EIS CONSISTENCY ASSESSMENT REPORT (MINOR) – YERONG CREEK SUPPORTING WORKS (565.350)

A2I | Albury to Illabo



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Glossary

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

TERM	DEFINITION
A2I	Albury to Illabo section of the Inland Rail Program
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.
AHD	Australian Height Datum
AHIMS	Aboriginal Heritage Information Management System
ARTC	Australian Rail Track Corporation
ASL	Above Sea Level
ASS	Acid Sulfate Soils
BARM	Biodiversity Assessment Report Memo (East Coast Ecology, November 2025)
BDAR	Biodiversity Development Assessment Report (WSP, 2024)
Change	Macquarie Dictionary: A variation, adjustment, alteration, deviation or transformation to the Project scope, construction methodology or design.
CNVIS	Construction Noise and Vibration Impact Statement (SLR, May 2025)
CoA	Condition(s) of Approval
Construction	Includes work required to construct the CSSI as defined in the Project Description described in the documents listed in Condition A1 including commissioning trials of equipment and temporary use of any part of the CSSI but excluding Low Impact Work which is carried out or completed prior to approval of the CEMP.
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 Barrick Australia Ltd v. Williams [2009] NSWCA 275)
Compatible	Macquarie Dictionary: Capable of existing in harmony. Capable of orderly, efficient integration with other elements in a system.
DAWE	*Former* Australian Government Department of Agriculture, Water and Environment
Division 5.2 Approval	An approval under Division 5.2 of the NSW Environmental Planning and Assessment Act 1979 for State Significant Infrastructure / Critical State Significant Infrastructure.
EAD	Environmental Assessment Documentation
EIS	Environmental Impact Statement
GSV	Ground Surface Visibility
HA	Heritage Assessment for Aboriginal and Non-Aboriginal Heritage (OzArk, October 2025)
IRPL	Inland Rail Pty Ltd (subsidiary of ARTC)
km	Kilometres
LEP	Local Environment Plan
m	Metres

MR	Martinus Rail, the principal contractor appointed by IRPL to construct the A2I section of the Inland Rail program.
NCA	Noise Catchment Area
NML	Noise Management Level
Modification of an Approval	Section 5.25 Environmental Planning and Assessment Act 1979: 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.
PIR	Preferred Infrastructure Report
$PM_{2.5}$	Particles with a diameter of 2.5 micrometres or less
PM_{10}	Particles with a diameter of 10 micrometres or less
PNL	Predicted Noise Level
Proposed Change	Additional CIZ extensions required at Yerong Creek Yard clearances to support wider scope of work associated with these enhancement sites.
RAP	Recognised Aboriginal Party
SAQP	Sampling and Analysis Quality Plan (as per the ASC NEPM)
Sensitive Receivers	Includes residences, educational institutions (including preschools, schools, universities, TAFE colleges), health care facilities (including nursing homes, hospitals), religious facilities (including churches), childcare centres and passive recreation areas (including outdoor grounds used for teaching). Receivers that may be considered to be sensitive include commercial premises including film and television studios, research facilities, entertainment spaces, temporary accommodation such as caravan parks and camping grounds, restaurants, office premises, and retail spaces and industrial premises as identified by the Planning Secretary.
SHR	State Heritage Register
SSI	State Significant Infrastructure
UMM	Updated Mitigation Measure(s)
Yerong Creek	Yerong Creek Yard clearances enhancement site

1 Introduction

1.1 Background

1.1.1 Division 5.2 approval

ARTC prepared an Environmental Impact Statement (EIS) for the Inland Rail – Albury to Illabo Project which was placed on public exhibition from 17 August 2022 to 28 September 2022. The EIS identified a range of environmental, social and planning issues associated with the construction and operation of the Albury to Illabo (A2I) Project and proposed measures to mitigate and manage those potential impacts.

In accordance with section 5.17(6)(b) of the EP&A Act, on 13 April 2023 the Planning Secretary directed ARTC to submit a Preferred Infrastructure Report (PIR) that provides further assessment of traffic and transport, noise and vibration, and air quality impacts. The PIR was also prepared to consider changes to the exhibited Project that have arisen as a consequence of these further assessments and related submissions.

The Inland Rail – Albury to Illabo Project was assessed as part of the following documents:

- Inland Rail – Albury to Illabo Environmental Impact Statement (ARTC, August 2022),
- Albury to Illabo Response to Submissions (ARTC, November 2023),
- Albury to Illabo Preferred Infrastructure Report (ARTC, November 2023),
- Albury to Illabo Preferred Infrastructure Report Response to Submissions (ARTC, February 2024),
- Inland Rail – Albury to Illabo (SSI-10055) Response to request for additional information – Air Quality Assessment (letter dated 1 May 2024),
- Part 1 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024),
- Part 2 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024).

The Minister for Planning and Public Spaces approved the Albury to Illabo Project under section 5.19 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) on 8 October 2024. The approval incorporated the Minister's Conditions of Approval.

For the purposes of this consistency assessment, the approval issued by the NSW Minister for Planning and Public Spaces for the A2I Project is referred to as the Division 5.2 approval.

1.1.2 EPBC Act referral

The A2I Project was referred to the Australian Government Minister for the Environment under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) due to potential for impacts on protected matters on 2 June 2020 (EPBC Referral No 202/8670). On 29 June 2020, the former Australian Government Department of Agriculture, Water and Environment (DAWE) notified that the proposal is not a controlled action, and hence approval under the EPBC Act is not required.

1.1.3 Project changes

The Project has been subject to a modification under section 5.25 of the EP&A Act:

- Inland Rail Albury to Illabo Modification 1 Kemp Street Bridge, Junee (SS-10055-Mod-1)

The following consistency assessments have been prepared to support the undertaking of the Project:

- EIS Consistency Assessment Report (Minor) Kildare Catholic College (MR, April 2025)
- EIS Consistency Assessment Report (Minor) Cassidy Parade and Pearson Cassidy (MR, April 2025)

- EIS Consistency Assessment Report (Small Scale) Wagga Traffic Investigations (MR, May 2025)
- EIS Consistency Assessment Report (Minor) Edmondson Street Timing (MR, July 2025)
- EIS Consistency Assessment Report (Minor) Diver Platforms Stage B (MR, August 2025)
- EIS Consistency Assessment Report (Minor) Junee to Illabo Clearances (MR, September 2025)
- EIS Consistency Assessment Report (Minor) Riverina Highway Site Establishment (MR, September 2025)
- EIS Consistency Assessment Report (Minor) Wagga Wagga Traffic Mitigations (MR, October 2025)
- EIS Consistency Assessment Report (Minor) Bomen Yard Construction Boundary Changes (MR, November 2025)
- EIS Consistency Assessment Report (Small Scale) Albury North Signal Hut (MR, November 2025)
- EIS Consistency Assessment Report (Minor) Signalling Scope Stage B (MR, November 2025)
- EIS Consistency Assessment Report (Minor) Culcairn Site Establishment (MR, November 2025)
- EIS Consistency Assessment Report (Minor) The Rock & Table Top Site Establishment (MR, November 2025)
- EIS Consistency Assessment Report (Minor) Uranquinty Supporting Works (MR, November 2025)
- EIS Consistency Assessment Report (Minor) Billy Hughes Bridge Stage B (MR, January 2026)
- EIS Consistency Assessment Report (Minor) A2I Overhead Wiring Investigations (MR, February 2026)
- EIS Consistency Assessment Report (Minor) Wagga Wagga Precinct Stage B (MR, February 2026)
- EIS Consistency Assessment Report (Minor) Edmondson Street Utilities (MR, February 2026)
- EIS Consistency Assessment Report (Minor) Junee Precinct (MR, February 2026)
- EIS Consistency Assessment Report (Minor) Albury Precinct (MR, February 2026)
- EIS Consistency Assessment Report (Minor) Murray River bridge (MR, February 2026)
- EIS Consistency Assessment Report (Minor) Bomen Yard Construction Boundary Changes (MR, March 2026)
- EIS Consistency Assessment Report (Minor) Riverina Highway Changes (MR, March 2026)
- EIS Consistency Assessment Report (Minor) The Rock & Table Top Supporting Works (MR, March 2026)
- EIS Consistency Assessment Report (Minor) Yerong Creek Supporting Works (MR, March 2026)
- EIS Consistency Assessment Report (Minor) Wagga Wagga Precinct Supporting Works (MR, April 2026)
- EIS Consistency Assessment Report (Minor) Junee to Illabo Clearances (MR, April 2026)
- EIS Consistency Assessment Report (Small Scale) Temporary Speed Reduction Signs (MR, May 2026)
- EIS Consistency Assessment Report (Minor) Overhead Wiring Site Investigations at Validation and Treatment Sites (MR, July 2026)
- EIS Consistency Assessment Report (Minor) Uranquinty Supporting Works (MR, August 2026)

1.2 Purpose of consistency assessment

This consistency assessment has been prepared in accordance with the Inland Rail Pty Ltd (IRPL) specification for NSW Consistency Assessments (0-0000-902-EEC-00-SP-0001_1). The purpose of this consistency assessment 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.

2 Proposed Change

2.1 Description of Proposed Change

The EAD identified the indicative proposal sites to enable construction of the reference design for the Albury to Illabo (A2I) section of the Inland Rail program. Further detailed design, construction planning, site surveys and utility asset owner requirements have identified refinements to the construction methodology and resulted in the requirement to adjust the construction boundary as defined in the Division 5.2 approval and described in the EAD.

The Proposed Change relates to the construction impact zone (CIZ) at the following enhancement site:

- Yerong Creek Yard clearances enhancement site (Yerong Creek)

This Consistency Assessment (CA) considers the Proposed Change, which involves extending the approved construction boundary. This includes adjustments to the CIZ to allow for adequate space and access to relocate an existing watermain to outside of the level crossing works footprint, with the relocated watermain to be installed under the ARTC rail corridor using underboring methods at Yerong Creek. It also includes adjustment to the CIZ to facilitate access to the rail corridor from Finlayson Street for heavy and light vehicles, and road mobile plant involved in the track works activity.

For the purpose of this Consistency Assessment, the areas proposed to be expanded are referred to as the 'proposed CIZ extension areas'. The proposed CIZ extension areas fall within, or are connected to, the existing rail corridor and connect to adjacent public roads where access points are proposed. The proposed CIZ extension areas are shown in greater detail in relation to key environmental constraints in Figure 2-1.

