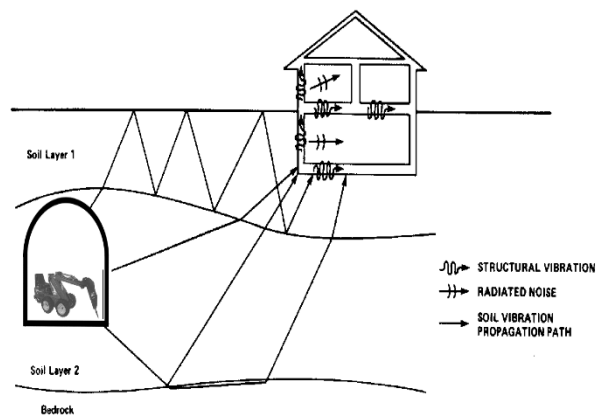
People are able to 'feel' vibration at levels lower than those required to cause even superficial damage to the most susceptible classes of building (even though they may not be disturbed by the motion). An individual's perception of motion or response to vibration depends very strongly on previous experience and expectations, and on other connotations associated with the perceived source of the vibration. For example, the vibration that a person responds to as 'normal' in a car, bus or train is considerably higher than what is perceived as 'normal' in a shop, office or dwelling.

9. Ground-borne Noise, Structure-borne Noise and Regenerated Noise

Noise that propagates through a structure as vibration and is radiated by vibrating wall and floor surfaces is termed 'structure-borne noise', 'ground-borne noise' or 'regenerated noise'. This noise originates as vibration and propagates between the source and receiver through the ground and/or building structural elements, rather than through the air.

Typical sources of ground-borne or structure-borne noise include tunnelling works, underground railways, excavation plant (eg rockbreakers), and building services plant (eg fans, compressors and generators).

The following figure presents an example of the various paths by which vibration and ground-borne noise may be transmitted between a source and receiver for construction activities occurring within a tunnel.

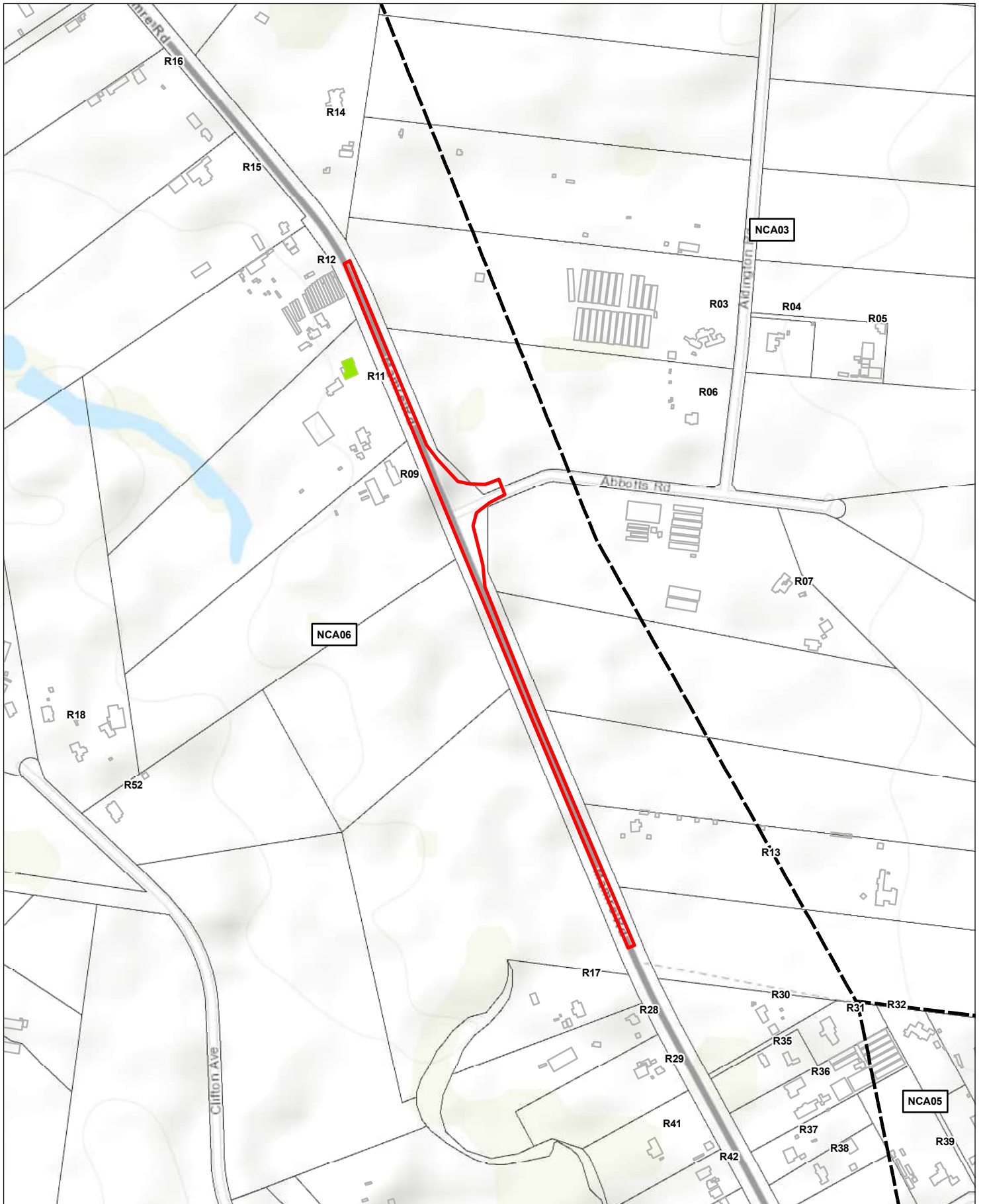


The term 'regenerated noise' is also used in other instances where energy is converted to noise away from the primary source. One example would be a fan blowing air through a discharge grill. The fan is the energy source and primary noise source. Additional noise may be created by the aerodynamic effect of the discharge grill in the airstream. This secondary noise is referred to as regenerated noise.

