



EIS CONSISTENCY REVIEW SMALL SCALE

TEMPORARY SPEED
REDUCTION SIGNS
INSTALLATION


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
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Glossary

Specific terms and acronyms used throughout this strategy are listed and described in the table below.

TERM	DEFINITION
Action Management Plan	EPBC Act: In relation to an action, means a plan for managing the impacts of the action on a matter protected by a provision of Part 3, such as a plan for conserving habitat of a species.
Change	Macquarie Dictionary: A variation, adjustment, alteration, deviation or transformation to the project scope, construction methodology or design.
Consistent	Macquarie Dictionary: Agreeing or accordant; compatible; not self-opposed or self-contradictory; constantly adhering to the same principles, course, etc.
Consistent with	Means that carrying out the project (as approved) will comply with the terms of the approval despite the proposed change. (See <i>Barrick Australia Ltd v. Williams</i> [2009] NSWCA 275)
Compatible	Macquarie Dictionary: Capable of existing in harmony. Capable of orderly, efficient integration with other elements in a system.
EPBC Act Approval	An approval of a controlled action issued by the Australian Government Minister under Section 133 of the Commonwealth <i>Environment Protection and Biodiversity Conservation Act 1999</i> .
Modification of an Approval	Section 5.25 <i>Environmental Planning and Assessment Act 1979</i> : Means changing the terms of the Division 5.2 approval, including revoking or varying a condition of the approval or imposing an additional condition on the approval.
Division 5.2 Approval	An approval under Division 5.2 of the NSW <i>Environmental Planning and Assessment Act 1979</i> for State Significant Infrastructure / Critical State Significant Infrastructure.

Purpose of Consistency Review

The purpose of this consistency review is to:

- ▶ Describe the proposed change relative to the Division 5.2 Approval.
- ▶ Assess the environmental impacts associated with the proposed change relative to the Division 5.2 Approval.
- ▶ Determine if the proposed change is consistent with the Division 5.2 Approval or whether further approval is required either for a modification application or a new project.

1 Proposed scope of work

Table 1 outlines the proposed scope of work subject to this Consistency Assessment.

Table 1 - Proposed Scope of Works

	DETAILS
PROPOSED SCOPE OF WORKS	<p>Temporary Speed Reduction (TSR) signage is proposed at a number of locations across the wider A2I Project site at different times throughout the Project. The installation of TSR signage will be carried out to enable this.</p>
LOCATION (INCLUDING CHAINAGE/ GPS LOCATION)	<p>The location of these works are outside of the project boundary and will vary depending on the specific mandatory safety distances that TSR signs must be installed at up chainage / down chainage of the track section which requires slower travel speed/s than for normal operations.</p> <p>Five locations, centred upon two main A2I Project sites, are currently known, these comprise:</p> <p>Billy Hughes Bridge TSR Signs Outside Project Boundary (approximate chainages), as shown by red point marks in Figures 1 - 3:</p> <ul style="list-style-type: none"> • Billy Hughes TSR Sign 1 - 632140 (east side of rail alignment) • Billy Hughes TSR Sign 2 - 634100 (east side of rail alignment) • Billy Hughes TSR Sign 3 - 634590 (west side of rail alignment) • Billy Hughes TSR Sign 4 - 637700 (west side of rail alignment) <p>Riverina Highway Bridge TSR Signs Outside Project Boundary (approximate chainages), as shown by red point marks in Figure 4:</p> <ul style="list-style-type: none"> • Riverina TSR Sign 1 - 644550 (east side of rail alignment) <p>A number of other TSR signs will be required outside of the project boundary at future stages of the Project to meet rail / train safety requirements. These other TSR sign locations are currently being selected, assessed and consulted upon with Inland Rail / ARTC rail operations teams. Once these other TSR sign locations have been selected, further TSR sign installation requirements will be agreed with Inland Rail / ARTC and assessed under this same EIS Consistency Review (Small Scale) framework.</p>
DESCRIPTION OF PROPOSED CHANGE	<p>The general placement of the TSR signage outside the CIZ is to be at the edge of the rail ballast and/or at toe of batter of the rail formation. All TSR sign installation works to be undertaken will utilise light vehicles to attend each TSR sign installation location, temporarily, to install each sign (refer Figures 1 - 3, and Figure 4).</p> <p>The work method for each sign will typically involve the crew using existing accesses only to the rail corridor and arriving on location in light vehicles, shutting down, followed by the driving of approximate 50mm diameter galvanised steel posts into the ground surface using a single, hand-held, petrol-powered percussion post driver. Contingency should sign post refusal occur before target ground depth is met has been allowed for if required, via crew moving up chainage or down chainage along edge of the rail ballast and/or at toe of batter by approx. 1m increments until successful. Once the post has been secured at the required depth in the ground, battery-powered and manual hand tools will then be used to fix/tighten all bolts and nuts, effectively clamping the new TSR steel plate sign onto the new post. The crew will then demobilise and move to the next TSR sign location (either inside or outside the CIZ, depending on proximity) in the light vehicles.</p> <p>The potential for unexpected contamination finds during the installation of TSR signs will be strictly managed through the A2P Unexpected Finds Procedure (Contamination), including reporting.</p>