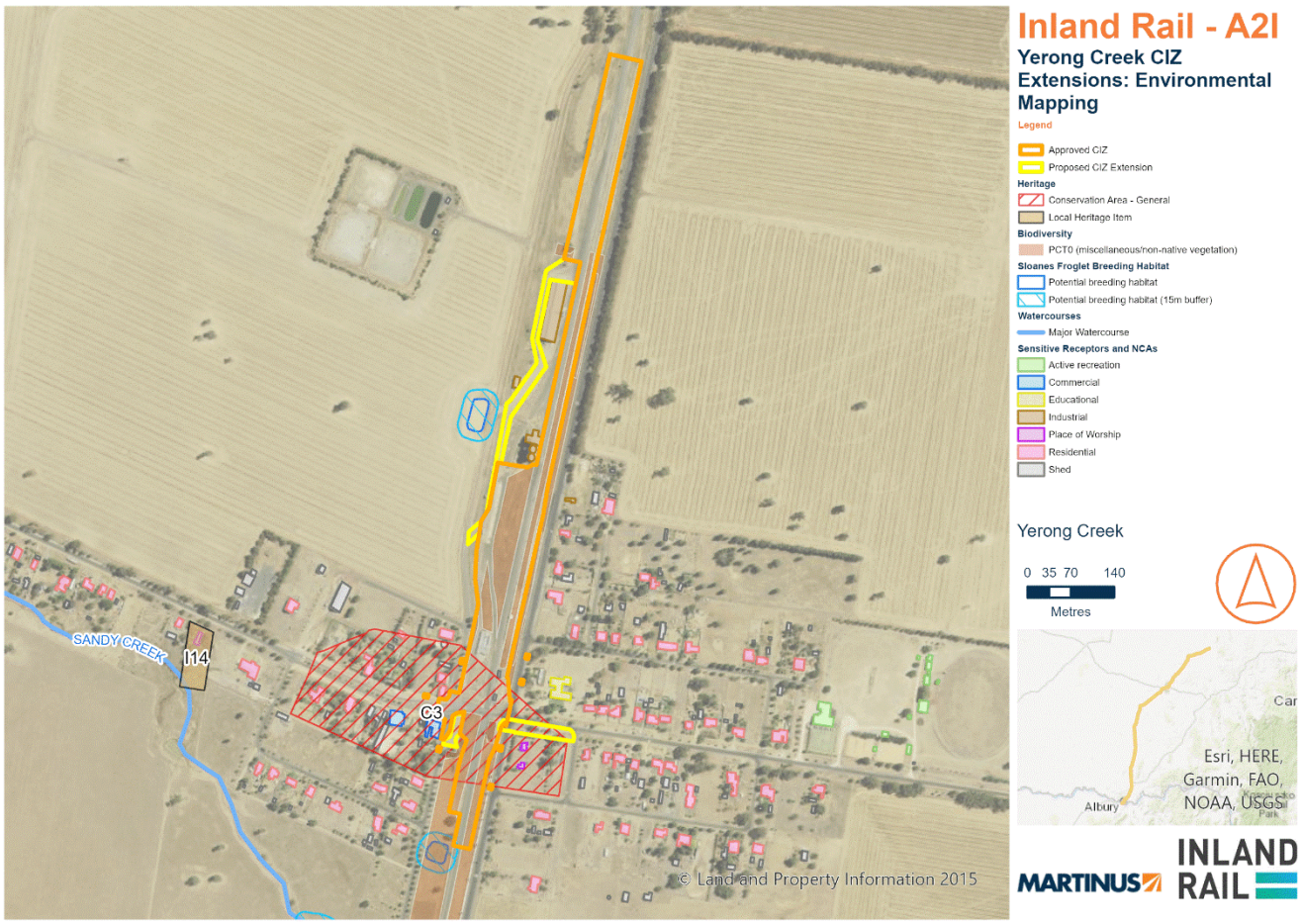


Figure 2-1: Additional area for Proposed Change shown in yellow

2.1.1 Methodology

Work plan

Chapter 8 of the EIS provides an overview of construction activities for the Project and describes construction activities planned for each of the enhancement sites. The Proposed Change would enable these construction activities to occur and would not introduce additional activities at the enhancement sites.

Construction activities, including the required plant and equipment, that would be undertaken within the proposed CIZ are described below:

Utility relocations and/or adjustments

- Relocation of water mains and pipelines (Riverina Water)
- Facilitating construction traffic (safe manoeuvring and access)

Access to / from the rail corridor

- Access by heavy and light vehicles, and road mobile plant

Plant and equipment

Plant and equipment required for the watermain relocation works include:

- Hand tools
- Light vehicles
- Horizontal directional drilling (HDD) underbore rig
- Truck - medium rigid (20-tonne)

Plant and equipment

Plant and equipment required for the access for Track Works include:

- Truck - medium rigid (20-tonne)
- Light vehicles
- Crane (mobile)
- Front End Loader
- Truck - Truck & Dog
- Watercart

2.2 Need

The EAD identified the ‘Proposal site area’ to enable construction of the reference design, which forms the construction boundary, as defined in the Division 5.2 approval. Further detailed design, site surveys and utility asset owner requirements have resulted in the requirement to adjust the approved construction boundary to allow adequate space and access to carry out the following scope items associated with the wider scope of activities at Yerong Creek:

- relocate an existing watermain to outside of the level crossing works footprint;
- the establishment of new access routes to the rail corridor,

The Proposed Change is required for constructability of the Project, which is not adequately considered as part of the reference design in the EIS.

2.3 Location and setting

The Proposed Changes relate to the Yerong Creek Yard clearances enhancement site, located in the Greater Hume-Lockhart Precinct. The enhancement site is shown in Figure 2-1 above. Aspect specific location and setting information as it relates to the Proposed Change is contained in the subsections below.

2.4 Construction hours

The works associated with the Proposed Change will be timetabled to be carried out during the approved standard construction hours as per the Project's Environment Protection Licence #21984 (EPL), where possible. The standard construction hours are as follow:

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

The Proposed Change activities may occur outside of standard construction hours, and the standard construction hours as stated under CoA E69 and EPL L4.1 condition. Any out-of-hours works (OOHW) within the extended CIZ would be implemented in accordance with CoA E71 and EPL L4.3, L4.4, L4.5 and L4.6 conditions.

3 Consultation

Inland Rail does not always carry out consultation for consistency assessments. However, in some cases consultation may be carried out to:

- Help identify the nature and scale of the impacts.
- Involve the community in the options considerations for the Proposed Change.
- Manage community expectations for the Project.
- Provide the best design outcome that minimises environmental impacts.

As considered above, Martinus Rail has undertaken ongoing consultation with asset owners in relation to determining a suitable design and to coordinate construction impacts on existing operational utilities.

Consultation with each of the affected landowners where works are proposed outside the construction boundary would be undertaken prior to commencement of works.

Where vegetation removal is proposed on land not owned by Inland Rail, consultation will be carried out with the property owner including confirming any revegetation/rehabilitation requirements. This will be undertaken in accordance with the Community Communication Strategy (IRPL, 2024), prior to the removal of vegetation.

Where a proposed CIZ extension is subject to the preparation of a land licence/agreement, works will only occur following the approval of that land licence/agreement. Any land licence/agreements required as part of this CA will be provided to IRPL prior to commencement of works.

The community would be notified in accordance with Section 7.1 of the Community Communication Strategy (IRPL, 2024), including where works may be required outside of the approved construction hours for A2I, prior to commencement of works. Any complaints, feedback or enquiries would be handed in accordance with Section 8 of the Community Communication Strategy.

4 Environmental Assessment

4.1 Environmental risk review

An environmental risk review of the proposed activities has been undertaken and is provided below in Table 4.1. Assessments of potential impacts are provided in greater detail for:

- Traffic and transport (Section 4.2)
- Noise and vibration (Section 4.3)
- Aboriginal heritage (Section 4.4)
- Non-Aboriginal heritage (Section 4.5)
- Biodiversity (Section 4.6)
- Soils and contamination (Section 4.7)
- Air quality (Section 4.8)
- Landscape and visual (Section 4.9)

Table 4-1: Consistency assessment review

ISSUE	Y/N	NOTES
Are works required outside the IR property acquisition boundary, or land not previously impact on by Project works?	Yes	For works occurring outside of the IRPL acquisition boundary, land licence/agreements will be prepared where required. These will be managed by the MR Communications Team (as discussed in Section 3 above).
Will the works result in any changes to form or functionality of the approved Project?	No	The Proposed Change would not impact on the form of functionality of the approved project. The Proposed Change is required to improve constructability of the approved Project following detailed design and would involve the same construction activities and operation as in the EAD.
Are there any potential impacts on traffic and transport associated with the works?	Yes	The Proposed Change may result in localised and short-term traffic and transport impacts during construction. Potential traffic and transport impacts are considered in greater detail in Section 4.2.
Are there any potential noise and vibration impacts associated with the works?	Yes	The Proposed Change may result in short-term noise impacts during construction. Potential noise impacts are considered in greater detail in Section 4.3.
Are there any potential impacts on known Aboriginal heritage items or sites located in the vicinity of the works?	Yes	The Proposed Change is located in proximity to a known Aboriginal heritage item as noted in the EAD. These impacts are therefore considered in greater detail in Section 4.4.
Are there any potential impacts on non-Aboriginal heritage items or sites located in the vicinity of the works?	Yes	The Proposed Change is located in proximity to known non-Aboriginal heritage items and sites. These impacts are therefore considered in greater detail in Section 4.5.
Are the works within 50m of an EEC or threatened species?	Yes	The Proposed Change is located in areas where several threatened species have been sighted. These impacts are therefore considered in greater detail in Section 4.6.
Do the works require clearing of native vegetation or habitat trees?	No	No trimming and clearing of native or non-native vegetation will be required for the Proposed Change. Potential impacts on adjacent vegetation are considered in greater detail in Section 4.6.
Are the works within 40m of a waterway or water body?	No	The Proposed Change is not located within 40m of waterway or waterbody. The nearest waterbody, Sandy Creek, is located approximately 400m from the Proposed Change.

Are the works located on flood prone land?	No	The Proposed Change is not located on flood prone land. Construction planning will consider and seek to minimise temporary redistribution of overland flows and stormwater due to construction infrastructure.
Are the works located on bushfire prone land?	No	The Proposed Change is not located on bushfire prone land.
Do the works involve ground disturbance of more than 2 hectares?	No	The additional construction impact zone required as part of the Proposed Change is under 2 hectares. The extent of ground disturbance required for the Proposed Change would be less than the proposed CIZ.
Are the works in an area of known salinity hazard risk?	Yes	The Proposed Change is located in areas of low salinity hazard. The impacts associated with salinity, are discussed in greater detail in Section 4.7.
Are the works in an area of known acid sulfate soil risk?	Yes	The Proposed Change is located in an area of a low probability for acid sulfate soils occurrence. The impacts associated with acid sulfate soils are discussed in greater detail in Section 4.7.
Will works require temporary or permanent placement of surplus spoil material?	Yes	The Proposed Change may require temporary placement of surplus spoil material generated by the underbore entry and exit pit excavations; this material will be accommodated within the proposed stockpile/laydown sites adjacent to the underbore shafts and reused/disposed of in accordance with Chapter 23 of the EIS.
Are the works in an area of known contamination risk?	Yes	The Proposed Change is located in areas which are connected to the rail corridor at Yerong Creek, an area noted as a general contamination risk, but does not possess or intersect with any area of environmental concern (AEC) sites discussed in the EAD. Potential impacts associated with contamination are considered in greater detail in Section 4.7.
Are there any potential air quality impacts associated with the works?	Yes	The Proposed Change has the potential to result in minor and short-term air quality impacts during construction. Potential air quality impacts are discussed in greater detail in Section 4.8.
Are there any potential landscape and visual impacts associated with the works?	Yes	The Proposed Change would result in potential minor and short-term landscape and visual impacts during construction. Potential landscape and visual impacts are discussed in greater detail in Section 4.9.
Will works result in any operational impacts further to those detailed in the approved Project?	No	The Proposed Change is required to facilitate construction related activities within the rail corridor and adjoining lands. The Proposed Change would not represent an increase in operational impact compared to that which was assessed as part of the Project.

4.2 Traffic and transport

4.2.1 Existing environment

The following discussion is drawn from the EAD (EIS, Chapter 9 and Technical Paper 2).

The Proposed Change is located on land within and adjacent to the existing rail corridor, which forms part of the Main South Line, and runs through the Greater Hume-Lockhart Precinct from Culcairn to The Rock (EIS, Technical Paper 1).

Key roads within Yerong Creek are as follows (and presented in Figure 4-1):

Olympic Highway/Cox Street

- Two-way, two-lane state-controlled highway that runs from the Hume Highway 18km north of Albury (23km north of the Murray River) to the Mid-Western Highway at Cowra. The highway through Yerong Creek is also known as Cox Street, running east of the rail line and providing access to central Yerong Creek and residential areas.

- In the vicinity of the Yerong Creek site the highway is generally rural and features 3.6m wide lanes, unsealed shoulders with parking, and has a posted speed limit of 50km/h.

Plunkett Street

- Two-way, two lane locally controlled urban street that generally runs east-west from the Olympic Highway and provides cross connectivity within Yerong Creek via a rail level crossing west of Olympic Highway.
- In the vicinity of the Yerong Creek site the road generally features 4.6m wide lanes, areas of sealed and unsealed shoulders with parking, and has a posted speed limit of 50km/h.