Appendix B:

Noise Impact Maps

H:\Projects-SLR\610-Sr\Sr\610-SYD\610-31166-0000 Aldington Road Upgrade CNV Assessment fo\06 SLR Data\01 CAD\GIS\GIS\SR\61031166_APPPE_MAU_W001 Noise Impacts Day_04.mxd



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 Scale: 1:8,000 at A4
 Project Number: 610.31166
 Date: 20-May-2024
 Drawn by: PW

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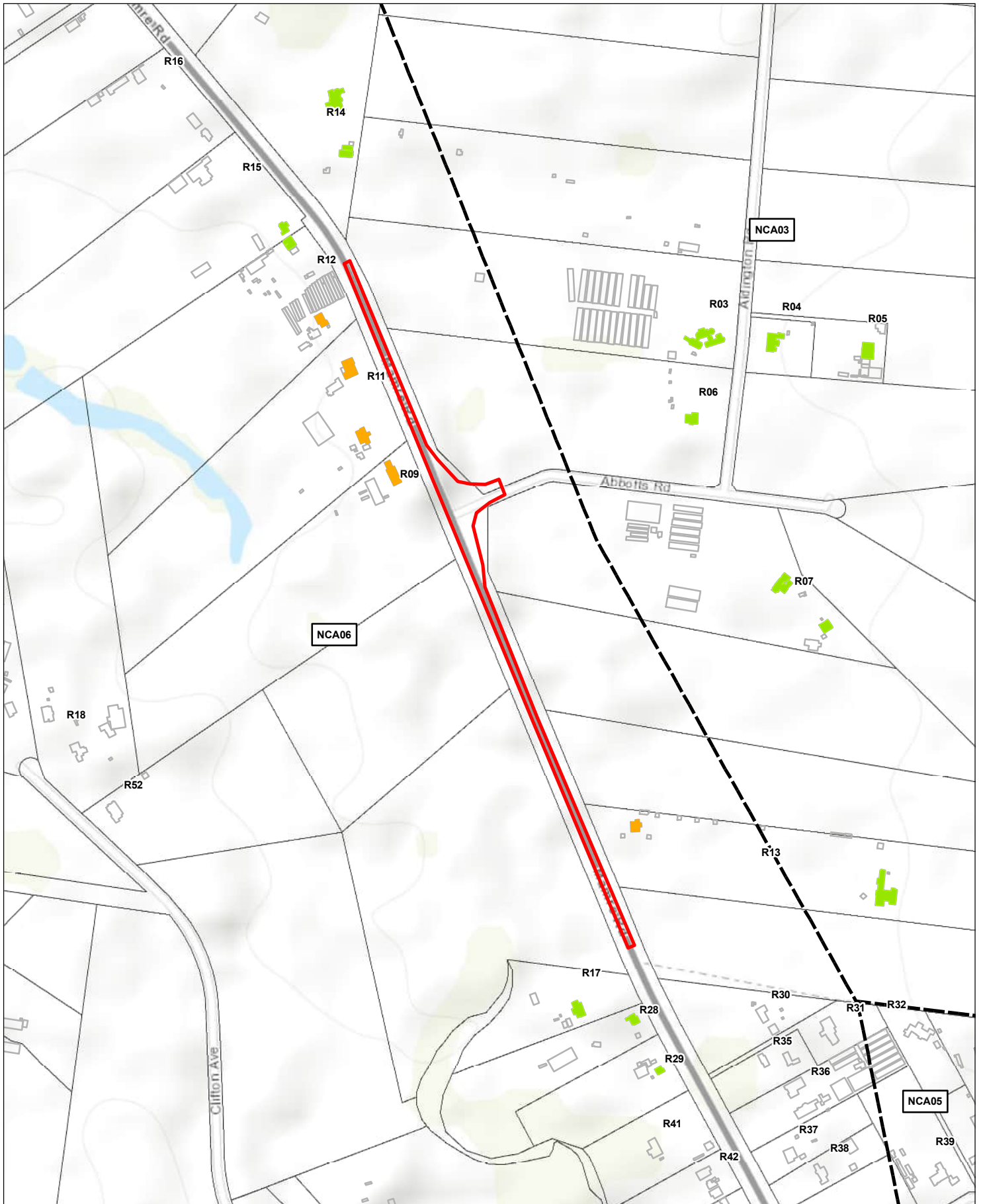
- NCAs
- Mamre Work Area
- Buildings
- Cadastre
- 1 - 10 (Clearly Audible)
- 11 - 20 (Moderately Intrusive)
- > 20 (Highly Intrusive)