	<p>All work durations will be short-term. Works are not anticipated to be at the same location for longer than an hour at most. Repeat attendance at the same site is not anticipated. No ancillary facilities will be established for these works. No ground excavation will occur as part of the proposed works, rather posts will simply be driven into the ground. No works in contact with or in proximal to heritage structures or items will be undertaken. No vegetation will be cleared. No works within waterways will be required. No high impact noise works are anticipated to be required. All light vehicles will be parked legally while the works are being performed and will use existing accesses only to the rail corridor.</p> <p>An internal Martinus Rail methodology statement for the work specifics will be developed to undertake the described works prior to commencement. It will be used to direct the personnel in undertaking the task(s), make them aware of their responsibilities whilst working out in the community and the mitigation measures identified in this Assessment including noise mitigation and spill response measures.</p> <p>The removal methodology of the TSR signs forming the basis of this assessment, and any future-confirmed TSR sign installation locations, will be detailed in a future revision to this document. The removal of existing signs will use plant and equipment of a similar size, scale and impact to the equipment used to install the TSR signs.</p>
<p>NEED FOR PROPOSED CHANGE</p>	<p>The proposed TSR signs are an ARTC rail safety requirement that signal moving trains to slow down through designated areas, as the trains cannot safely run at regular speeds on a range of future temporary track arrangements, particularly following rail possession events as part of the A2I Project.</p>
<p>EQUIPMENT REQUIRED</p>	<p>The following plant and equipment would be utilised for the proposed works:</p> <ul style="list-style-type: none"> ▪ Hand tools including battery powered rattle guns ▪ Petrol powered post drivers ▪ Light Vehicles x 2