Finlayson Street

- Two-way, two lane locally controlled urban street that generally runs north-south to the west of the Olympic Highway, crossing Plunkett Street and provides access to residential properties and the Yerong Creek Rural Fire Brigade within Yerong Creek.
- In the vicinity of the Yerong Creek site the road generally features a 5m sealed width, no shoulders, and has a posted speed limit of 50km/h.

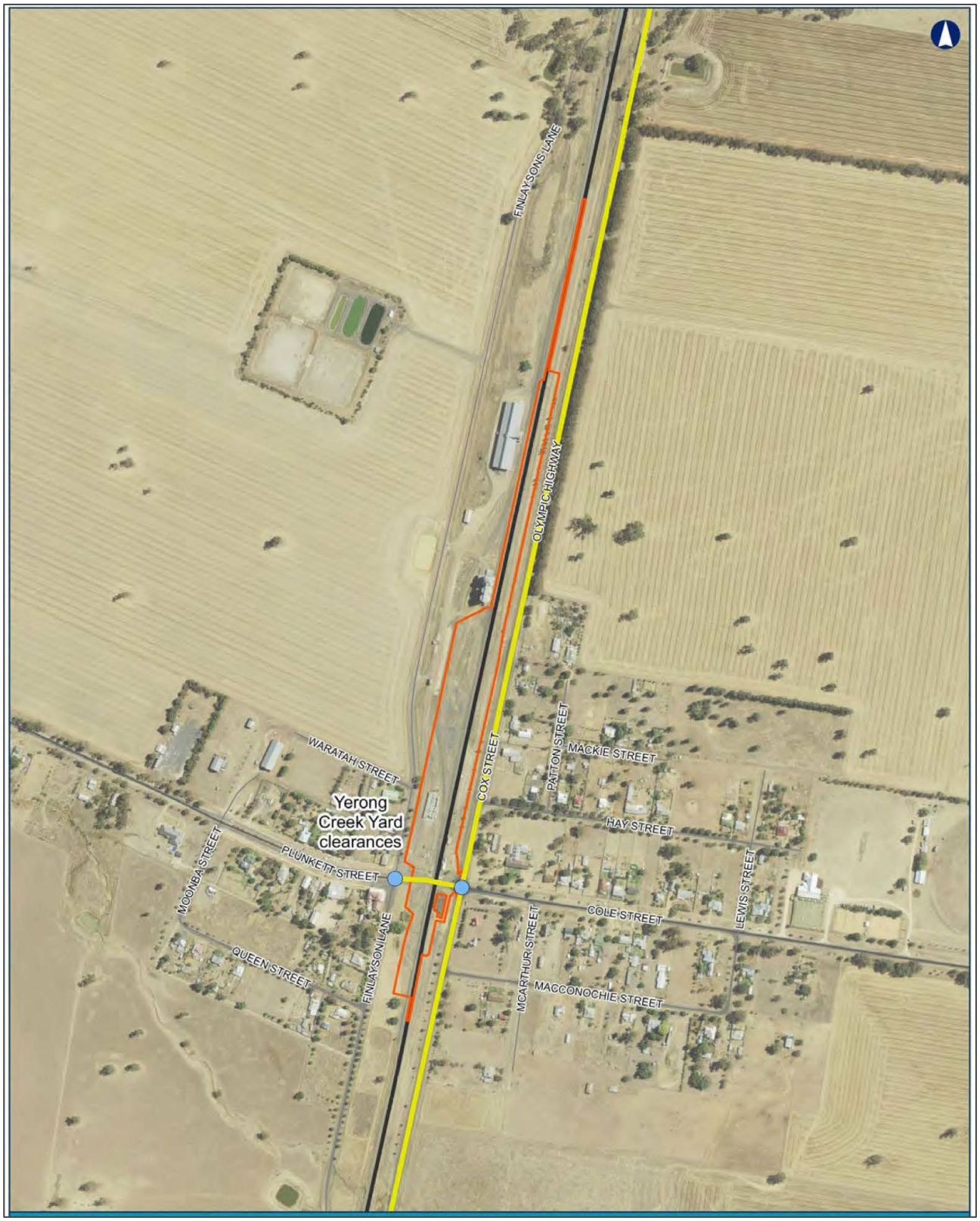


Figure 4-1: EAD mapped key road links and intersections at Yerong Creek

On-street kerbside parking is generally allowed on the urban road network in the vicinity of the Yerong Creek site unless signed otherwise and demand for this parking would be low due to provision of off-street parking within retail, and residential uses in the surrounding area. There is no designated parking within the

enhancement site. Pedestrian crossing and footpaths are also present on some residential streets within the Yerong Creek site.

Public bus services are provided by Regional Buses and are operated in collaboration with Transport for New South Wales (TfNSW) under their rural and regional on-demand public transport pilot program.

4.2.2 Impact assessment

The Proposed Change would result in potential minor and short-term traffic and transport impacts. The number and type of construction vehicles required for the proposed works are aligned with the EAD, therefore, no increase in construction traffic is anticipated.

In the instance any footpath or road closures are required to support the works, closures will be set up as the associated Traffic Guidance Schemes (TGS) and will be implemented during the approved construction hours (as noted in Section 2.4). There are no 24/7 footpath or road closures anticipated for these construction hours.

4.2.3 Conclusion

The traffic and transport impacts are generally in accordance with the impacts considered as part of the EAD and would be managed in accordance with traffic management as part of the broader A2I Project and in accordance with the Infrastructure Approval.

All applicable mitigation measures in the Conditions of Approval (CoAs) and Updated Mitigation Measures (UMMs) will be implemented, with any additional mitigation measures outlined in Table 4-12.

4.3 Noise and vibration

4.3.1 Existing environment

Common noise and vibration sources in the subject area are train movements along the operational rail corridor, major road traffic and local traffic. Potentially sensitive receivers are those that may be affected by changes in noise and vibration levels within the work area. Consistent with the adopted standards and guidelines, sensitive receivers in the work areas include residential dwellings, schools and education institutions, places of worship, childcare centres, medical facilities, commercial property and industrial premises.

The existing vibration environment in close proximity to the railway line includes vibration from existing freight train movements on the alignment. Additional sources of vibration may be associated with operation of industrial premises, road traffic operations and construction activities typical of the environment. Adjacent heritage structures are considered as vibration sensitive receivers due to the potential for cosmetic damage; however, a heritage structure should not be assumed to be more sensitive to vibration, unless it is structurally unsound, as per CoA E41.

Noise catchment areas

Noise catchment areas (NCAs) were defined in the EIS to classify groups of sensitive receivers that are likely to have a similar existing noise environment and experience similar impacts from construction of the Project. These were determined through reference to aerial imagery and land use maps and verified during background noise monitoring.

A Construction Noise and Vibration Impact Statement (CNVIS) (Doc No: 6-0052-210-EEC-G3-AS-0001_1) (SLR, July 2026) was prepared for the Yerong Creek Yard clearances enhancement site, and is presented under Appendix A.

An addendum to the endorsed CNVIS (CNVIS Addendum) (Doc No: 6-0052-210-EEC-G3-AS-0001_ADD2) has been prepared for the scope of works associated with the Proposed Change, with the CNVIS Addendum presented under Appendix B.

The NCA description, approximate number of sensitive receivers, Rating Background Levels (RBLs) and Noise Management Levels (NMLs) associated with the Proposed Change are shown in Table 4-2, Table 4-3 and Figure 4-2 below.

Table 4-2: Noise catchment area

ENHANCEMENT SITE	NCA ID	APPROXIMATE NUMBER OF RECEIVERS IN NCA	DESCRIPTION	RBL (dBA)		
				DAY[1]	EVENING[1]	NIGHT[1]
Yerong Creek Yard clearances enhancement site	NCA 07	102	The village of Yerong Creek is semi-rural in nature and affected by noise sources including the rail corridor, Olympic Highway and local road traffic.	39	41	30

Note 1: Time periods defined as - Day: 7am to 6pm Monday to Saturday, 8am to 6pm Sunday; Evening, 6pm to 10pm; Night 10pm to 7am Monday to Saturday, 10pm to 8am Sunday (EAD)

Table 4-3: NCA and noise management levels

NCA ID	NOISE MANAGEMENT LEVEL (NML) LAEQ,15MIN DB			
	APPROVED HOURS (RBL + 10dB)	OUT OF HOURS[1,2]		
		DAYTIME (RBL + 5dB)	EVENING (RBL + 5dB)	NIGHT-TIME (RBL +5 dB)
NCA 07	49	44	44	35

Note 1: Approved Construction Hours are Monday to Saturday 7 am to 6 pm, as defined in CoA E69 (CNVIS)

Note 2: Work outside of the Approved Hours is defined as OOHW = Out of Hours Work. Daytime out of hours is Sunday and public holidays between 8 am to 6 pm. Evening is 6pm to 10pm Monday – Sunday (including public holidays). Night-time is 10pm to 7am Monday – Saturday and 10pm to 8am Sunday (including public holidays (CNVIS)

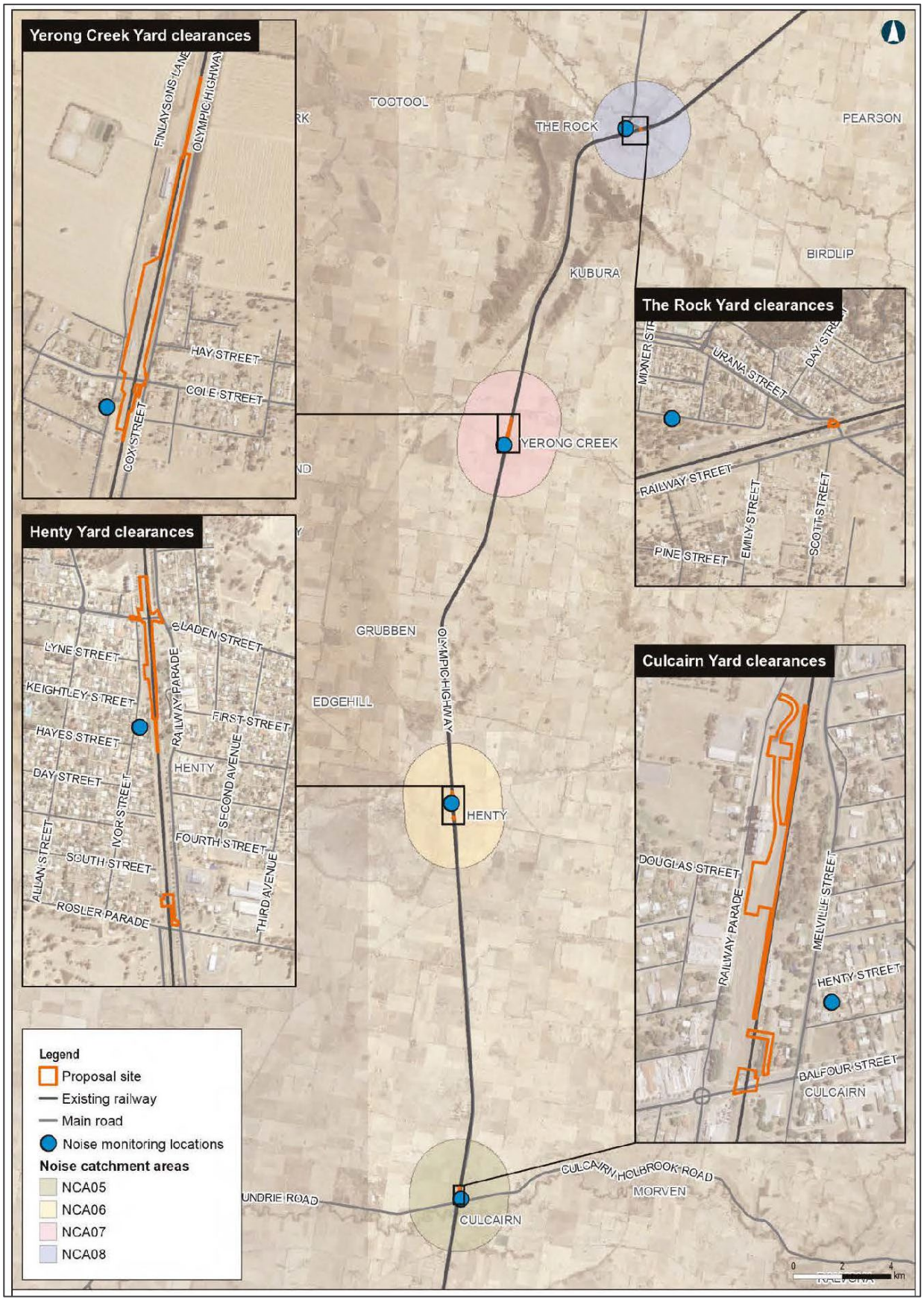


Figure 4-2: EAD mapped NCA 07 in relation to the Proposed Change

4.3.2 Construction hours

The construction hours for the enhancement sites are as discussed in Section 2.4, with the following also noted:

Highly noise intensive works

'Highly noise intensive works' as per the Project Approval are defined as:

- use of power saws, such as used for cutting timber, rail lines, masonry, road pavement or steel work
- grinding metal, concrete or masonry
- rock drilling
- line drilling
- vibratory rolling
- bitumen milling or profiling
- jackhammering, rock hammering or rock breaking
- impact piling; and
- tamping (for rail Projects).