MAMRE AND ABBOTS ROAD INTERSECTION

**W.001 NOISE IMPACTS
STANDARD CONSTRUCTION HOURS**



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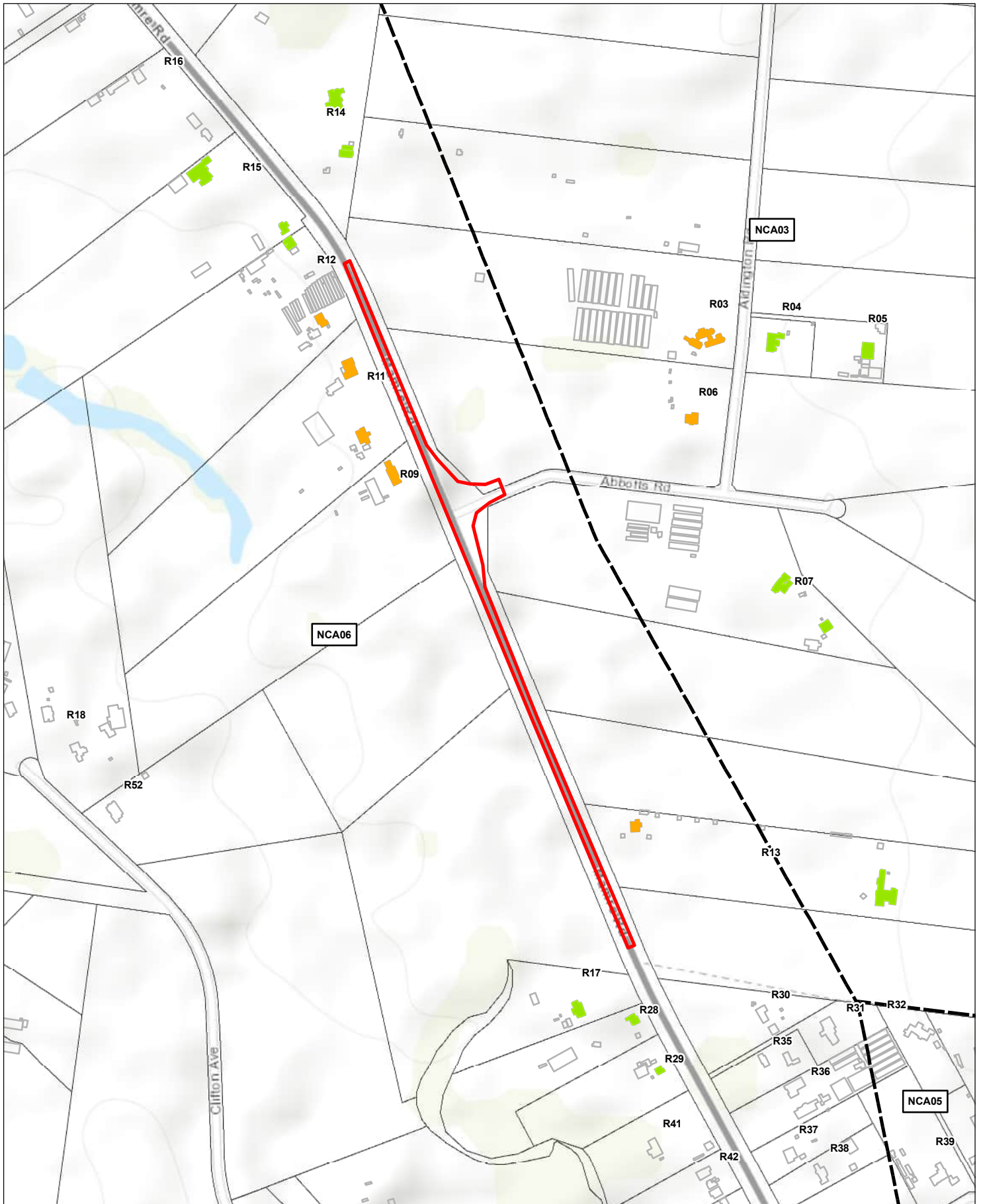
- NCAs
- Mamre Work Area
- Buildings
- Cadastre
- 1 - 10 (Clearly Audible)
- 11 - 20 (Moderately Intrusive)
- > 20 (Highly Intrusive)

MAMRE AND ABBOTS ROAD INTERSECTION

**W.002 NOISE IMPACTS
STANDARD CONSTRUCTION HOURS**



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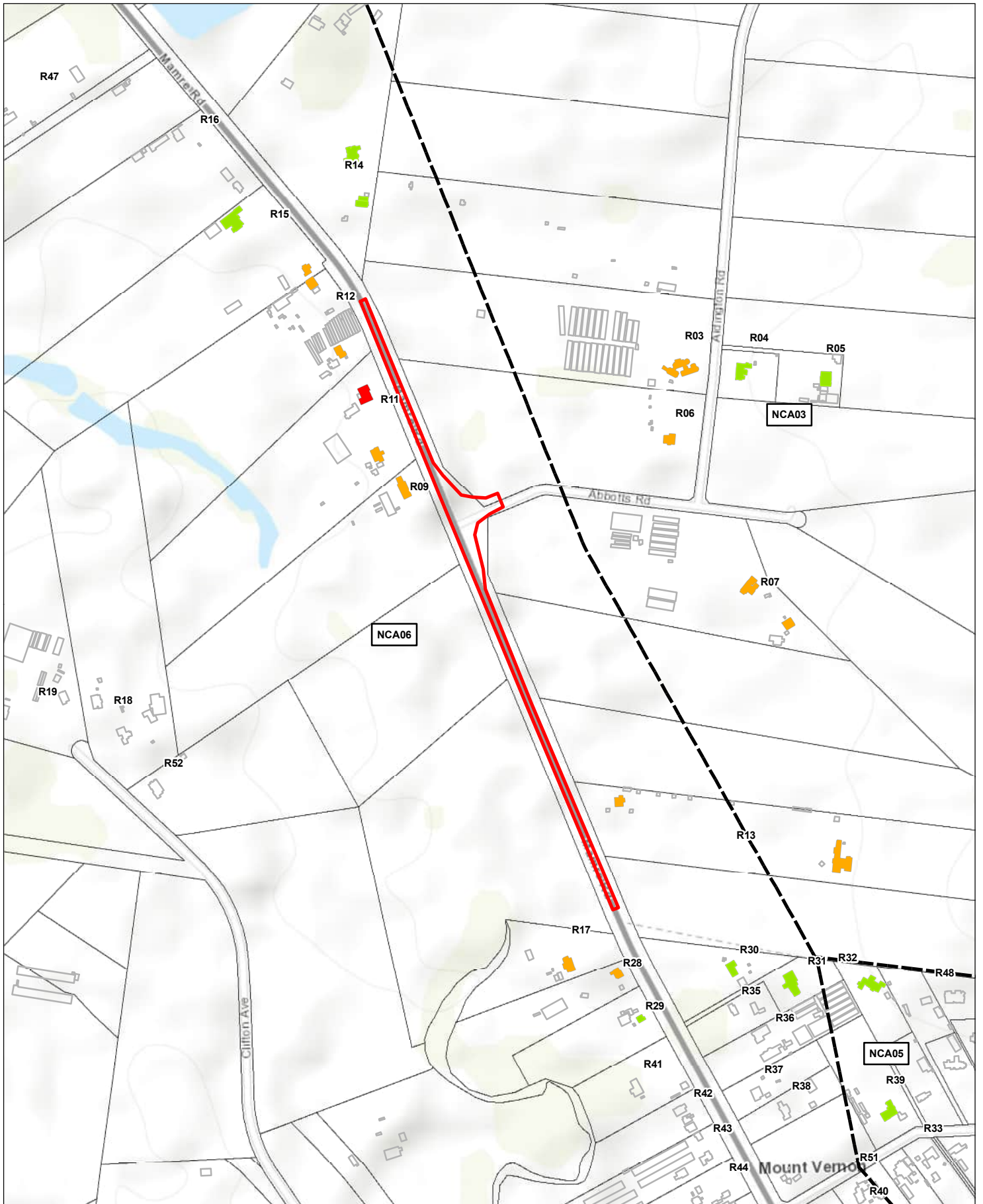
- NCAs
- Mamre Work Area
- Buildings
- Cadastre
- Predicted Noise Levels (Above NML)**
- 1 - 10 (Clearly Audible)
- 11 - 20 (Moderately Intrusive)
- > 20 (Highly Intrusive)

