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MARTINUS INLAND RAIL



JUNEE TO ILLABO – CONSTRUCTION NOISE AND VIBRATION IMPACT STATEMENT ADDENDUM

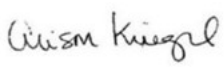
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TABLE OF CONTENTS

GLOSSARY	4
1 INTRODUCTION	5
1.1 Purpose of this Noise Assessment	5
2 NOISE ASSESSMENT	6
2.1 Compound operation	6
2.1.1 Scope	6
2.1.2 Assessment	6
2.1.3 Results	7
3 VIBRATION ASSESSMENT	9
3.1 Compound operation	9
4 CONCLUSION	10
4.1 Mitigation and Management Measures	10
4.2 Additional mitigation measures	10
APPENDICES	12
APPENDIX A	13
SLR Predict (W.002B)	13

LIST OF TABLES

Table 1: Definitions	4
Table 2: Work scenario description	6
Table 3: Exceedance comparisons Between W.003 and W.002B (Day OOH)	7
Table 4: Exceedance comparisons Between W.003 and W.002B (Night OOH)	8

LIST OF FIGURES

Figure 1: Work area required for Waterworks Road – Compound operation (W.002B)	5
Figure 2: Additional mitigation measures matrix – noise	11

GLOSSARY

Specific terms and acronyms used throughout this plan are listed and described in Table 1 below.

TABLE 1: DEFINITIONS

TERM	DEFINITION
A2I	Albury to Illabo section of the Inland Rail project
CA	Consistency Assessment
CIZ	Construction Impact Zone
CNVIS	Construction Noise and Vibration Impact Statement
CNVIS Addendum	This document
Junee to Illabo CNVIS	Junee to Illabo Construction Noise and Vibration Impact Statement (Doc No. 6-0052-210-EEC-J7-AS-0002)
km	Kilometres
m	Metres
NML	Noise Management Level
OOH	Out-of-hours
Project	Albury to Illabo project approved under section 5.19 of the EP&A Act on 8 October 2024, as modified on 13 August 2025
RBL	Rating Background Level
SLR Predict	A2I noise and vibration management tool
W.002	Work Scenario 2 – Compound Operation
W.002B	Work Scenario 2B – For Compound Operation at the proposed Waterworks Road stockpile area
W.003	Work Scenario 3 – Geotechnical Investigation
W.005	Work Scenario 5 – Track Work – Peak

1 INTRODUCTION

1.1 Purpose of this Noise Assessment

This Noise Assessment has been prepared to identify and assess the new work area / scenario required to support and enable approved construction activities associated with the Junee to Illabo clearances for the Junee Precinct. This Construction Noise and Vibration Impact Statement Addendum (CNVIS Addendum) forms an addendum to the endorsed Junee to Illabo CNVIS (Doc No: 6-0052-210-EEC-J7-AS-0002).

This CNVIS Addendum should be reviewed in conjunction with the Junee to Illabo CNVIS (Doc No: 6-0052-210-EEC-J7-AS-0002) including adopted rating background levels (RBL), noise management levels (NMLs) and assessment criteria in accordance with the Infrastructure Approval (SSI-10055).

The new work area for the scenario compound operation assessed in this CNVIS Addendum, Works Scenario 2B – Waterworks Road Compound Operation (W.002B), is shown in Figure 1.



FIGURE 1: WORK AREA REQUIRED FOR WATERWORKS ROAD – COMPOUND OPERATION (W.002B)

2 NOISE ASSESSMENT

The potential construction noise levels from the proposed works have been predicted using SLR Predict, the A2I project-specific noise and vibration tool. This CNVIS Addendum assesses the work scenarios identified in Table 2.

TABLE 2: WORK SCENARIO DESCRIPTION

ID	Scenario	Description	Total Lw
W.002B	Compound operation	Operation of the site compound and delivery of materials / equipment	114

2.1 Compound operation

2.1.1 Scope

The new work area / compound operation scenario (W.002B) falls within the rail corridor, within the approved Construction Impact Zone (CIZ) and immediately adjacent to louder scenarios assessed in the Junee to Illabo CNVIS. W.002B would utilise an existing cleared stockpile area for project related stockpiling during the construction phase for Junee to Illabo clearances enhancement site, along with other enhancement sites within the Junee Precinct where required.