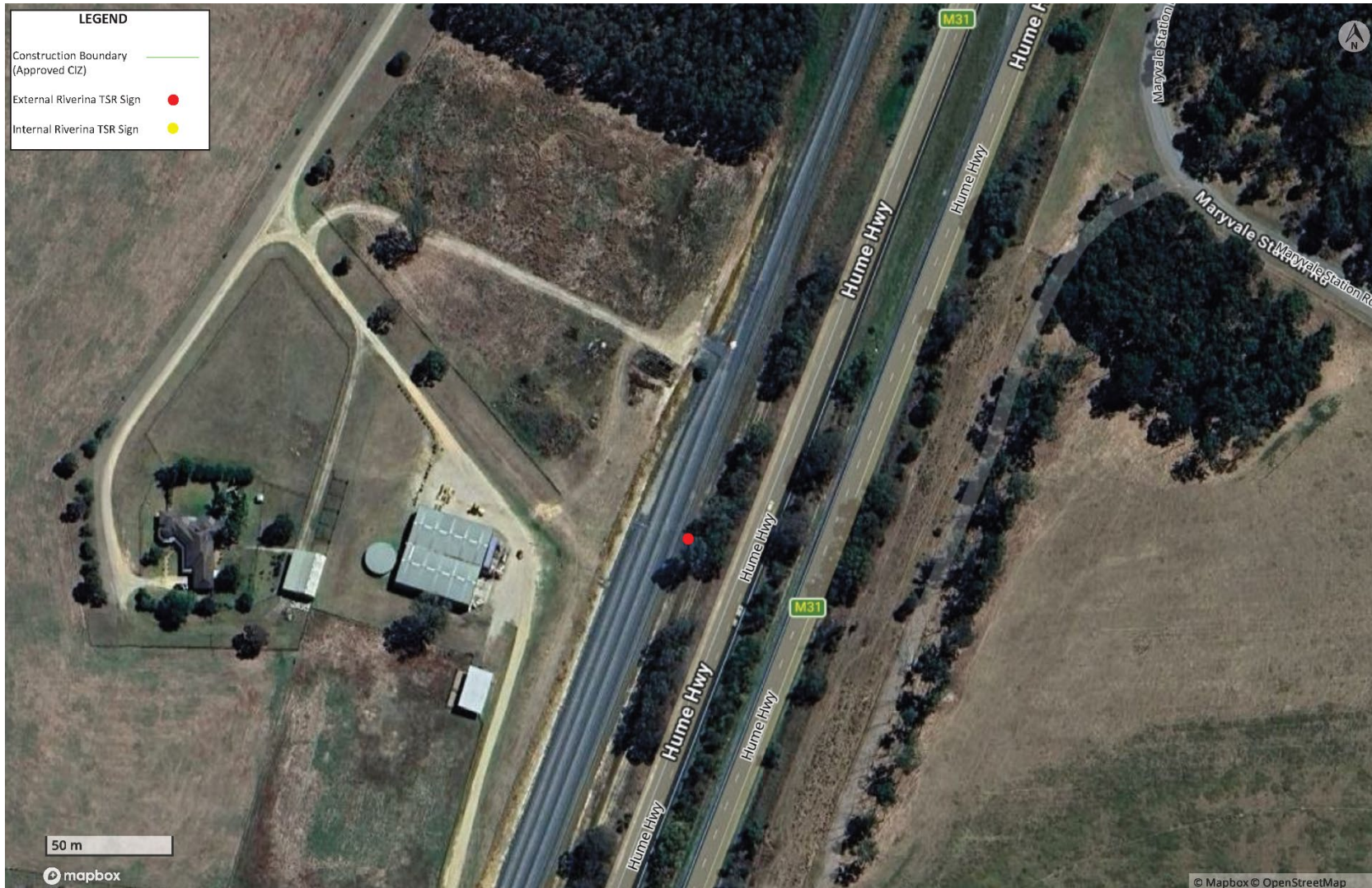


Figure 1 - Location of Billy Hughes TSR Sign 1, well north of the Billy Hughes Bridge CIZ at approximate chainage 632140 on the east side of rail alignment.