MAMRE AND ABBOTS ROAD INTERSECTION

**W.003 NOISE IMPACTS
STANDARD CONSTRUCTION HOURS**



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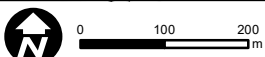
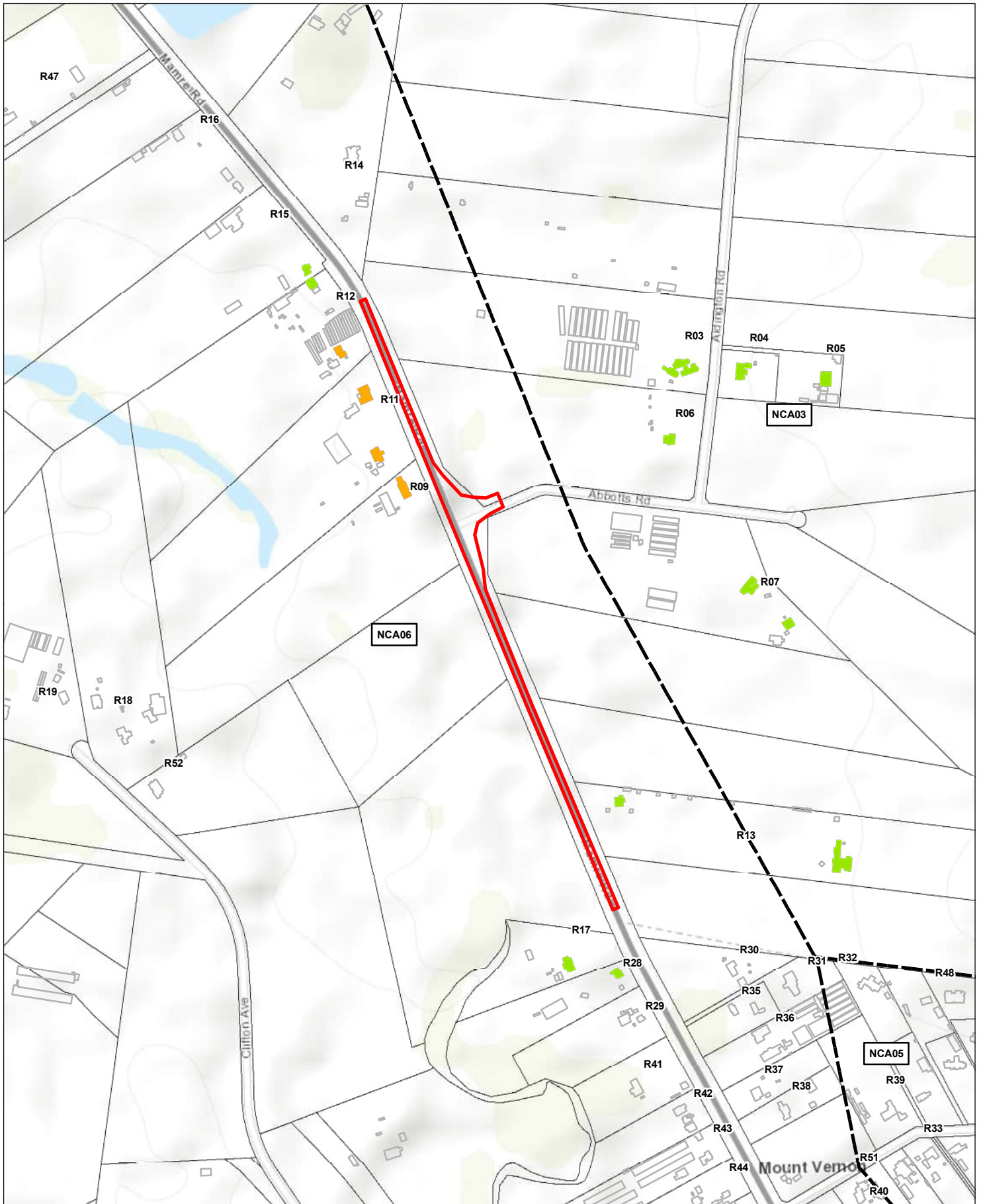
- NCAs
- Mamre Work Area
- Buildings
- Cadastre
- 1 - 10 (Clearly Audible)
- 11 - 20 (Moderately Intrusive)
- > 20 (Highly Intrusive)