As outlined in Condition of Approval (CoA) E70, any highly noise intensive works that result in an exceedance of the applicable NML at the same receiver must only be undertaken between:

- 8:00am to 6:00pm Monday to Friday
- 8:00am to 1:00pm Saturday, and
- If continuously, then not exceeding (3) hours, with a maximum cessation of work of not less than an hour.

Out-of-hours work

In accordance with CoA E73, where out-of-hours work (OOHW) is required for:

- For carrying out work that if carried out during standard hours would result in a high risk to construction personnel or public safety based on a risk assessment carried out in accordance with AS/NZS ISO 31000:2009: "Risk management; or
- Where the relevant roads authority has advised the Proponent in writing that carrying out the work during standard hours would result in a high risk to road network performance and a road occupancy licence will not be issued; or
- Where the relevant utility service operator has advised the Proponent in writing that carrying out the work during standard hours would result in a high risk to the operation and integrity of the utility network; or
- Work undertaken in a rail possession for operational or safety reasons.
- This will be regulated through the OOHW Protocol except as permitted by an EPL.

4.3.3 Impact assessment

Predicted noise levels

The Proposed Change activities have been assessed in the CNVIS Addendum for Yerong Creek (Appendix B), and are referred to as 'Work Scenarios', with the following noted:

- Work Scenario 9 (W.009) as level crossing work activities
- Work Scenario 5 (W.005) as track work activities.

W.009

The CNVIS Addendum has assessed the revised work area, which consists of the proposed CIZ extensions identified in this CA and the work area under W.009 in the endorsed CNVIS. This revised work area is required to enable level crossing activities at Yerong Creek.

The full plant and equipment list (as per the endorsed CNVIS) has been considered as a worst-case scenario within a 15-minute assessment period. The operating time (utilisation rate %) of each plant and equipment has remained the same as per the endorsed CNVIS.

Table 4-4 provides a summary of the exceedances identified for daytime out-of-hours, as the most affected period. It compares the following:

- W.009 exceedances identified in the Yerong Creek CNVIS
- W.009 exceedances identified in the SLR Predict results for the Proposed Change

Table 4-4: Exceedance comparisons for W.009

ASSESSMENT RESULTS	NUMBER OF RESIDENTIAL RECEIVERS WITH NML EXCEEDANCE	
	CNVIS – W.009	SLR PREDICT – W.009 (REVISED WORK AREA & INCREASED PLANT/EQUIPMENT LIST)
Total Lw (dBA)	**119**	**120.5**
Noticeable (1-5 dB)	7	4
Clearly Audible (6-15 dB)	40	38
Moderately Intrusive (16-25 dB)	27	30
Highly Intrusive (>25 dB)	0	2

Table 4-4 shows an increase in the total Sound Power Level (Lw) and intensity of impacts resulting from the current proposed scenario (last column) for the Moderately Intrusive and Highly Intrusive noise categories. This increase in impacts is likely due to the increased size of the work area, closer proximity to receivers for the additional work areas, and as a result of the additional plant and equipment being utilised in these revised work areas (Tracked Hydraulic Drilling Rig, Truck - Vacuum (NDD) and Hydrema / Moxy).

W.005

The CNVIS Addendum has assessed the revised work area, which consists of the proposed CIZ extensions identified in this CA and the work area under W.005 in the endorsed CNVIS. This revised work area and additional plant/equipment, are required to enable track tamping activities at Yerong Creek.

The revised work area and additional plant/equipment have been assessed utilising SLR Predict. The full plant and equipment list has been considered as a worst-case scenario within a 15-minute assessment period. The operating time (utilisation %) of each plant and equipment has been guided by the endorsed CNVIS.

Table 4-5 provides a summary of the exceedances identified for night-time out-of-hours, as the most affected period. It compares the following:

- W.005 exceedances identified in the Yerong Creek CNVIS
- W.005 exceedances identified in the SLR Predict results for the Proposed Change

Table 4-5: Exceedance comparisons for W.005

ASSESSMENT RESULTS	NUMBER OF RESIDENTIAL RECEIVERS WITH NML EXCEEDANCE	
	CNVIS – W.005	SLR PREDICT – W.005 (REVISED WORK AREA & REDUCED PLANT/EQUIPMENT LIST)
Total Lw (dBA)	**119**	**112**
Noticeable (1-5 dB)	4	13
Clearly Audible (6-15 dB)	15	51
Moderately Intrusive (16-25 dB)	41	14
Highly Intrusive (>25 dB)	19	0
Above Sleep Disturbance (>Screening level)	67	18
Above Sleep Awake (>65 dB)	29	0

Table 4-5 demonstrates a decrease in the total Sound Power Level (Lw) and corresponding intensity of impacts resulting from the current proposed scenario (last column) for the Moderately Intrusive and Highly Intrusive noise categories. In addition, there is a marked reduction in receivers who may be sleep disturbed and beyond the sleep awakening criterion. This decrease in impacts is almost certainly due to the additional work area being further away from the cluster of receivers east of the rail corridor, and as a result of the reduced number of noise generating equipment which is limited to heavy and light vehicles, and road mobile plant.

Ground-borne noise

Ground-borne construction noise impacts from the Project are not anticipated as vibration intensive work with the potential to generate perceptible ground-borne noise, is not included in the scope of work associated with the Proposed Change noting that the underboring for watermain relocation will be at a depth below ground level (BGL) which is expected to be comprised of silty clay rather than bedrock.

Vibration impacts

Cosmetic damage

The Proposed Change involves additional CIZ extension to facilitate level crossing activities. The minimum working distances for vibration intensive activities are shown in Table 4-6.

Table 4-6: Minimum working distances for vibration-intensive activities

VIBRATION CRITERIA	VIBRATION CRITERIA (TFNSW CNVG-PTI (VIBRATORY ROLLER 13-18T)	NUMBER OF RECEIVERS WITH VIBRATION CRITERIA EXCEEDANCE	
		SLR PREDICT – W.009 RESIDENTIAL	SLR PREDICT – W.009 NON-RESIDENTIAL
Cosmetic Damage (Residential and Light Commercial)	20m	0	1
Cosmetic Damage for Unsound Heritage	40m	0	0
Cosmetic Damage (Industrial and Heavy Commercial)	10m	0	0
Human Comfort	100m	1 property	13 properties

As noted in the CNVIS, one signal hut within the rail corridor (not heritage) has the potential to fall within the cosmetic damage minimum working distance for light-framed structures during works associated level crossing works (W.009). It is noted that these structures have been previously exposed to vibration intensive activities (i.e. track tamping) during standard periodic maintenance of the track.

Before commencement of any work, a structural engineer must undertake condition surveys of all buildings, structures, utilities and the like identified as being at risk of damage. For this CNVIS, condition surveys should be considered for:

- The southernmost signal hut within the rail corridor adjacent to the Plunkett St level crossing

After completion of construction, condition surveys must be undertaken by a structural engineer for all items for which pre-condition surveys were undertaken. The results of the surveys must be documented in a Condition Survey Report for each item surveyed. Copies of Condition Survey Reports must be provided to the landowners of the items surveyed, and no later than one month before the commencement of construction and three months following the completion of construction.

If the buildings identified above are classified as Line 1-type items from BS 7385 Part 2 (reinforced or framed structure/industrial or heavy commercial structure) then the minimum working distance for cosmetic damage is 10 m. Offset distances from specific vibration intensive plant to the nearest receivers and building construction should be confirmed before commencement of any work.

Feasible and reasonable construction vibration mitigation measures should be applied where vibration intensive work is required within the minimum working distances. Construction vibration mitigation and management measures are discussed in Section 8 of the CNVIS.

In accordance with CoA E122, property damage caused directly or indirectly by the construction or operation must be rectified at no cost to the owner. Alternatively, compensation may be provided for the property damage as agreed with the property owner.

Heritage structures

Heritage structures within the Yerong Creek Urban Conservation Area are located outside the minimum working distances for cosmetic damage. Therefore, vibration impacts to heritage structures are not expected.

If other vibration intensive activities are required within minimum working distances to heritage structures, a building condition assessment should be undertaken of the heritage item/s to assess if they are considered to be sensitive to vibration prior to vibration work commencing.

Human comfort

As noted in the CNVIS, W.009 shows that the southernmost signal hut within the rail corridor and twelve other non-residential receivers have the potential to exceed the human comfort vibration criteria when level crossing work is occurring nearby. It is noted that the southernmost signal hut is unoccupied and hence human comfort impacts would not occur.

In terms of impacts upon residential receivers, one residential is identified as having potential to exceed the vibration criteria for human comfort as a result of the vibratory roller proposed for the activity and this impact was also identified in the endorsed CNVIS.

Feasible and reasonable construction vibration mitigation measures should be applied where vibration intensive work is required within the minimum working distances and/or exceed the human comfort vibration criteria. Construction vibration mitigation and management measures are discussed in Section 8 of the CNVIS.

Cumulative impacts

There is potential for cumulative construction impacts from multiple construction activities being completed in different areas of the Proposed Change.

As noted in the CNVIS, since the construction scenarios required for various stages of the Project would generally require similar items of equipment, concurrent construction work being completed near to a particular area could theoretically increase the worst-case noise levels in this report by around 3 dB (ie. a logarithmic adding of two sources of noise at the same level).

The likelihood of worst-case noise levels being generated by two different work activities at the same time is, however, considered low and rather than increase construction noise levels, the impact of concurrent work would generally be a limited to a potential increase in the duration, and annoyance, of noise impacts on the affected receivers. In practice, construction noise levels in any one location would vary and would be frequently much lower than the worst-case scenario assessed due to construction staging moving work around within the study area and, in many cases, only a few items of equipment being used at any one time.

Feasible and reasonable steps would be taken to consult and coordinate with other construction projects when they become aware of them and if they have the potential to impact the same receivers concurrently, to minimise cumulative impacts of noise and vibration and maximise respite for affected sensitive receivers (in accordance with CoA E72 and E83).

4.3.4 Conclusion

Feasible and reasonable management and mitigation measures will be implemented as required to minimise noise and cumulative impacts for the scope of works as per the Proposed Change.

All applicable mitigation measures in the CoAs and UMMs will be implemented, with any additional mitigation measures outlined in Table 4-12.