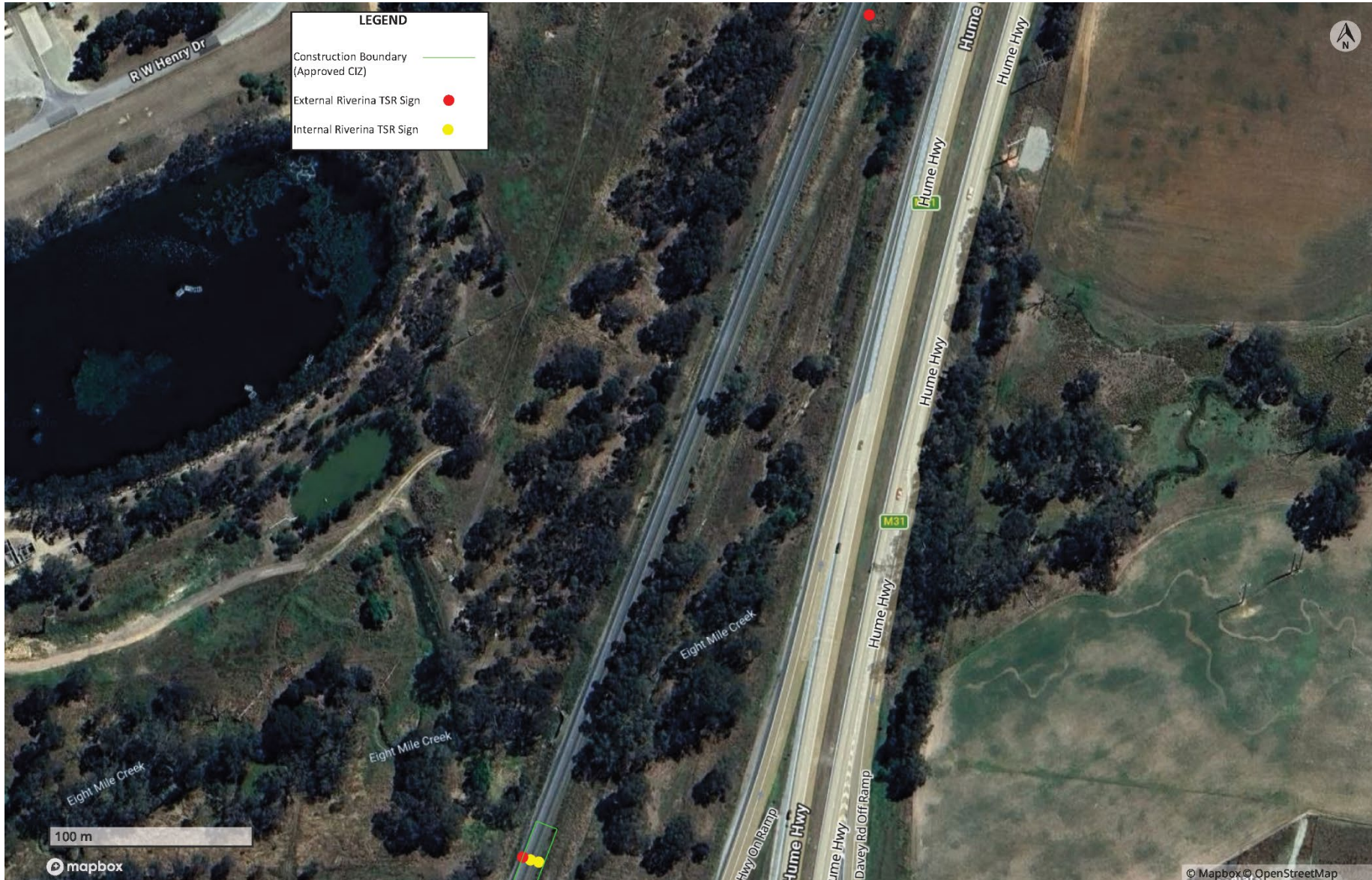


Figure 2 - Location of Billy Hughes TSR Sign 2 (north of the Billy Hughes Bridge CIZ at approximate chainage 634100 on the east side of rail alignment) and Billy Hughes TSR Sign 3 west of the Billy Hughes Bridge CIZ, close to its northern extent at approximate chainage 634590.



Figure 3 - Location of Billy Hughes TSR Sign 4, well south of the Billy Hughes Bridge CIZ at approximate chainage 637700 on the west side of rail alignment.



Figure 4 - Location of Riverina TSR Sign 1, north of the Riverina Highway Bridge CIZ at approximate chainage 644550 on the east side of rail alignment.

2 Consistency review

2.1 Environmental assessment

Table 2 - Environmental assessment

FACTOR	Y/ N	DESCRIPTION
Are the proposed works outside the Construction Impact Zone (CIZ)?	Yes	The work is considered to be minor, and of minimal impact and scale. The TSR signs are only being installed outside the CIZ as they are triggered at pre-determined distances from the reduced speed zone area/s as a mandatory ARTC train safety requirement.
Are the proposed works outside the Environment Protection Licence (EPL) footprint?	Yes	The work is of a short-term temporary nature, and of minimal impact and scale, therefore not requiring a change to the premise boundary.
Are the proposed works on land that require permission from a third party? (TfNSW/ Crown Lands/ property owner etc)	No	All TSR sign installation work would be carried out within the rail corridor, generally limited to placement at the edge of the rail ballast and/or at toe of batter of the rail formation.
Does the proposed scope require out of hours work?	Yes	<p>Work is proposed to be carried out during standard construction hours in accordance with CoA E69 and E70, or, during the weekend Out of Hours Work (OOHW) period only (Sundays / Public Holidays 8.00am to 6.00pm) to coincide with rail possession periods. Where OOHW is required, all TSR sign installation work will be carried out in accordance with CoA E78 and related CoAs. In addition, should work be required outside standard construction hours the additional mitigation measures recommended in the Construction Noise and Vibration Impact Statement (CNVIS) included at Appendix A would be implemented, such as communication with, and notification of, impacted receivers.</p> <p>All noise impacts associated with the minor activity have been assessed, and mitigation measures recommended, in the CNVIS included at Appendix A.</p>
Will the works impact on sensitive receivers (air quality/ noise/ visual)?	No	<p>Due to the short-term nature of the TSR sign installation work proposed, and the lack of any soil exposing works (e.g. excavation), air quality impacts to sensitive receivers is anticipated to be negligible.</p> <p>Should work be required outside standard construction hours the additional mitigation measures recommended in the CNVIS included at Appendix A would be implemented,</p>