MAMRE AND ABBOTTS ROAD INTERSECTION

**W.004 NOISE IMPACTS
STANDARD CONSTRUCTION HOURS**



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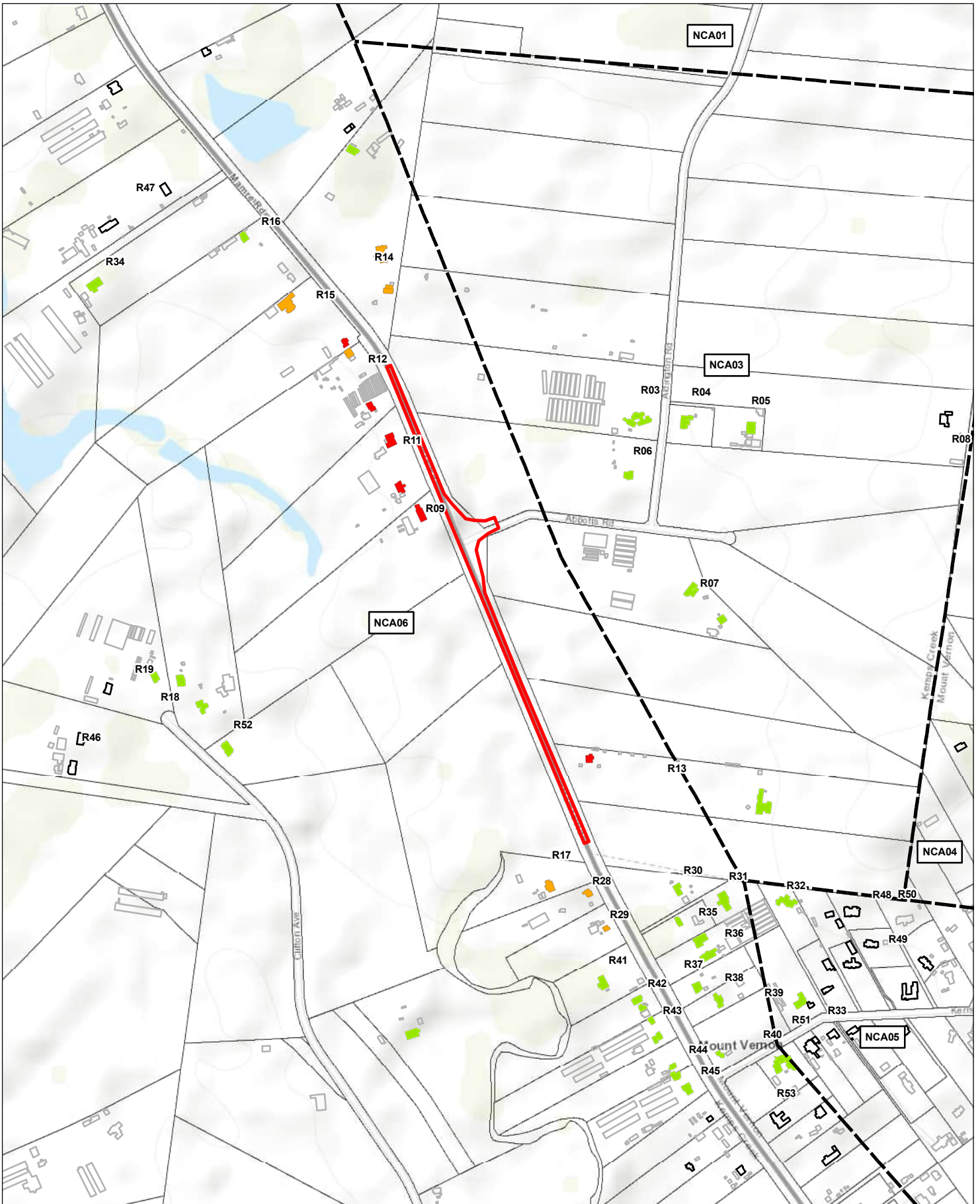
- | | |
|-----------------|--------------------------------|
| NCA's | 1 - 10 (Clearly Audible) |
| Mamre Work Area | 11 - 20 (Moderately Intrusive) |
| Buildings | > 20 (Highly Intrusive) |
| Cadastre | |

MAMRE AND ABBOTS ROAD INTERSECTION

**W.005 NOISE IMPACTS
STANDARD CONSTRUCTION HOURS**



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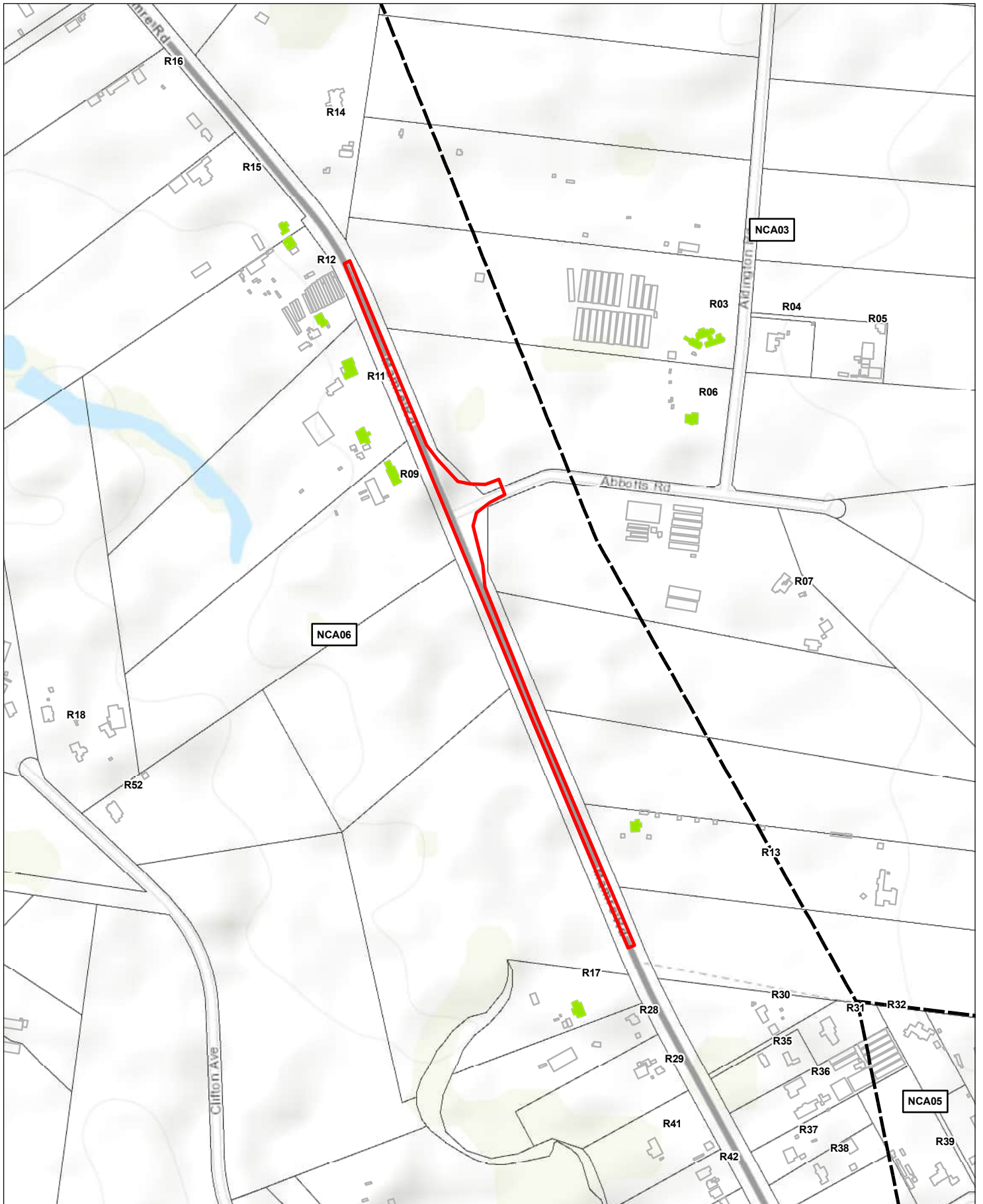
- | | |
|-----------------|---|
| NCA's | Predicted Noise Levels (Above NML) |
| Mamre Work Area | 1 - 5 (Noticeable) |
| Buildings | 16 - 25 (Moderately Intrusive) |
| Cadastre | 6 - 15 (Clearly Audible) |
| | > 25 (Highly Intrusive) |