4.4 Aboriginal heritage

4.4.1 Existing environment

Potential Aboriginal heritage impacts were assessed within Chapter 10 and Technical Paper 2 of the EIS (EAD). The study area for the EAD included the length of the existing railway corridor from Albury to Illabo, with a specific focus on the 14 enhancement sites that could be directly or indirectly impacted by the Project.

A Heritage Assessment (HA) was prepared by OzArk for the level crossing work (watermain relocation) component and the rail corridor access component of the Proposed Change area (Appendix C). The HA was prepared using desktop assessments and used the information obtained during a series of site walkovers carried out as part of the previous revision of this EIS Consistency Review in relation to the location and activities associated with the Proposed Change, and its potential impact to Aboriginal heritage (Appendix C).

Site Investigation Zone 6

As noted in the EAD, the Yerong Creek site is located within Site Investigation Zone 6, which comprised of an area of level land either side of the rail line to the south of Plunkett Street. One previously unrecorded isolated artefact (A2I–1) was found in this area – a single quartz flaked piece measuring 20 millimetres (mm) by 15mm, situated on the muddy ground within 4m of the base of the basalt bed. The eastern side of the track was vegetated with grass and had very low ground surface visibility (GSV). The general disturbance within this area suggests that the zone is unlikely to contain undisturbed archaeological deposits.

4.4.2 Impact assessment

AHIMS Search

On 20 July 2026, a basic search of the Aboriginal Heritage Information Management System (AHIMS) was undertaken over a 1-kilometre (km) x 1 km area centred on the Proposed Change area. One previously recorded site was within the search area; however, no Aboriginal sites have been registered within the CIZ extension areas.

There are no other sources of information to indicate that Aboriginal objects are likely in the CIZ extension areas.

Landform

The CIZ extensions are situated on a flat plain landform subject to regular maintenance and public use. The areas were partially assessed by OzArk in 2025, and the landform was found to be highly disturbed by the construction of the Yerong Creek village and various elements of railway or road infrastructure. The CIZ extensions are situated approximately 210 metres (m) above sea level (Australian Height Datum), approximately 450 m south of Yerong Creek and 360 m north of Sandy Creek. The proposed CIZ extensions are not in a landform defined as archaeologically sensitive in the *Due Diligence Code of Practice*.

4.4.3 Conclusions

The assessment for Aboriginal heritage using the Due Diligence Code has determined that the Proposed Change area has a low likelihood of harming Aboriginal objects or landscape features with archaeological sensitivity.

No previously recorded Aboriginal sites are within, or near to, the CIZ extensions, and it was determined that due to land use disturbance, there is a very low likelihood of intact, subsurface archaeological deposits. As documented in Table 6-1 of the HA, no further archaeological investigation is required.

The works may proceed with caution and in the unlikely event that Aboriginal objects are encountered, refer to the Unexpected Finds Procedure (Heritage and Human Remains) presented under Appendix E.

All applicable mitigation measures in the CoAs and UMMs will be implemented, with any additional mitigation measures outlined in Table 4-12.

4.5 Non-Aboriginal heritage

4.5.1 Existing environment

Potential non-Aboriginal heritage impacts were assessed within Chapter 11 and Technical Paper 3 of the EIS (EAD). The study area for the EAD included the length of the existing railway corridor from Albury to Illabo, with a specific focus on the 14 enhancement sites that could be directly or indirectly impacted by the Project.

A HA was prepared by OzArk for the level crossing work (watermain relocation) component and the rail corridor access component of the Proposed Change area (Appendix C). The HA was prepared using desktop assessments and used the information obtained during a series of site walkovers carried out as part of the previous revision of this EIS Consistency Review in relation to the location and activities associated with the Proposed Change, and its potential impact to non-Aboriginal heritage.

The Proposed Change exists wholly within (watermain relocation area) and outside (rail corridor access area) the curtilage for the heritage items listed in Table 4-7 and shown in Figure 4-2 below.

Table 4-7: Heritage items that intersect or are adjacent to the Proposed Change

ENHANCEMENT SITE	HERITAGE NAME	HERITAGE LISTING	DISTANCE FROM PROPOSED CHANGE
Yerong Creek Yard clearances enhancement site	▸ Yerong Creek Urban Conservation Area	▸ Local Environmental Plan (LEP) for Lockhart (C3)	▸ Within curtilage (full for watermain relocation area)

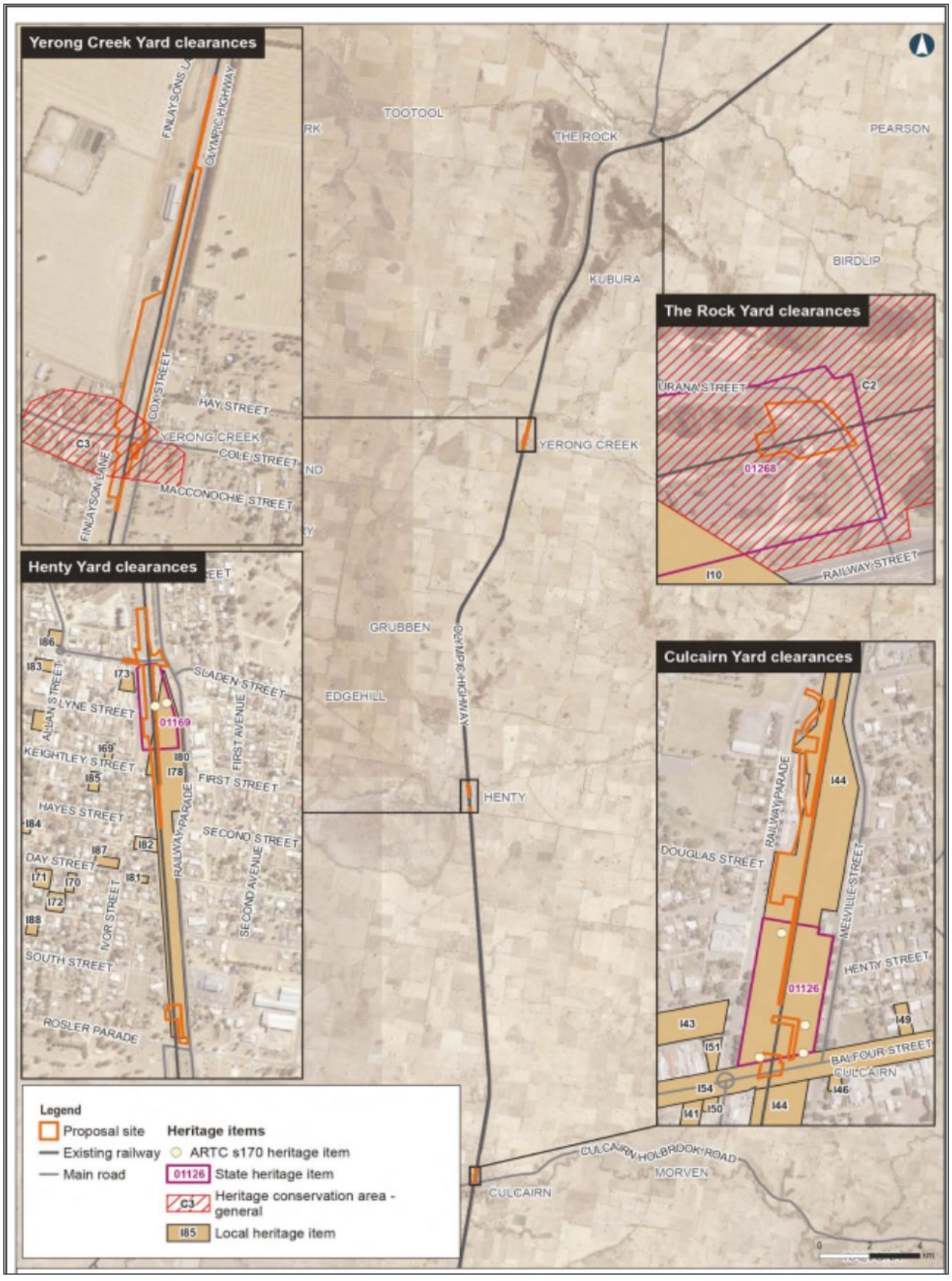


Figure 4-3: EAD mapped location of known non-Aboriginal heritage items near the Proposed Change

4.5.2 Impact assessment

Summary of significance

The watermain relocation component of the CIZ extension is located wholly within with Yerong Creek Urban Conservation Area listed as item C3 on the Lockhart Local Environmental Plan (LEP) 2012, whilst the rail corridor access area component is fully outside the Yerong Creek Urban Conservation Area. The conservation area encompasses structures that were part of the original development of the village to preserve the villages character and streetscape.

The local heritage significance of the Yerong Creek Urban Conservation Area relates specifically to the area's visual amenity and streetscape.

Assessment

The CIZ extension areas were partially assessed by the Project Archaeologist (OzArk) in 2025, with a desktop assessment to identify any potential previously recorded historic heritage within the CIZ extension forming the basis of this HA. The watermain relocation component of the CIZ extension is wholly within the curtilages of the Yerong Creek Urban Conservation Area (C3) (Figure 6-1 of the HA). The desktop assessment did not identify any previously unidentified heritage items.

Although not listed on heritage registers, the watermain relocation component of the CIZ extension abuts the grounds of the former Trinity Presbyterian Church, positioned on the corner of Cox and Cole Streets (Figure 6-1 of the HA). The timber building at the southern end of the site (furthest building from the CIZ extension) was the original church building, constructed in 1887 (Figure 6-2 of the HA). The brick church at the northern portion of the site closest the CIZ extension was erected in 1959 (Figure 6-3 of the HA). The churches are separated from the CIZ extension area by a row of mature trees. The buildings are no longer functioning as churches and the entire property containing both structures was sold in 2020.

The proposed CIZ extensions associated with the watermain relocation component overlap the curtilage of the Yerong Creek Urban Conservation Area (C3), which primarily encompasses structures original to the village. The proposed CIZ extensions in this area comprise of undeveloped land parcels adjacent to sealed roads and railway infrastructure and highly modified land from the construction of the GrainCorp facilities. Further, most of the proposed watermain relocation works within the CIZ extensions consist of short-term activities which will not permanently alter the streetscape. As such, the proposed activities will avoid all structures that contribute to the streetscape and overall aesthetics of the Yerong Creek Conservation Area. It is assessed that the proposed works within the conservation area will have a negligible impact on the heritage values of the area as these activities have been previously undertaken within the curtilage with minor impact.

Similarly, the eastern CIZ extension required for the watermain relocation component abuts with the northern boundary of the Trinity Presbyterian Church grounds. The buildings on the site are not specifically heritage listed, but are within the Yerong Creek Urban Conservation Area. Works within the eastern CIZ extension will be temporary and none of the trees that border the former church property will be impacted by the proposal. As such, it is considered that the impact on the former church property will be negligible.

4.5.3 Conclusion

It is assessed in this report that there will be negligible impact to the heritage values of Yerong Creek Urban Conservation Area (C3) and the former Trinity Presbyterian Church as a result of CIZ extensions required for the watermain relocation component.

It can be concluded that the proposed CIZ extension associated with the watermain relocation component and the rail corridor access component will have "no impacts on heritage items (including areas of archaeological potential) beyond the impacts approved under the terms of this approval", as long as the measures outlined in Section 6 of the CCHMP and those listed below are implemented. This will ensure that proposed works will not directly or indirectly impact any identified or potential heritage items. To ensure that the activities within the proposed Yerong Creek CIZ extension areas do not inadvertently impact Aboriginal or non-Aboriginal heritage, the following recommendations should be adhered to:

1. Only the proposed activities outlined in this document have been assessed for their impacts to heritage within the CIZ extension. If additional activities are proposed, then further heritage impact assessment would be required.
2. If works encounter potential Aboriginal or Non-Aboriginal heritage items, the *Unexpected Heritage Finds and Human Remains Procedures,* Appendix B of the CCHMP should be followed.
3. If further extension of the CIZ is required that interacts with listed heritage places, then further assessment would be required to ensure that the provisions of CoA 15(c) can be met.
4. Other provisions as outlined in the CCHMP and *Construction Environmental Management Plan*, specifically regarding heritage inductions and awareness training for work crews, should be followed.