		<p>such as communication with, and notification of, impacted receivers.</p> <p>Complaints, if received, will be managed as per the complaints management procedure and reported accordingly.</p>
Is the proposed works area within non-native vegetation (ecologist verified)	Yes	All TSR sign installation work would be carried out within the rail corridor, generally limited to placement at the edge of the rail ballast and/or at toe of batter of the rail formation, where no or heavily maintained vegetation should exist.
Is any native vegetation clearing required that has not been offset as part of the project's biodiversity offsets?	No	No vegetation is required to be cleared.
Are any known threatened species or heritage items records located within 50 m of the proposed works area?	Yes	<p>Whilst there are no heritage item records within this proximity to any of the TSR sign locations proposed, TSR Signs 2 and 3 as identified in Figure 2, are located within 200m of waterways. However, as the signs will be placed in highly disturbed areas (i.e. in the rail corridor at the edge of rail ballast and/or toe of batter for the rail formation), there is a low potential for unregistered Aboriginal archaeological remains. Similarly, the level of disturbance and the location of the proposed TSR signs outside any heritage listed station precincts means there is a low potential for non-Aboriginal archaeological remains.</p> <p>In terms of proximity to known threatened species records, whilst no issues occur for the Riverina TSR signs outside CIZ, the following Billy Hughes TSR sign outside CIZ occurs at the following proximities to known/mapped threatened species records around the northern extent of the Billy Hughes site:</p> <p>Billy Hughes TSR Sign 3 (see Figure 2):</p> <ul style="list-style-type: none"> - Sign location approx. 5m east and 30m north-west of mapped Superb Parrot and Squirrel Glider habitat - Sign location approx. 40m south of mapped Sloane's Froglet non-breeding habitat - Sign location approx. 40m south-west of mapped Sloane's Froglet potential breeding habitat. <p>In terms of any potential impacts upon threatened species as a result of the minor TSR sign installation activity proposed (see Table 1) at this location, the ground-focussed nature of the task means that any bird and arboreal mammal species would not be impacted due to their high mobility levels and the extent of adjacent foraging resources.</p>

		Regarding amphibian species, the closest proximity of Billy Hughes TSR Sign 3 to Sloane's Froglet potential breeding habitat is approximately 40m, with this sign post located well away from any landform (e.g. drainage lines, or low lying areas) that would typically be associated with the presence of this species. Furthermore, LV / crew access to get to this sign location will be from the south, so will not cross or otherwise interact with the areas of mapped habitat for Sloane's Froglet which is to the north of the Billy Hughes TSR Sign 3 location.
Has the proposed works area been surveyed for heritage?	Yes	All proposed TSR sign installation work is proposed to be carried out in the rail corridor, generally limited to placement at the edge of the rail ballast and/or at toe of batter of the rail formation. Therefore, no heritage items are expected to be impacted.
Does the proposed scope require traffic management?	No	N/A
Is the works area within 40 m of a waterway or water body?	Yes	Billy Hughes TSR Sign 4, at approximate chainage 637700 well south of the Billy Hughes Bridge area ClZ, must be installed within this proximity adjacent to an under rail culvert, which conveys an ephemeral drainage line immediately downstream of a farm dam spillway on adjacent private property. Spill response measures will be on location prior to commencement and in the unlikely event that any spills occur, these would be managed as per the Project spill response procedure and reported accordingly.
Will the works require material to be temporarily or permanently stockpiled outside a designed ancillary facility?	No	N/A
Will the proposed scope impact operations?	No	N/A
Are the works minor in nature and comprise activities described generally consistent with that detailed in the project as approved under the <i>Environmental Planning and Assessment Act 1979</i> ?	Yes	TSR sign installation work is considered to be minor, and of minimal impact and scale. The TSR signs are being installed as a mandatory ARTC train safety requirement.
Are the proposed works to be undertaken in accordance with the Project Approval, EPL, CEMP and Subplans?	Yes	TSR sign installation work would be carried out in accordance with the Project Approval, CEMP and Subplans.

2.2 Matters of National Environmental Significance (MNES) assessment

The following matters of national environmental significance and impacts on Commonwealth land are required to be considered for the proposed works:

Table 3 - MNES assessment

FACTOR	IMPACT (YES/NO)	CONSISTENT?
Any impact on a World Heritage property?	No	Yes
Any impact on a National Heritage place?	No	Yes
Any impact on a wetland of international importance?	No	Yes
Any impact on a listed threatened species or communities?	No	Yes
Any impacts on listed migratory species?	No	Yes
Any impact on a Commonwealth marine area?	No	Yes
Does the proposal involve a nuclear action (including uranium mining)?	No	Yes
Additionally, any impact (direct or indirect) on Commonwealth land?	No	Yes