MAMRE AND ABBOTTS ROAD INTERSECTION

W.005 NOISE IMPACTS OOHW (NIGHT-TIME)



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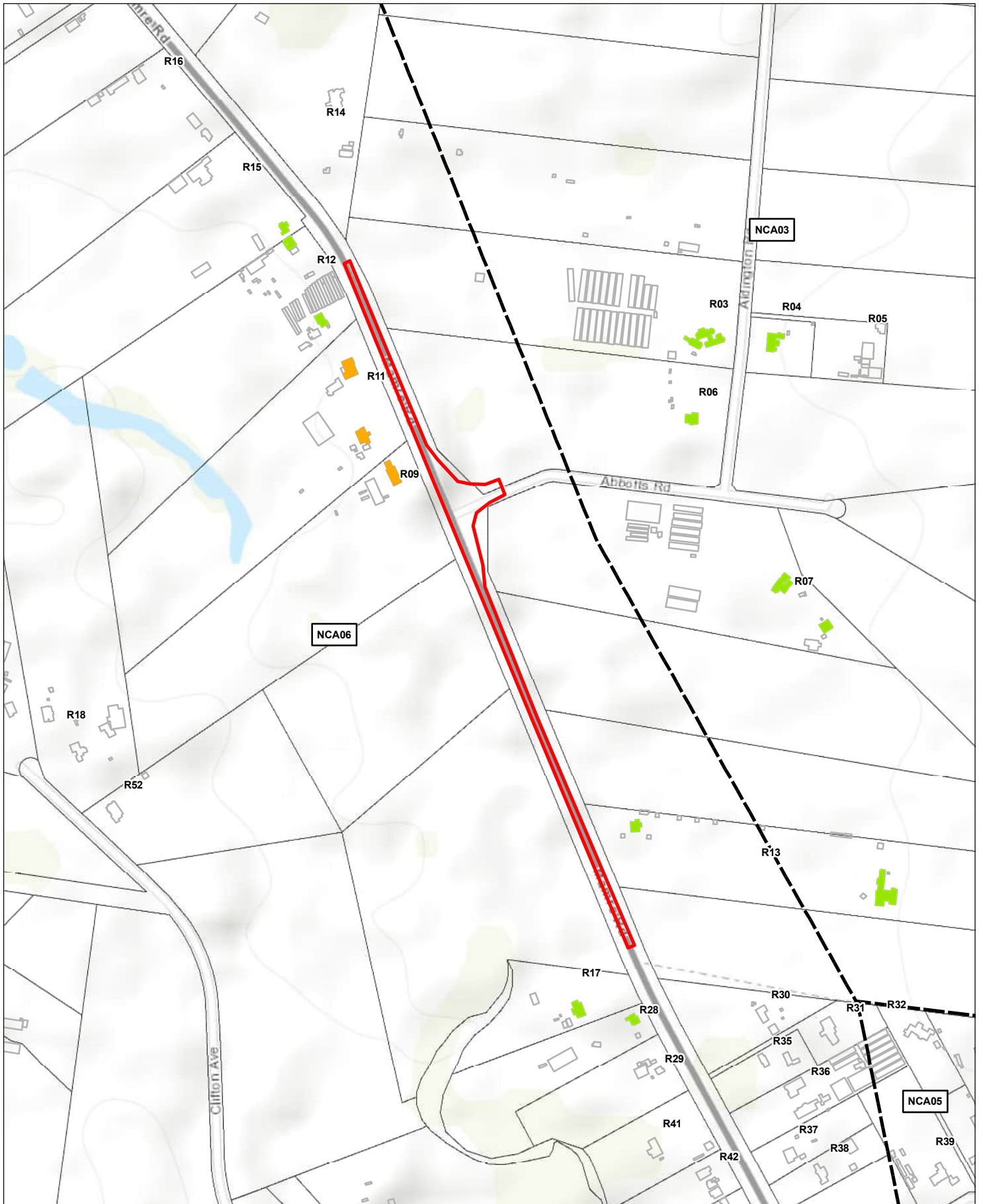
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- Mamre Work Area
- Buildings
- Cadastre
- 1 - 10 (Clearly Audible)
- 11 - 20 (Moderately Intrusive)
- > 20 (Highly Intrusive)