Plant and equipment

- 1x Compressor
- 1x Crane - Franna (20T)
- 1x Front End Loader
- 1x Generator
- 15x Light Vehicle
- 1x Positrack
- 2x Truck - Medium Rigid (20T)
- 1x Truck - Truck & Dog
- 1x Watercart

Construction hours

- Standard approved Hours:
 - 7am to 6pm Monday to Friday, inclusive
 - 7am to 6pm Saturday
- Day Out-of-Hours (OOH):
 - 8am to 6pm Sunday and public holidays
- Evening OOH:
 - 6pm to 10pm Monday to Sunday (including public holidays)
- Night OOH:
 - 10pm to 7am Monday to Saturday
 - 10pm to 8am Sunday (including public holidays)

2.1.2 Assessment

One new work / stockpile area (Figure 1) is proposed to support construction. This area was identified as a 'work area' for scenario W.003 – geotechnical investigations, though not identified as a work area for the W.002 scenario in Appendix C of the Junee to Illabo CNVIS.

SLR Predict was utilised to assess the proposed new work area / compound operation scenario (W.002B) and to allow for a comparison with the impacts identified in the endorsed Junee to Illabo CNVIS for the geotechnical investigation scenario (W.003) in the location of the proposed stockpile site (Figure 1). Due to the length of the J2I enhancement site, it was considered most appropriate to compare the new W.002B work area to the geotechnical investigation scenario (W.003) in the same location, rather than to compare to the W.002 scenario from the CNVIS.

All plant and equipment identified above was considered in the assessment at the utilisation rates identified in Appendix A, which is consistent with W.002 in the Junee to Illabo CNVIS.

2.1.3 Results

The SLR Predict results are presented in Appendix A for the Compound Operation scenario (W.002B). Night time OOH is the most affected period.

Where night works are proposed, use of the stockpile site would generally be adjacent to substantially louder construction activities, such as the Track Work scenario (W.005) and it falls within the area assessed for the Geotechnical Investigation scenario (W.003), which is considered to be more impactful as discussed below. Table 3 (OOH day) and Table 4 (OOH night) provide a summary of the exceedances identified through various assessments.

Table 3 compares the following:

- W.003 (daytime OOH) exceedances identified in the Junee to Illabo CNVIS (CNVIS location and equipment list);
- W.003 (daytime OOH) exceedances assessed in SLR Predict with the proposed location (Figure 1) and the Junee to Illabo CNVIS equipment list. This scenario was not assessed in the Junee to Illabo CNVIS, but is provided to allow a better comparison with the proposed W.002B scenario;
- W.002B (daytime OOH) exceedances assessed in SLR Predict with the proposed equipment list, in the proposed location (Figure 1);

Table 4 compares the following:

- W.003 (nighttime OOH) exceedances assessed in SLR Predict with the proposed location (Figure 1) and the Junee to Illabo CNVIS equipment list. This scenario was not assessed in the Junee to Illabo CNVIS, but is provided to allow a better comparison with the proposed W.002B scenario;
- W.002B (nighttime OOH) exceedances assessed in SLR Predict with the proposed equipment list, in the proposed location (Figure 1).

TABLE 3: EXCEEDANCE COMPARISONS BETWEEN W.003 AND W.002B (DAY OOH)

ASSESSMENT RESULTS	NUMBER OF RESIDENTIAL RECEIVERS WITH NML EXCEEDANCE		
	W.003 CNVIS (Day OOH)	W.003 in proposed location using SLR Predict (Day OOH)	W.002B SLR Predict (Day OOH)
Total Lw (dBA)	116	116	114
Noticeable (1-5 dB)	6	2	2
Clearly Audible (6-15 dB)	24	-	-
Moderately Intrusive (16-25 dB)	11	-	-
Highly Intrusive (>25 dB)	1	-	-

*This scenario was not assessed in the Junee to Illabo CNVIS, but is provided to allow a better comparison with the proposed W.002B scenario in the proposed location.

TABLE 4: EXCEEDANCE COMPARISONS BETWEEN W.003 AND W.002B (NIGHT OOH)

ASSESSMENT RESULTS	NUMBER OF RESIDENTIAL RECEIVERS WITH NML EXCEEDANCE	
	W.003 in proposed location using SLR Predict (Night OOH)*	W.002B SLR Predict (Night OOH)
Total Lw (dBA)	116	114
Noticeable (1-5 dB)	-	-
Clearly Audible (6-15 dB)	2	2
Moderately Intrusive (16-25 dB)	-	-
Highly Intrusive (>25 dB)	-	-

*This scenario was not assessed in the Junee to Illabo CNVIS, but is provided to allow a better comparison with the proposed W.002B scenario.

The geotechnical investigation scenario (W.003) assessed in the Junee to Illabo CNVIS would affect more receivers than the proposed work area / compound operation scenario (W.002B) as the area assessed for W.003 impact extends along the Junee to Illabo enhancement site.

Notwithstanding, Table 3 and Table 4 show comparable noise impacts between the new work area / compound operation scenario (W.002B) and the geotechnical investigation scenario (W.003) assessed in the same proposed area (Figure 1). The proposed scenario would result in a similar level of impact to affected receivers as that considered in the Junee to Illabo CNVIS.