2.3 Consistency review

Table 4 - Consistency Review

CONSISTENCY QUESTION	DISCUSSION	CONSISTENT?
Are the proposed works being carried out as part of an approved project? E.g. Are works “generally in accordance with” project documents and plans, where relevant?	Yes. The TSR signs are being installed as a mandatory ARTC train safety requirement to facilitate works on the A2I Project.	Yes
Is the modification such a radical transformation of the project as a whole, as to be, in reality, an entirely new project?	The TSR sign installation work is considered to be minor, and of minimal impact and scale.	No
Are the proposed works a modification that is considered “consistent with” the project as approved? This will require the work in question to have environmental impacts contemplated by the approval (such as EA / EIS, CEMP, spoil management plan, heritage management plan or the like), including documents forming part of the approval, or as a minimum, very few additional impacts.	The TSR sign installation work is considered to be minor, and of minimal impact and scale. Therefore all potential impacts are negligible and otherwise manageable under the project as approved.	Yes
When considering all previous consistency assessments and the potential cumulative impacts, are the proposed works still considered ‘consistent with’ the project as approved?	The proposed investigation works are considered to be minor, and of minimal impact and scale, and all potential impacts are negligible. Therefore, no cumulative impacts have been identified.	Yes
Do the proposed works require a modification to a condition of approval for the proposed project?	The proposed investigation works are considered to be minor, and of minimal impact and scale, with all potential impacts being negligible. No CoAs are required to be modified to be able to complete this work.	No

3 Conclusion

Based on the consistency review above, the proposed change is considered necessary to the overall project for the safe and operational use of the rail corridor. The proposed scope of works are considered to be consistent with the approved project and generally in accordance with the definition of low impact works as described in the CSSI Conditions of Approval.

Further to the details provided in Table 3, the proposed activity is considered:

- Consistent with the Ministers Conditions of Approval, and the Statement of Commitments/mitigation measures.
- Not consistent with the Ministers Conditions of Approval, and the Statement of Commitments/mitigation measures. A Modification to the project approval must be prepared and submitted to the Department of Planning Infrastructure and Environment for approval.

Appendix A Temporary Speed Reduction Signs Installation - Construction Noise and Vibration Impact Statement



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**TEMPORARY SPEED
REDUCTION SIGNS
INSTALLATION –
CONSTRUCTION NOISE AND
VIBRATION IMPACT
STATEMENT**

A2I | Albury to Illabo

CONTRACT NUMBER: 0052

PROJECT DOCUMENT NUMBER:

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**A21 | ALBURY TO ILLABO
TEMPORARY SPEED REDUCTION SIGNS INSTALLATION – CONSTRUCTION NOISE AND VIBRATION IMPACT STATEMENT**

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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
AMMM	Additional Mitigation Measures Matrix
ARTC	Australian Rail Track Corporation
CA	Consistency Assessment
CoA	Condition of Approval
CNVF	Construction Noise and Vibration Framework
CNVMP	Construction Noise and Vibration Management Plan
CNVIS	Construction Noise and Vibration Impact Statement
CNVIS Addendum	This document
EWP	Elevated work platform
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
T	Tonnes
TfNSW CNVG-PTI	Transport for NSW's Construction Noise and Vibration Guideline Public Transport Infrastructure (September 2023)
TSR	Temporary Speed Reduction

1 INTRODUCTION

1.1 Purpose of this CNVIS

This Construction Noise and Vibration Impact Statement (CNVIS) has been prepared to identify and assess the additional work area required to support the installation of Temporary Speed Reduction (TSR) signage across work areas along the Albury to Illabo (A21) rail alignment (the 'Project').

The installation of Temporary Speed Reduction (TSR) signage is required across multiple current and future work sites across the A21 project site. TSR signs are an ARTC rail safety requirement to signal trains to slow down as they cannot run at full speed on a range of future temporary track arrangements, particularly following rail possession events as part of construction for the A21 Project. The location of the TSR signage is expected to be at the edge of the rail ballast and/or at toe of batter of rail formation.

1.2 Hours of Work

In accordance with the Construction Noise and Vibration Management Plan (CNVMP) and Condition of Approval (CoA) E69 construction work must be undertaken within the approved standard construction hours:

- a) 7:00am to 6:00pm Monday to Friday, inclusive;
- b) 7:00am to 6:00pm Saturday and
- c) At no time on Sundays or public holidays.

1.2.1 Variation to Work Hours

Notwithstanding CoA E69, work may be undertaken outside the hours specified in the CoA E71 circumstances (a, b, or c):

- a) Safety and Emergencies
- b) Work, that meets specific criteria

By Approval, including where different construction hours, such as those for a rail possession, are permitted under an EPL.