MAMRE AND ABBOTS ROAD INTERSECTION

**W.006 NOISE IMPACTS
STANDARD CONSTRUCTION HOURS**



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 Drawn by: PW

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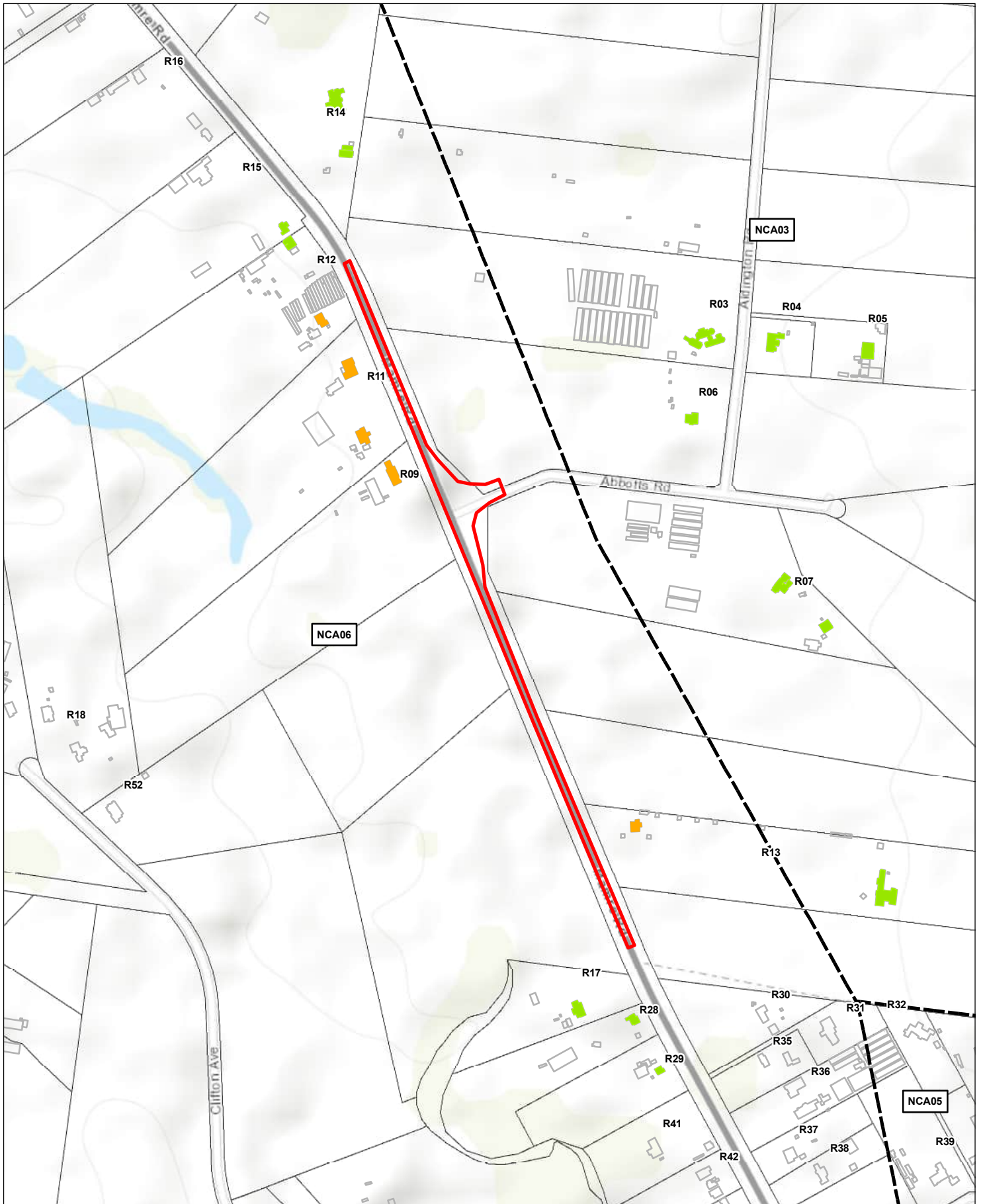
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- Buildings
- Cadastre
- 1 - 10 (Clearly Audible)
- 11 - 20 (Moderately Intrusive)
- > 20 (Highly Intrusive)

MAMRE AND ABBOTTS ROAD INTERSECTION

**W.007 NOISE IMPACTS
STANDARD CONSTRUCTION HOURS**



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 Drawn by: PW

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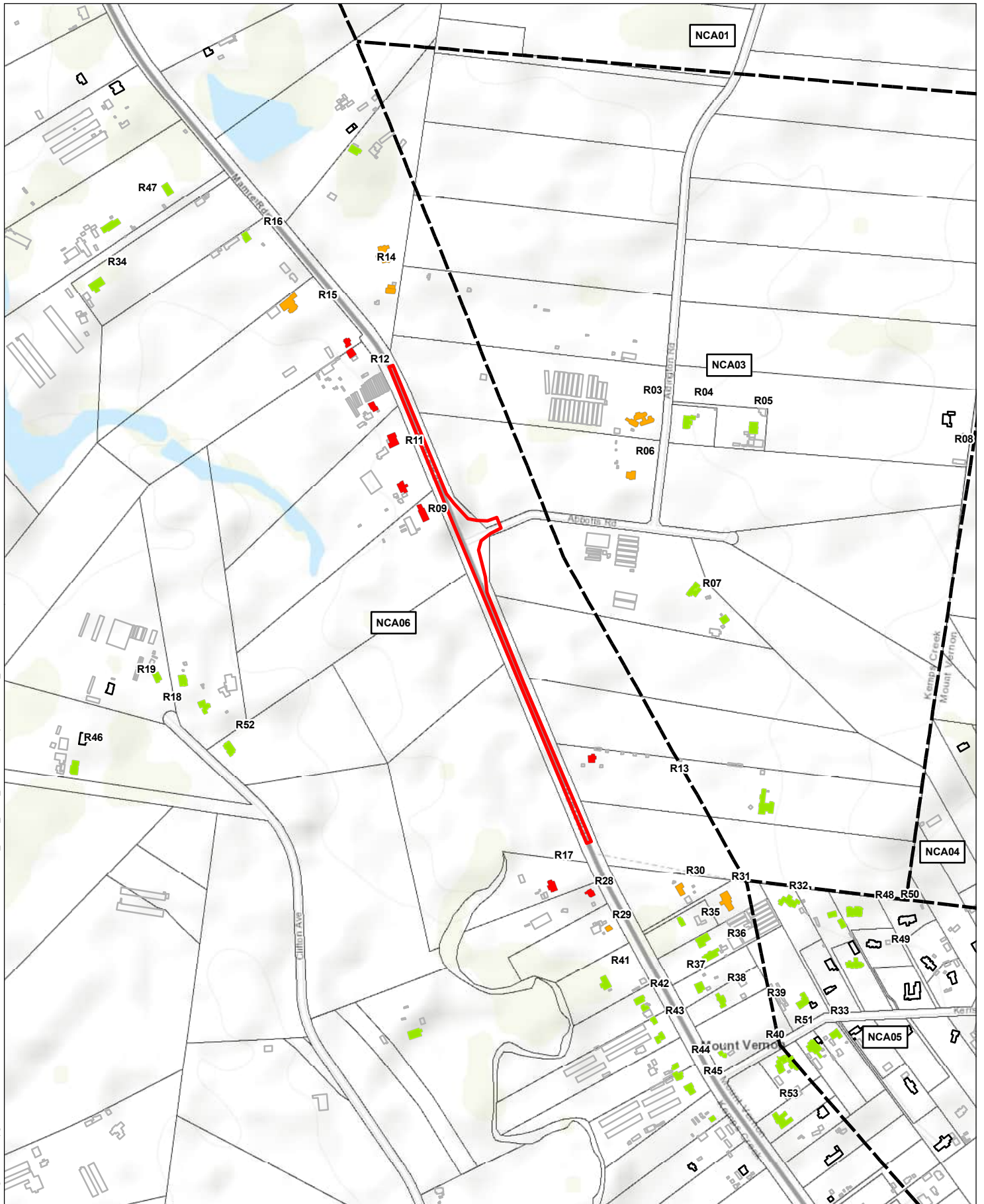
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- Mamre Work Area
- Buildings
- Cadastre
- 1 - 10 (Clearly Audible)
- 11 - 20 (Moderately Intrusive)
- > 20 (Highly Intrusive)