3 VIBRATION ASSESSMENT

3.1 Compound operation

There will be no vibration intensive plant and equipment proposed as part of W.002B as presented in Appendix A; no vibration impacts are expected.

4 CONCLUSION

4.1 Mitigation and Management Measures

As this Assessment is an addendum to the endorsed CNVIS for Junee to Illabo, the same mitigation and management measures apply as noted in Section 8 of the CNVIS.

4.2 Additional mitigation measures

As noted in Figure 2 below and under Appendix A, the SLR Predict noise results include a section on all applicable additional mitigation measures. These additional mitigation measures will be implemented where appropriate. No additional mitigation measures were identified for vibration.

Airborne Noise - Additional Mitigation Measures Matrix				
Time Period	Exceedance of NML	Perception	Duration	Communication Category/Management Measure
OOHW Daytime Period Sunday 7am - 6pm(including public holidays)	<5	Noticeable	Any	CO1
	5 - 15	Clearly audible	Any	CO1
	16 - 25	Moderately intrusive	Any	CO1, CO2
	>25	Highly intrusive	Any	CO1, CO2
OOHW Evening Period Monday - Sunday 6pm - 10pm(including public holidays)	<5	Noticeable	Any	CO1
	5 - 15	Clearly audible	Any	CO1
	16 - 25	Moderately intrusive	Any	CO1, CO2
	>25	Highly intrusive	Any	CO1, CO2
			>2 consecutive rest periods	CO1, CO2, RO
OOHW Night Period Monday - Sunday 10pm - 7am(including public holidays)	<5	Noticeable	Any	CO1
	5 - 15	Clearly audible	Any	CO1
	16 - 25	Moderately intrusive	Any	CO1, CO2
			>2 consecutive sleep periods	CO1, CO2, RO, AO
	>25	Highly intrusive	Any	CO1, CO2, RO
			>2 consecutive sleep periods	CO1, CO2, RO, AO, AltA

FIGURE 2: ADDITIONAL MITIGATION MEASURES MATRIX – NOISE



APPENDICES



APPENDIX A

SLR Predict (W.002B)



Construction Noise and Vibration Impact Statement (CNVIS)

This report presents the outcomes of detailed noise/vibration modelling relating to specific construction activities proposed on site in accordance with the methodology outlined in the *Construction Noise and Vibration Management Plan* (CNVMP) and overarching *Construction Noise and Vibration Impact Statement* (CNVIS).

Prior to detailed noise/vibration modelling being undertaken, work activities are reviewed and considered in relation to industry best practice, consistent with the requirements of the CNVMP. Consideration is first given to eliminating the noise/vibration emissions so far as reasonably practicable. Where elimination is not practicable, efforts are been made to reduce the risk as far as practical by implementing noise and vibration management measures as outlined in the overarching CNVIS and CNVMP.

Examples of these measures include selecting the quietest equipment and processes to complete the works, considering staging and periods of respite to minimise prolonged periods of noise and vibration exposure, and maximising distances between construction activities and sensitive receivers.

Consultation with Affected Receivers

In accordance with CoA E78, the CNVIS must include specific mitigation measures identified through consultation with affected sensitive land user(s) and the mitigation measures must be implemented for the duration of the Work. Details of this consultation are provided in the overarching CNVIS for each enhancement site.

Assessment Details

Author Name	
Author Email	noiseassessments@martinus.com.au
Author Organisation	Martinus Rail
Project Name	A2I - Albury to Illabo
Assessment Name	J7 Waterworks Rd AF
Stage	A2I Construction
Permit Number	
Start Date	
End Date	
Assessment Period	Night - out of hours

Equipment Details

Plant/Equipment	Equipment Sound Power Level (Unadjusted), dBA	Number of Units	Temporary Noise Barrier
1: Waterworks Rd AF (Height: Ground)	Total: 114		
Front End Loader 50% operation	113	1	No
Crane Franna (20 tonne) 30% operation	98	1	No
Compressor 50% operation	109	1	No
Generator - diesel/ petrol 100% operation	103	1	No
Hand tools (electric) 75% operation	102	1	No
Positrack 50% operation	104	1	No
Truck - medium rigid (20T) 25% operation	103	2	No
Truck - road truck/ truck & dog (30T) 25% operation	108	1	No

Note 1: Equipment classed as 'annoying' in the *Interim Construction Noise Guideline (DECC, 2009)* include a 5 dB correction.

Note 2: Equipment sound power levels consider the mitigation measures outlined in the overarching CNVIS to provide mitigated results.

Equipment Details

Plant/Equipment	Equipment Sound Power Level (Unadjusted), dBA	Number of Units	Temporary Noise Barrier
Water Cart 75% operation	107	1	No
Light Vehicle (accelerating) 25% operation	95	2	No

Note 1: Equipment classed as 'annoying' in the *Interim Construction Noise Guideline (DECC, 2009)* include a 5 dB correction.