The proposed TSR signage works are expected to occur during the daytime period. Following or during rail possessions, works may also be required during daytime OOHW periods.

2 NOISE CRITERIA

The nominated LAeq(15 minute) Noise Management Levels (NML) for the proposed TSR signage installation are presented in Table 2.

TABLE 2: NOISE MANAGEMENT LEVELS

Receiver Type	Assumed Daytime Background Noise Level RBL (dBA)	Noise Management Level LAeq(15minute) dBA		Example Receiver Areas
		Approved Daytime (RBL + 10 dB)	Daytime OOH (RBL + 5 dB)	
Urban	40	50	45	Larger regional cities such as Albury and Wagga Wagga
Rural	35	45	40	Rural areas with scattered residences or isolated receivers along the alignment and smaller regional towns such as Harefield and Yerong Creek

3 NOISE ASSESSMENT

Based on information provided by the Martinus construction team, the equipment and associated sound power levels for the assumed worst-case TSR signage installation work scenario is described in Table 3.

TABLE 3: WORK SCENARIO DESCRIPTION AND EQUIPMENT

ID	Scenario	Equipment	Sound Power Level (dBA)	Number in Operation	Assumed Operational Time	Total Lw (dBA) LAeq (15 minute)
W.001	TSR Signage Installation	Hand tools	105	1	2.5 minutes	99
		Petrol post driver	105	1	1 minute	
		Light vehicles	95	2	2 minutes	

The predicted noise levels, at 10 m intervals, and a comparison to the nominated NMLs are presented in Table 4. The noise levels have been predicted using the ISO 9613-2024 algorithm using the following assumptions:

- Ground Factor - 0.7
- Temp – 10°C
- Humidity – 70%

TABLE 4: PREDICTED NOISE LEVELS

Distance from Works (m)	Noise Management Level LAeq(15minute) dBA				Predicted Noise Levels (dBA) LAeq (15minute)	Exceedance (dB)			
	Approved Hours (RBL + 10 dB)		Daytime OOH (RBL + 5 dB)			Approved Hours		Daytime OOH	
	Urban	Rural	Urban	Rural		Urban	Rural	Urban	Rural
10	50	45	45	40	68	18	23	23	28
20					62	12	17	17	22
30					58	8	13	13	18
40					55	5	10	10	15
50					53	3	8	8	13
60					51	1	6	6	11
70					50	0	5	5	10
80					49	0	4	4	9
90					48	0	3	3	8
100					47	0	2	2	7
110					46	0	1	1	6
120					45	0	0	0	5
130					44	0	0	0	4
140					44	0	0	0	4
150					43	0	0	0	3
160					42	0	0	0	2
170					42	0	0	0	2
180					41	0	0	0	1
190					41	0	0	0	1
≥200					40	0	0	0	0

The above assessment indicates that for the proposed TSR signage, exceedances of the NMLs during approved daytime hours are not likely at residences situated ≥ 70 m from the work locations in urban areas and ≥ 120 m from the work locations in rural areas. During daytime OOHWs, exceedances of the NMLs are not likely at residences situated ≥ 120 m from the work locations in urban areas and ≥ 200 m from the work locations in rural areas.

4 MITIGATION AND MANAGEMENT MEASURES

Noise from the TSR signage works may be apparent at the nearest receivers at certain times. The Project should apply all feasible and reasonable mitigation measures to minimise the impacts.

In accordance with Condition E74 of the Conditions of Approval, works that exceed the noise management levels must be managed in accordance with the A21 Construction Noise and Vibration Management Plan (CNVMP).

The Inland Rail NSW Construction Noise and Vibration Framework (CNVF) outlines a hierarchy of work practices and mitigation measures to minimise the impact of construction noise and vibration on the community. This hierarchy is shown in Figure 1.