In the unlikely event that historic objects are encountered, refer to the Unexpected Finds Procedure (Heritage and Human Remains) presented under Appendix E. All applicable mitigation measures in the CoAs and UMMs will be implemented, with any additional mitigation measures outlined in Table 4-12.

4.6 Biodiversity

4.6.1 Existing environment

A Biodiversity Assessment Report Memo (BARM) (East Coast Ecology, August 2026) (Appendix D) has been prepared for the Proposed Change area, referenced as 'Subject Land'.

The Subject Land is mapped as occurring on the 'Mangoplah' soil landscape, characterised by extensive level plains of Burkes Creek alluvial sediments. The Subject Land occurs on gently inclined terrain, ranging from 214m above sea level (asl) in the northern extent to 218m asl in the southern extent.

Vegetation communities

Field surveys revealed the following vegetation community types described by WSP (2024):

Miscellaneous Ecosystems – 'Ornamental Plantings' (MEOP)

- The Subject Land displayed historical and ongoing residential and community use comprised of ornamental native and exotic species planted for aesthetic purposes and was therefore determined to have limited ecological function (WSP, 2024).
- The vegetation within this zone comprised of exotic and native ornamental plantings, such as *Casuarina glauca,* within roadside nature strips.
- Area within Subject Land noted as 0.02 ha.

Miscellaneous Ecosystems – 'Highly Disturbed areas with no or limited Native Vegetation' (MEHD)

- The Subject Land displayed a long history of disturbance from infrastructure (rail and road) and industrial use, the Subject Land is comprised of no or limited native species and is dominated by exotic species, and provides limited ecological function (WSP, 2024). The regions this vegetation occurred, were almost entirely developed and displayed a long history of disturbance from infrastructure such as roads, rail, carparks and concrete footpaths.
- The vegetation within this zone was heavily comprised of exotic ground cover species such as *Erigeron bonariensis* and *Cirsium vulgare*.
- Area within Subject Land noted as 0.33 ha.

Poor Condition - PCT 277: Blakely's Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion

- Vegetation within this zone was limited to a singular *Eucalyptus blakelyi* encroaching the Subject Land.
- Threatened species associations comprise *Petaurus norfolcensis* (Squirrel Glider) and *Polytelis swainsonii* (Superb Parrot).
- Area within Subject Land noted as 0.02 ha.

Threatened flora

As noted in the BARM (Appendix D), BioNet and PMST searches revealed 11 threatened flora species occur, or have the potential to occur, within a 5km radius of the Proposed Change area.

Threatened fauna

As noted in the BARM (Appendix D), BioNet and PMST searches revealed 30 threatened flora species occur, or have the potential to occur, within a 5km radius of the Proposed Change area.

Species polygons

As noted in the BARM (Appendix D), on the basis that PCT 277 has since been identified in the Subject Land one species polygon covering two species, has been mapped as occurring within the Subject Land:

- *Petaurus norfolcensis* (Squirrel Glider)
- *Polytelis swainsonii* (Superb Parrot)

The BARM (Appendix D) states the following:

- "Both species are known to be directly associated with PCT 277 (in poor and moderate condition), and their mapped extents align with this vegetation community. Only vegetated ground disturbance (i.e. grass removal for excavation of under bore shafts) will occur within the Subject Land. No impacts to PCT 277 are required to facilitate the proposed change".

On the basis that the Poor Condition PCT 277 will not be impacted no impacts to either the Squirrel Glider or the Superb Parrot are expected for the facilitation of the proposal.

Migratory species

As noted in the BARM (Appendix D), BioNet and PMST searches revealed seven migratory species occur, or have the potential to occur, within a 5km radius of the Proposed Change area.

4.6.2 Impact assessment

As noted above, the potential impact to vegetation communities has been assessed in the BARM.

The Proposed change will potentially impact:

- 0.02ha of MEOP
- 0.33ha of MEHD
- 0.02ha of PCT 277

Threatened flora

The results from the site assessment, including targeted flora surveys and habitat assessment, were used to assess each species' likelihood of occurrence within the Subject Land. After carrying out the assessment, the assessor determined that the habitat is substantially degraded such that all potential threatened flora species are unlikely to occur within the Subject Land.

Threatened fauna

The degraded vegetation within the Subject Land would only provide low -quality foraging habitat for threatened species. No other breeding habitat was identified (in the form of rocky outcrops/ caves, large trees or human-made structures).

On the basis that the Subject Land is highly degraded and vacant of high-quality foraging and/or breeding habitat, it was determined that potential threatened fauna are unlikely to utilise the Subject Land in preference of surrounding areas.

Migratory species

These species are unlikely to occur due to the lack of suitable habitat in the Subject Land (i.e. ornamental tree dominated), and these species do not breed in Australia.

4.6.3 Conclusion

As noted in the BARM, the potential impacts on biodiversity identified for the Proposed Change can be appropriately managed in accordance with the Conditions of Approval and through implementation of the Updated Mitigation Measures outlined in the Construction Biodiversity Management Plan for the Project.

All applicable mitigation measures in the CoAs and UMMs will be implemented, with any additional mitigation measures outlined in Table 4-12.

4.7 Soils and contamination

4.7.1 Existing environment

The following discussion is drawn from the EAD (EIS, Chapter 20 and Technical Paper 13).

The enhancement sites (including the Proposed Change) in the Greater Hume-Lockhart Precinct are located at about 210 to 220 m AHD (Australian Height Datum). The topography generally slopes to the north, west to the Murrumbidgee River; however, there are localised high points along the Olympic Highway that drain to various tributaries of the Murrumbidgee River.

The Yerong Creek site crosses Sandy Creek approximately 350m to the south and Yerong Creek 400m to the north. There are several dams around the enhancement site and vegetation is limited to trees within residential property boundaries.

Existing soil characteristics are discussed in Table 4-8 below.

Table 4-8: Existing soil characteristics

ENHANCEMENT SITE	LANDSCAPE	SOIL	CHARACTERISTICS
Yerong Creek Yard clearances enhancement site	▸ Mangoplah soil landscape ▸ O'briens Creek soil landscape in the far south (in the vicinity of Sandy Creek)	▸ Comprise moderately deep (80–150 centimetre (cm)) red Sodosols ▸ Far south comprises of moderately deep red and brown Sodosols.	▸ Prone to streambank erosion, acidity and localised water logging.

Saline soils

The Proposed Change is located on land mapped as having 'low' land salinity hazard.

Acid sulfate soils

The Proposed Change is located in areas described as low probability of acid sulfate soils (ASS) occurrence.

Contamination

The Proposed Change area is located on either side, and is attached to, an existing rail corridor, which is considered to contain a general level of risk associated with contamination from historical development and activities associated with its operation. A range of sites adjacent to the rail corridor that would be considered to have associated contaminated risk were identified, including agricultural land.

The sources for these general contamination risks include:

- fill used in construction of the existing rail line, which may be contaminated
- weed-suppression activities
- buildings potentially containing hazardous materials
- rail line ballast potentially containing heavy metals and other contaminants
- contamination from maintenance activities undertaken at sidings and near silos or other areas
- use of chemicals on agricultural land
- machinery storage and maintenance, refuelling and spray rig filling, agricultural sheds and silos

The Proposed Change is located in proximity of several Areas of Environmental Concern (AEC). Description of the AEC and potential contaminants of concern as presented in Table 4-9 and shown in Figure 4-4.

Table 4-9: Areas of Environmental Concern in relation to the Proposed Change

ENHANCEMENT SITE	AEC	DESCRIPTION OF AEC	POTENTIAL CONTAMINANT OF CONCERN
Yerong Creek Yard clearances enhancement site	AEC 21	▸ Metals drums, tires and other debris stored (outside of site areas)	▸ Total Recoverable Hydrocarbons (TRH), Benzene, Toluene, Ethylbenzene and Xylene (BTEX), Polycyclic Aromatic Hydrocarbons (PAHs), asbestos, lead containing dust and/or paint
	AEC 22	▸ Storage of old electronic equipment including signal boxes, metal, pipes and ladders	▸ TRH, BTEX, PAHs, asbestos, lead containing dust and/or paint
	AEC 23	▸ Stockpiles of ballast and old rails	▸ Heavy metals, TRH, BTEX, PAHs, asbestos, lead containing dust and/or paint
	AEC 24	▸ Yerong Creek fire station—historical storage of fire suppressants potentially used	▸ TRH, BTEX, PAHs ▸ The RFS have advised that this site has not been identified as a location where there has been historical use of Per- and Polyfluoroalkyl Substances (PFAS). Therefore, this contaminant was not considered further

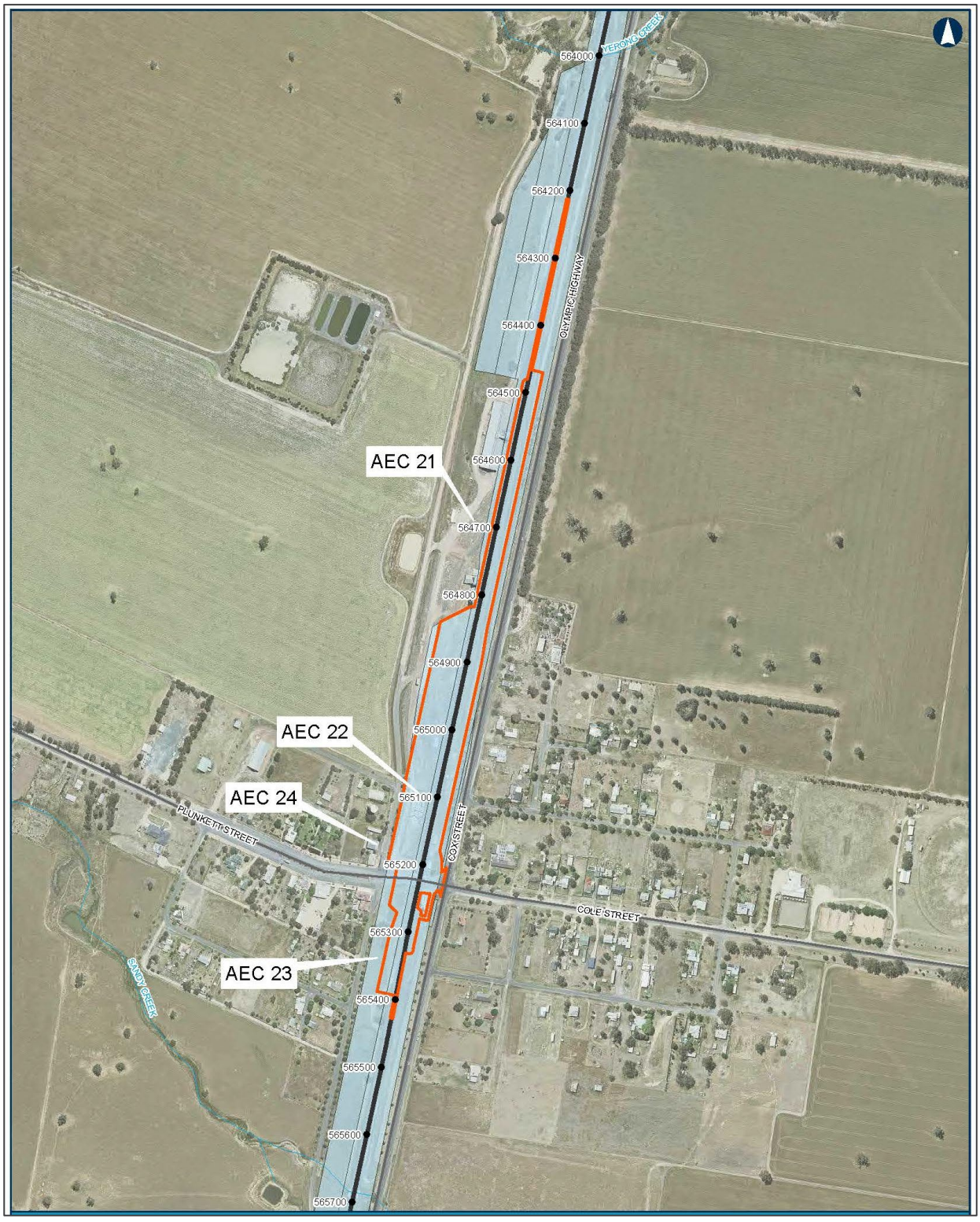


Figure 4-4: EAD mapped locations of AECs in relation to the Proposed Change

4.7.2 Impact assessment

Excavation and ground disturbance activities would expose and disturb soils. If not adequately managed, this could result in the following impacts (EIS, Chapter 20):

- erosion of exposed soil and stockpiled materials

- potential for mixing of contaminated and uncontaminated soil (particularly asbestos)
- dust generation
- an increase in sediment loads entering the stormwater system and/or local runoff, and, therefore, nearby receiving waterways
- increase in salinity levels in soil
- ASS conditions
- mobilisation of contaminated sediments, with resultant potential for environmental and human health impacts.