MAMRE AND ABBOTS ROAD INTERSECTION

**W.008 NOISE IMPACTS
STANDARD CONSTRUCTION HOURS**



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 Date: 20-May-2024
 Drawn by: PW

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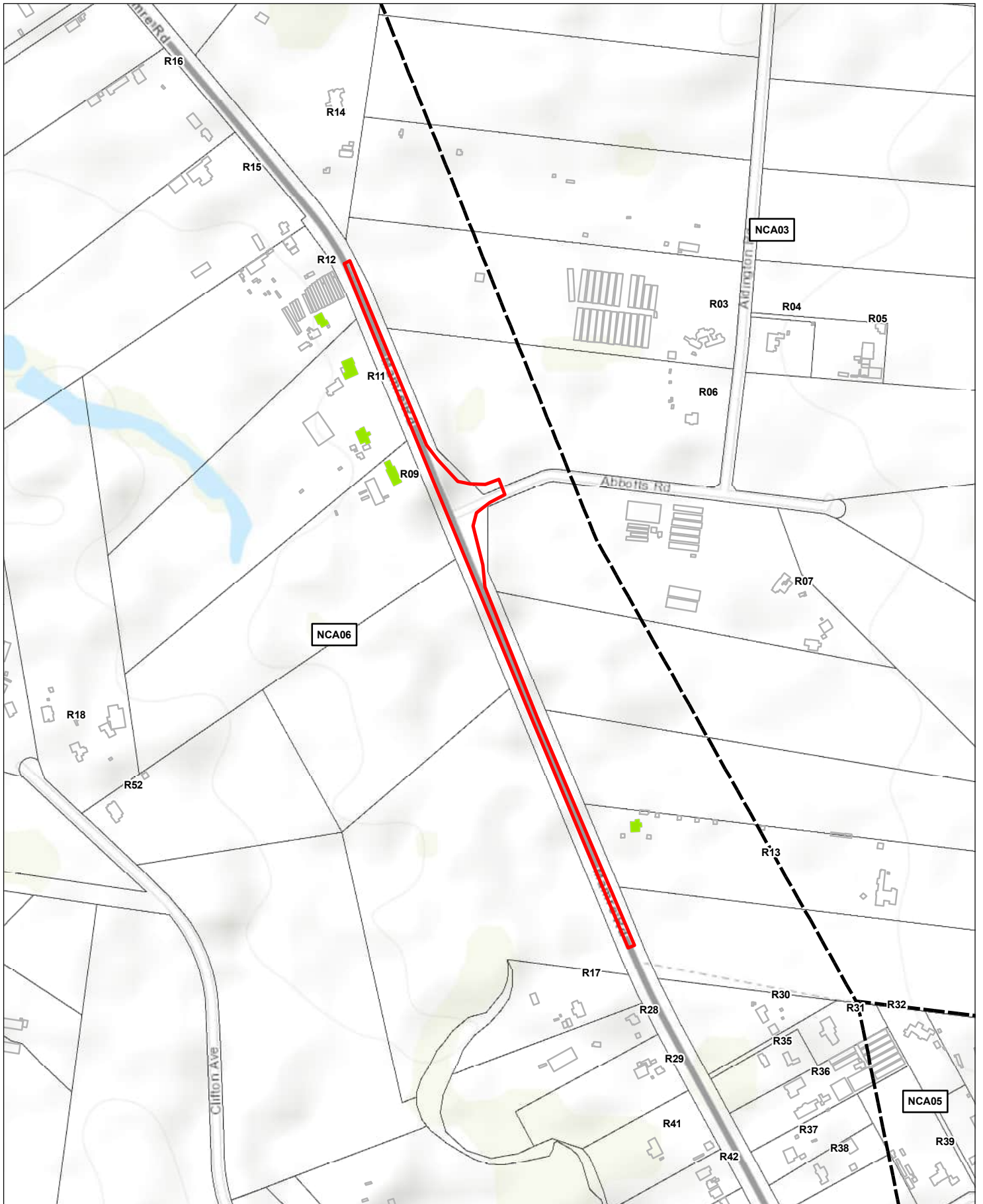
- | | |
|-----------------|--------------------------------|
| NCA's | 1 - 5 (Noticeable) |
| Mamre Work Area | 16 - 25 (Moderately Intrusive) |
| Buildings | 6 - 15 (Clearly Audible) |
| Cadastre | > 25 (Highly Intrusive) |


MAMRE AND ABBOTTS ROAD INTERSECTION

W.008 NOISE IMPACTS OOHW (NIGHT-TIME)










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 Coordinate System: GDA2020 MGA Zone 56
 Scale: 1:8,000 at A4
 Project Number: 610.31166
 Date: 20-May-2024
 Drawn by: PW

LEGEND

| | |
|---|--|
|  NCAs |  1 - 10 (Clearly Audible) |
|  Mamre Work Area |  11 - 20 (Moderately Intrusive) |
|  Buildings |  > 20 (Highly Intrusive) |
|  Cadastre | |

MAMRE AND ABBOTTS ROAD INTERSECTION

**W.009 NOISE IMPACTS
STANDARD CONSTRUCTION HOURS**



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GOLD COAST

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