Note 2: Equipment sound power levels consider the mitigation measures outlined in the overarching CNVIS to provide mitigated results.

Assessment Results



		Residential	Non-Residential
	Highly Intrusive	0 property	0 property
	Moderately Intrusive	0 property	0 property
	Clearly Audible	2 properties	0 property
	Noticeable	0 property	0 property

Assessment Results

	Above Sleep Disturbance	0 property	0 property
	Above Sleep Awake	0 property	0 property

Legend

	Project Boundary
	Work Areas
	Barriers

Results by Receiver

Address	Land Use	Noise Catchment Area	Construction Noise Management Level, dBA	Predicted Noise Level, dBA	Predicted Noise Level Above Noise Management Level, dB	Noise Category
426 WATERWORKS RD, WANTIOOL NSW 2663	RES	NCA15	38	47	9	Clearly Audible
MT PLEASANT 493 OLYMPIC HWY, MARINNA NSW 2663	RES	NCA15	38	47	9	Clearly Audible

Recommended Mitigation Measures

This assessment has been conducted with regard to the relevant CNVIS and CNVMP. To manage noise and vibration impacts, project specific mitigation measures may be considered such as reviewing construction staging methodology to identify opportunities to schedule intensive works during less sensitive time periods and by providing a clear process for community engagement and complaints. Likewise, the requirements and actionable items within the overarching CNVIS and CNVMP should be considered and adopted where appropriate. Following the consideration of project specific noise mitigation measures, additional noise mitigation measures to be explored are described in the Inland Rail NSW Construction Noise and Vibration Framework (CNVF) and summarised below.

Airborne Noise - Additional Mitigation Measures Matrix				
Time Period	Exceedance of NML	Perception	Duration	Communication Category/Management Measure
OOHW Daytime Period Sunday 7am - 6pm (including public holidays)	<5	Noticeable	Any	CO1
	5 - 15	Clearly audible	Any	CO1
	16 - 25	Moderately intrusive	Any	CO1, CO2
	>25	Highly intrusive	Any	CO1, CO2
OOHW Evening Period Monday - Sunday 6pm - 10pm (including public holidays)	<5	Noticeable	Any	CO1
	5 - 15	Clearly audible	Any	CO1
	16 - 25	Moderately intrusive	Any	CO1, CO2
	>25	Highly intrusive	Any	CO1, CO2
			>2 consecutive rest periods	CO1, CO2, RO
OOHW Night Period Monday - Sunday 10pm - 7am (including public holidays)	<5	Noticeable	Any	CO1
	5 - 15	Clearly audible	Any	CO1
	16 - 25	Moderately intrusive	Any	CO1, CO2
			>2 consecutive sleep periods	CO1, CO2, RO, AO
	>25	Highly intrusive	Any	CO1, CO2, RO
			>2 consecutive sleep periods	CO1, CO2, RO, AO, AltA

Note 1: CO1: Communication to provide information on the OOHW via methods such as letter box drop, email, newsletter, media advertisements and/ or website prior to the works commencing.

Note 2: CO2: Communication should be personalised (e.g. door knock, meeting, telephone call). Contact with these residents should commence early to enable feedback to be considered by the proposal.

Note 3: RO are not applicable to non-residential receivers. RO may comprise of pre-purchased movie tickets, dinner vouchers or similar. RO can also be provided by limiting high noise generating works and allowing at least a one-hour respite period between blocks of work. Where possible, the timing of this respite should be discussed with the impacted community.

Vibration - Additional Mitigation Measures Matrix			
Time Period	Duration	Exceedance of 'preferred' value	Exceedance of 'maximum' value
OOHW Daytime Period Sunday 8am-6pm	Any	CO1, CO2	CO1, CO2, RO
OOHW Evening Period Mon-Sun 6pm-10pm	Any	CO1, CO2	CO1, CO2, RO
OOHW Night Period Mon-Sat 10pm-7am Sun 10pm-8am	Any	CO1, CO2, RO	CO1, CO2, RO, AltA

Additional Mitigation Measures	
Measure	Abbreviation
Communication (Category 1)	CO1
Communication (Category 2)	CO2
Respite Offer ¹	RO
Alternative Accommodation	AltA
Agreement with Owners	AO

Note 1: Respite Offers are not applicable to non-residential receivers.

Receiver Types			
Code	Description	Code	Description
RES	Residential	OED	Other Educational
COM	Commercial	OHO	Other Hotel
IND	Industrial	OLI	Other Library
OOA	Other Outdoor Active Recreation	OME	Other Medical
OOP	Other Outdoor Passive Recreation	OPW	Other Place of Worship
OCC	Other Child Care	OPB	Other Public Building



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