Soil erosion

Construction would temporarily expose the natural ground surface and sub-surface through the removal of vegetation and excavation. The exposure of soil to runoff and wind can increase soil erosion potential; particularly, where construction activities are undertaken in soil landscapes characterised by dispersive soils, given their susceptibility to erosion.

Temporary stockpiling of soil as a result of excavations for the underbore entry and exit pits will be required during construction. Potential downstream water quality impacts would be mitigated via the development of, or update to, a Progressive Erosion and Sediment Control Plan (PESCP) which would specify the implementation of appropriate erosion and sediment controls at the temporary stockpile locations, such as perimeter sediment controls (i.e. sediment fencing) and temporary coverings such as geotextile, as required.

Contamination

There is a general contamination risk present within the Proposed Change area, based on the general setting attached to an existing rail corridor and land uses that occur in and adjacent to the area.

As noted in the EIS (Chapter 20), the risk of contamination within the Proposed Change area is considered to be low within the context of the continuing railway land use; however, some discrete areas of medium risk have been identified, such as areas of waste within the rail corridor, fill used in the construction of the existing rail line and structures containing hazardous materials (such as lead paint and asbestos).

Based on the intensity of historical activities observed within the rail corridor, including the presence of operational facilities, development in the surrounding area, the Proposed Change area is considered to have a higher likelihood of contamination being present.

A Sampling, Analysis, and Quality Plan (SAQP) has been developed and approved for all sites across the alignment. The SAQP will be utilised to inform the scope of any site investigations required for the Yerong Creek site.

The specific waste type generated through the proposed HDD underboring activities (i.e. drilling fluids), its handling, storage, classification, transport, disposal and any contamination risks associated with it, will be managed in line with the relevant Waste Management measures and information detailed in the Utilities Management Framework (UMF) (EIS, Appendix D). These measures have been included in this document at Table 4-12 as additional mitigation measures.

4.7.3 Conclusion

Construction activities at the Proposed Change area would be short term and would be prepared with consideration of the existing soils and contamination characteristics of the area.

In the event that potentially contaminated soils are encountered, refer to the Unexpected Finds Procedure (Contamination) presented under Appendix G. All applicable mitigation measures in the CoAs and UMMs will be implemented, with any identified additional mitigation measures outlined in Table 4-12.

4.8 Air quality

4.8.1 Existing environment

Regional air quality is mainly influenced by rural activities, industrial activities, vehicle emissions, railway operations, power generation, waste management and extraction activities. Dust from paved and unpaved roads, and domestic solid and liquid fuel burning in the region, also contribute to the local air shed.

As noted in the EAD, air quality data has been sourced from monitoring stations in Wagga Wagga, Albury and Junee, with the results summarised in Table 4-10 below, alongside the air quality impact assessment criterion for each pollutant specified in the *Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales* (NSW EPA, 2016).

Table 4-10: Air quality data (2016 to 2020)

MONITORING STATION	POLLUTANT	AVERAGING PERIOD	AIR QUALITY IMPACT ASSESSMENT CRITERIA	YEAR				
				2016	2017	2018	2019	2020
Wagga Wagga North	$PM_{2.5}(g/m^3)$	Maximum 24-hour average	25	Not available	**40.8**	**90.2**	**129.4**	**559.5**
		Annual average	8	Not available	**8.5**	**8.9**	**11.0**	**12.9**
	$PM_{10}(g/m^3)$	Maximum 24-hour average	50	**114.7**	**171.6**	**127.2**	**251.7**	**259.4**
		Annual average	25	20.7	20.4	**26.9**	**34.7**	21.9

Note 1: Exceedances of the air quality impact assessment criteria shown in **bold** (EAD)

4.8.2 Impact assessment

Dust emissions

The following activities have the potential to generate dust during construction (EIS, Chapter 22):

- vegetation clearing and grubbing
- construction of access points and roads
- dirt, mud, or other materials tracked onto a paved public roadway by a vehicle leaving a construction site (generally referred to as egress)
- erosion of unsealed surfaces
- materials handling and loading at laydown areas, and vehicle movements on unsealed roads/surfaces.

The UMMs outlined in the EAD will be implemented, as appropriate, to minimise the risk of impacts to air quality during the activities associated with the Proposed Change.

4.8.3 Conclusion

The Proposed Change impacts to air quality have been deemed as negligible to high prior to any mitigation measure implementation (EIS, Chapter 22). Following the implementation of appropriate mitigation measures, the residual air quality impacts would be reduced to negligible to low risk and short-term.

All applicable mitigation measures in the CoAs and UMMs will be implemented, with any additional mitigation measures outlined in Table 4-12.

4.9 Landscape and visual

4.9.1 Existing environment

A common feature of the landscape and visual catchment across all precincts is the operational rail corridor of the Main South Line. This corridor has been largely cleared of native vegetation and generally consists of grassland with a few scattered trees. The Proposed Change does not pass through or near any national parks or state forests (EIS, Chapter 17).

Landscape character

The landscape character area of the Yerong Creek rural town centre includes several heritage listed buildings which provide interest within the town centre. The town attracts residents, workers and visitors from across the surrounding rural areas, and is of local landscape sensitivity.

Viewpoints

The following viewpoint was selected as representative of the potential range of views at the Proposed Change area. The location of this viewpoint is shown in Figure 4-4.

Viewpoint 9

- View east from Plunkett Street
- This view is located within the Yerong Creek Urban Conservation Area and includes several heritage character buildings. This view would be seen by local residents and visitors from the surrounding rural area.
- Day-time sensitivity noted as local

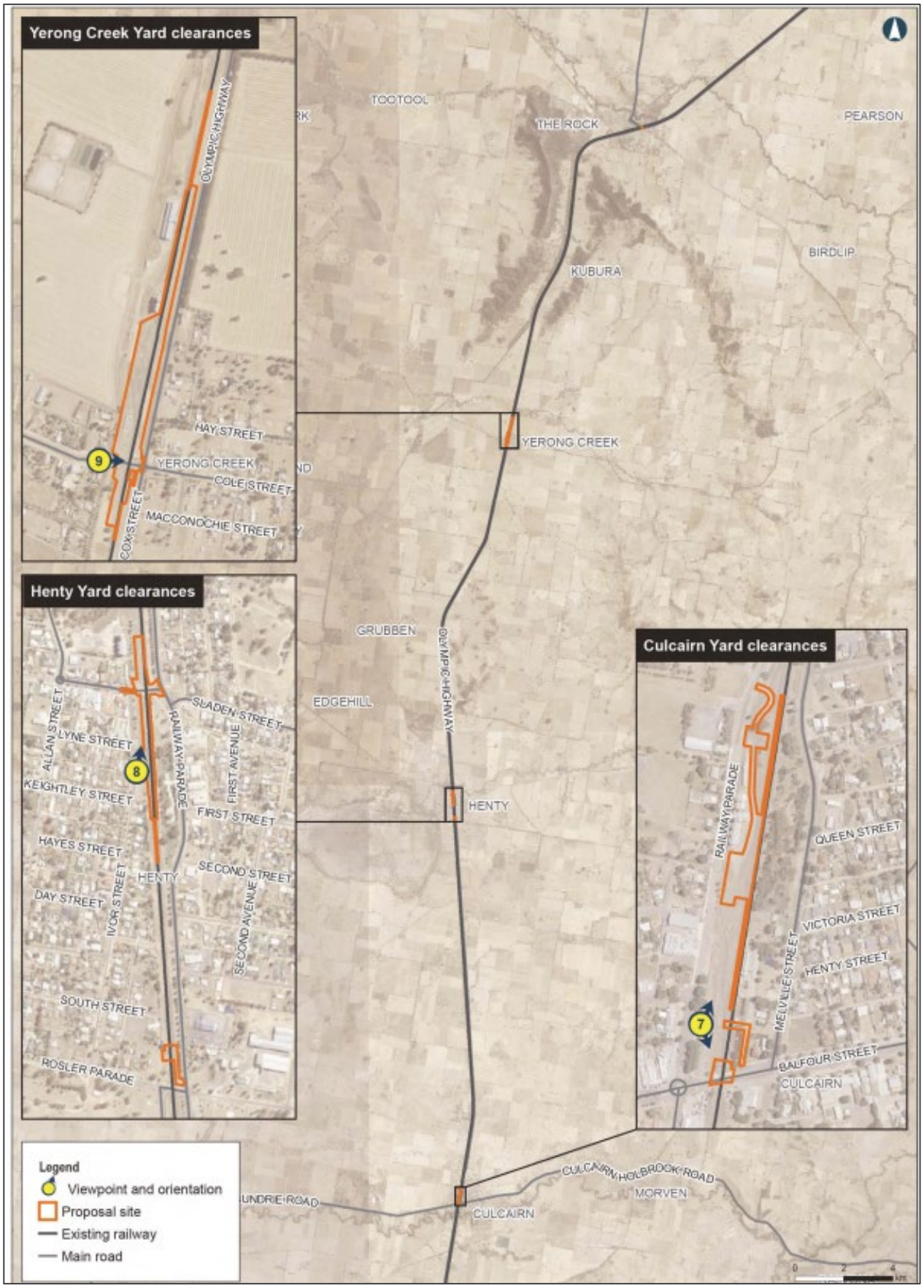


Figure 4-5: EAD mapped location of viewpoint 9 in relation to the Proposed Change

4.9.2 Impact assessment

Landscape character

Landscape character impacts may occur, primarily due to the scale of the works occurring during construction and/or due to the higher sensitivity of the landscape character unit, such as:

- Construction work within and external to the rail corridor, which requires the use of heavy HDD equipment and trucks.

Viewpoints

The Proposed Change is not expected to result in any impacts to the existing viewpoints within the Yerong Creek site.

Night-time visual

The Proposed Change activities may occur outside of standard construction hours, with the potential for minor-moderate light spill impacts affecting neighbouring residential properties. Generally, lighting would be designed to minimise light spill beyond the construction area (EIS, Chapter 17).

4.9.3 Conclusion

Potential impacts to landscape character (excluding non-Aboriginal heritage) and viewpoints are considered to be short-term and minor in nature. For a detailed consideration on the impact of the Proposed Change area to heritage items and sites (including associated viewpoints) refer to Section 4.5.

All applicable mitigation measures in the Conditions of Approval (CoAs) and Updated Mitigation Measures (UMMs) will be implemented, with any additional mitigation measures outlined in Table 4-12.