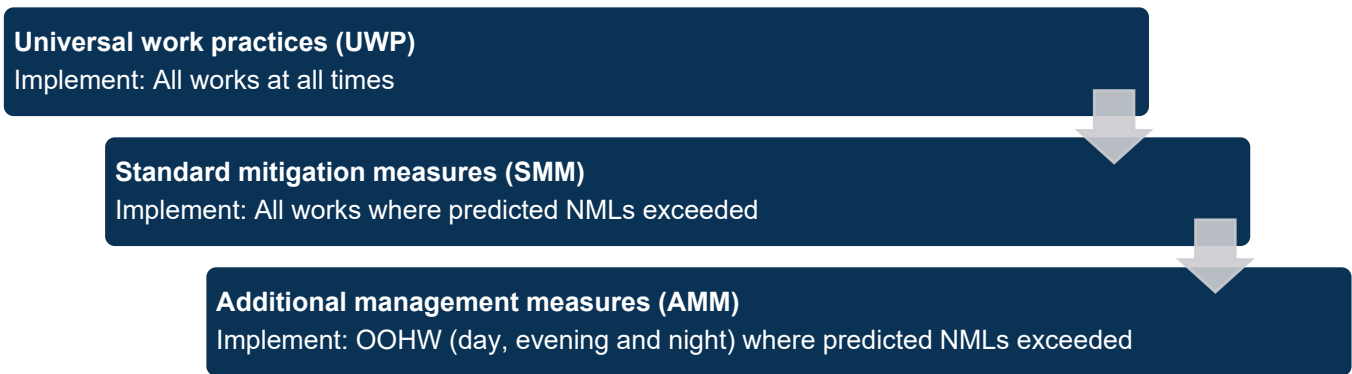


FIGURE 1: HIERARCHY OF WORK PRACTICES AND MITIGATION MEASURES

The universal work practices (UWP) and standard mitigation measures (SMM) for the overall A21 project are outlined in the CNVMP. All mitigation and management measures outlined in the CNVMP will be adopted, where applicable, in accordance with CoA E74.

5 ADDITIONAL MITIGATION MEASURES

As outlined in Section 1.2.1, TSR signage works are expected to occur during daytime and daytime OOHW periods only. Where works are required during Out of Hours Works (OOHW) periods, the Additional Mitigation Measures Matrix (AMMM) adapted from the CNVF and CNVMP is to be implemented and is shown in Figure 2. Based on the predicted exceedances of the nominated urban and rural NMLs for the daytime TSR signage works (see Table 4), the mitigation measures would comprise of communication with affected sensitive receivers. The minimum distances to residential receivers where the project-related communication measures would be applicable are shown in Table 5.

These communication measures have been adopted based on the AMMM in the CNVF. Further clarification on the measures is provided below:

- Communication (Category 1), i.e. CO1, is communication to provide information on works via methods such as letter box drop, email, newsletter, media advertisements and/ or website prior to the works commencing.
- Communication (Category 2), i.e. CO2, is personalised communication such as door knock, meeting, telephone call, etc. Contact should commence early to enable feedback to be considered by the proposal.

TABLE 5: MINIMUM WORKING DISTANCES FOR ADDITIONAL MEASURES – TSR SIGNAGE WORKS

Additional Mitigation Matrix Measure ¹	Minimum Distance to Residential Receivers Above Noise Management Level			
	Urban		Rural	
	Approved Hours	Daytime OOHW	Approved Hours	Daytime OOHW
CO1 ²	≤70 m	≤120 m	≤120 m	≤200 m
CO2 ²	≤10 m	≤20 m	≤20 m	≤30 m

Note 1: As outlined in the CNVF, additional mitigation measures are only applicable to works occurring during OOHW periods (i.e. daytime OOHW)

Note 2: As outlined in the CNVF, CO1 is Communication - Category 1 and CO2 is Communication - Category 2. CO1 would be applicable in conjunction with CO2 at residential receivers within this distance.

Table 5 shows the distances from the TSR signage works where communication measures would be applicable. These measures are applicable to works conducted during the OOHW daytime period only. It should be noted that communication measures are not likely to be required for residential receivers situated ≥125 m from the work location in urban areas and ≥205 m from the work location in rural areas.

6 VIBRATION ASSESSMENT

Due to the limited scope of work, vibration impacts from the works are not anticipated as vibration intensive items of equipment are not expected to be required during TSR signage installation works.

In the event that additional work is undertaken which requires the use of vibration intensive items of plant, such as those identified in the CNVMP, a vibration impact assessment must be conducted prior to the commencement of work.

7 CONCLUSION

A Construction Noise and Vibration Impact assessment for TSR signage works associated with the A2I Project has been conducted.

Noise and vibration impacts from the works were assessed to determine the potential impact to receivers along the A2I alignment. As vibration intensive items of equipment are not expected to be required, vibration impacts are not anticipated during these works.

The assessment identified the minimum working distances for the TSR signage works where communication measures would be applicable for noise impacts during daytime OOHW periods. As per CoA E74, the universal work practices (UWP) and standard mitigation measures (SMM) for the overall A2I project, as outlined in the CNVMP, will be adopted for the proposed works.

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