4.10 Matters of national environmental significance

As discussed in Section 1.1, the A2I Project was referred to the Australian Government Minister for the Environment under the EPBC Act due to potential for impacts on protected matters on 2 June 2020 (EPBC Referral No 202/8670). On 29 June 2020, DAWE notified that the proposal is not a controlled action, and hence approval under the EPBC Act is not required.

The Proposed Change is considered against matters of national environmental significance and impacts on Commonwealth land in accordance with the EPBC Act in Table 4-11, which determined that there would be no impacts on matters of national environmental significance, and no referral is required.

Table 4-11: Matters of national environmental significance

FACTOR	IMPACT (YES/NO)	IMPACT DESCRIPTION
Any impact on a World Heritage property?	No	No, there are no impacts on a World Heritage property resulting from the proposed works.
Any impact on a National Heritage place?	No	No, there are no impacts on a National Heritage place resulting from the proposed works.
Any impact on a wetland of international importance?	No	No, there are no impacts on a wetland of international importance resulting from the proposed works.
Any impact on a listed threatened species or communities?	No	No, there are no impacts to threatened species, populations or ecological communities are expected as a result of the proposed activity.
Any impacts on listed migratory species?	No	No, there are no impacts to threatened species, populations or ecological communities are expected as a result of the proposed activity.

FACTOR	IMPACT (YES/NO)	IMPACT DESCRIPTION
Any impact on a Commonwealth marine area?	No	No, there are no impacts on a Commonwealth marine area resulting from the proposed works.
Does the proposal involve a nuclear action (including uranium mining)?	No	No, the proposal does not involve a nuclear action, including uranium mining.
Additionally, any impact (direct or indirect) on Commonwealth land?	No	The Proposed Change is not located in proximity to and would not have any direct or indirect impact on, any Commonwealth land, as per a review of the publicly available 'Commonwealth Owned Land' dataset provided by the Commonwealth Department of Finance (dated 27 August 2024).

4.11 Environmental management measures

Table 4-12 outlines any changes to relevant CoAs and UMMs, called EMMs in this document, that will be implemented as additional management measures for the Proposed Change.

Table 4-12: Additional mitigation measures

ASPECT	NATURE AND EXTENT OF IMPACTS (NEGATIVE AND POSITIVE) DURING CONSTRUCTION (IF CONTROL MEASURES IMPLEMENTED) OF THE PROPOSED CHANGE, RELATIVE TO THE APPROVED PROJECT	PROPOSED CONTROL MEASURES IN ADDITION TO PROJECT COA AND UMM	MINIMAL IMPACT YES/NO	ENDORSED	
				Yes/No	Comments
Traffic and transport	The Proposed Change's scope of works would not result in an increase in the level of impact assessed as part of the A2I EAD and would not impact on the Project's ability to comply with relevant CoAs and UMMs.	No additional mitigation measures required.	Yes		
Noise and vibration	The Proposed Change's scope of works would not result in an increase in the level of impact assessed as part of the A2I EAD and would not impact on the Project's ability to comply with relevant CoAs and UMMs.	No additional mitigation measures required.	Yes		
Aboriginal heritage	The assessment for Aboriginal heritage using the Due Diligence Code has determined that the Proposed Change area has a low likelihood of harming Aboriginal objects or landscape features with archaeological sensitivity. No previously recorded Aboriginal sites are within, or near to, the CIZ extension, and it was determined that due to land use disturbance, there is a very low likelihood of intact, subsurface archaeological deposits. As documented in Table 6-1 of the HA, no further archaeological investigation is required. The works may proceed with caution and in the unlikely event that Aboriginal objects are encountered, refer to the Unexpected Finds Procedure (Heritage and Human Remains) presented under Appendix E.	No additional mitigation measures required.	Yes		

Non-Aboriginal heritage	The proposed works associated with the CIZ extension do not entail significant ground disturbing works and all heritage fabric within the conservation area will be avoided. As such, it is assessed that there will be negligible impact to the heritage values of Yerong Creek Urban Conservation Area (C3). It is assessed that the proposed works may proceed with caution with no further management measures. In the unlikely event that historic objects are encountered, refer to the Unexpected Finds Procedure (Heritage and Human Remains) presented under Appendix E	No additional mitigation measures required.	Yes		
Biodiversity	The potential impacts on biodiversity identified for the Proposed Change can be appropriately managed in accordance with the CoAs and through implementation of the UMMs outlined in the Construction Biodiversity Management Plan for the Project.	The small area containing PCT277 at the eastern end of the CIZ extension on Cole Street is a designated 'No Impact ' areas (0.02 ha) and will have a biodiversity exclusion zones established around it using flagging / fencing and signage.	Yes		
Soils and contamination	Management measures associated with the handling, storage, classification, transport, disposal and any contamination risks of drilling fluids generated by HDD underboring activities are set out and explained within the Utilities Management Framework (UMF) (EIS, Appendix D) and are adapted here for this document.	1. Solid and liquid wastes would be managed and classified in accordance with the *Waste Classification Guidelines, Part 1: Classifying Waste, (EPA,2014b)* and disposed of to an appropriately licensed facility by an appropriately licensed waste contractor. 2. Drilling fluids used during underboring or horizontal directional drilling would be appropriately stored in accordance with a drilling fluid management	Yes		

		plan, which will be prepared for the activity.			
Air quality	The residual air quality impacts would be negligible to low risk and short-term.	No additional mitigation measures required.	Yes		
Landscape and visual	Potential impacts to landscape character, viewpoints, and night-time visuals are considered to be short-term and minor in nature.	No additional mitigation measures required.	Yes		

5 Consistency assessment

Table 5.1 presents a set of questions that assist Inland Rail to determine whether the Proposed Change can be considered consistent with the Minister's approval.

Table 5-1: Consistency questions

CONSISTENCY QUESTION	DISCUSSION	CONSISTENT
Q1) 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?	As considered throughout this document, the Proposed Change is being carried out in accordance with the EAD.	Yes
Q2) Is the modification such a radical transformation of the project as a whole, as to be, in reality, an entirely new project? Note: If answered Yes, a new project application may be required.	The Proposed Change does not constitute a modification, is not a radical transformation of the Project as a whole and is not an entirely new Project.	Yes
Q3) 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 Proposed Change, as considered in Chapter 2 is considered "consistent with" the Infrastructure Approval. The Proposed Change is considered to be consistent with the impacts contemplated by the EAD outlined in CoA 1 of the Infrastructure Approval.	Yes
Q4) 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 Change is considered "consistent with" the Project, including any potential cumulative impacts. Any subsequent consistency assessments would be subject to separate consideration for potential cumulative impacts.	Yes

6 Monitoring and Reporting

There are no further monitoring or reporting required as a result of the Proposed Change.

7 Conclusion

Based on the consistency assessment in this report, the Proposed Change is considered:

☒Consistent with the Ministers Conditions of Approval, and the Updated Mitigation Measures.

☐~~Not consistent with the Ministers Conditions of Approval, and the Mitigation Measures. A modification to the Project approval must be prepared and submitted to the Department of Planning Infrastructure and Environment for approval.~~

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8 Certification

Author

This consistency assessment provides a true and fair review of the Proposed Change for the Inland Rail – Albury to Illabo Project.

Name: Simon Fisher	**Signature:** DocuSigned by: F858C386E017448...
Position: Environmental Lead	**Date:** 25/08/2026
Organisation: Martinus Rail	

Inland Rail

The Proposed Change, subject to the implementation of all the environmental requirements of the Project, is consistent with the Division 5.2 approval.

Name:	**Signature:**
Position:	**Date:**
Organisation:	

Name:	**Signature:**
Position: (Manager)	**Date:**
Organisation:	

I have examined the Proposed Changes by reference to the Division 5.2 approval in accordance with Section 5.25(2) of the EP&A Act. I consider that the proposal is consistent with the Division 5.2 approval.

I agree / do not agree with the recommendations of the [Insert above signatory e.g. PEL] and approve / do not approve of the carrying out the Proposed Change in accordance with those recommendations.

Appendix A Construction Noise and Vibration Impact Statement (SLR)

A2I | Albury to Illabo – Yerong Creek Yard Clearances

Construction Noise and Vibration Impact Statement

Martinus Rail

1/23-27 Waratah Street, Kirrawee, NSW 2232

Prepared by:

SLR Consulting Australia

Tenancy 202 Submarine School, Sub Base Platypus, 120 High Street, North Sydney NSW 2060, Australia

SLR Project No.: 610.031317.00001

Client Reference No.: R11

28 July 2026

Revision: v1.3

Making Sustainability Happen

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
v1.3	28 July 2026	Adam Sirianni	Steven Luzuriaga	
v1.2	24 July 2026	Adam Sirianni	Steven Luzuriaga	
v1.1	2 May 2025	Adam Sirianni	Steven Luzuriaga	
v1.0	15 April 2025	Adam Sirianni	Steven Luzuriaga	

Basis of Report

This report has been prepared by SLR Consulting Australia (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Martinus Rail (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.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

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Appendices

Appendix A Acoustic Terminology
Appendix B Modelling Scenarios and Equipment
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Appendix D Receivers Triggering Additional Mitigation

Acronyms and Abbreviations

AA	The Acoustics Advisor for the CSSI approved by the Planning Secretary
A2I	Albury to Illabo section of the Inland Rail project
ARTC	Australian Rail Track Corporation
AS	Australian Standard
AV:ATG	Assessing Vibration: a technical guideline (DEC, 2006)
BS	British Standard
dBA	A-weighted decibel (referenced 20 µPa)
DPHI	Department of Planning, Housing and Infrastructure
CEMP	Construction Environmental Management Plan
CNVF	Inland Rail NSW Construction Noise and Vibration Framework
CNVMP	Construction Noise and Vibration Management Plan
CSSI	Critical Stage Significant Infrastructure
DEC	Department of Environment and Conservation
DECC	Department of Environment and Climate Change (now NSW EPA)
DIN	Deutches Institut für Normung (German Institute for Standardisation)
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979
EPA	Environment Protection Authority
EPL	Environmental Protection Licence
ER	The Environmental Representative(s) for CSSI approved by the Planning Secretary.
HNA	Highly Noise Affected
Hz	Hertz
ICNG	Interim Construction Noise Guideline (DECC, 2009
IR	Inland Rail
ISO	International Standards Organisation
km	Kilometres
km/h	Kilometres per hour
L_{Aeq}	Equivalent continuous noise level, providing a representation of the cumulative level of noise exposure over a defined period.
$L_{Aeq(15hour)}$	The equivalent continuous noise level for the 15-hour daytime period of 7.00 am to 10.00 pm
$L_{Aeq(9hour)}$	The equivalent continuous noise for the 9-hour night-time period of 10.00 pm to 7.00 am
$L_{Aeq(1hour)}$	The equivalent continuous noise for the 1-hour daytime or night-time period that has the potential to result in the greatest noise impact to sensitive receivers.

L_{Amax}	The maximum noise level during the measurement or assessment period. The L_{AFmax} or Fast is averaged over 0.125 of a second and the L_{ASmax} or Slow is averaged over 1-second.
m	Metres
mm	Millimetres
mm/s	Millimetres per second
m/s	Metres per second
MR	Martinus Rail
NCA	Noise Catchment Area
NML	Noise Management Level
NSW	New South Wales
NPfI	Noise Policy for Industry
OOHW	Out of hours work
PPV	Peak Particle Velocity
RBL	Rating background Level
TfNSW	Transport for New South Wales
VDV	Vibration Dose Value

Compliance Table

CoA	Requirement	Reference
A1	The Proponent must carry out the CSSI in accordance with the terms of this approval and generally in accordance with the: a) Inland Rail – Albury to Illabo Environmental Impact Statement (ARTC, August 2022) b) Albury to Illabo Response to Submissions (ARTC, November 2023) c) Albury to Illabo Preferred Infrastructure Report (ARTC, November 2023) d) Albury to Illabo Preferred Infrastructure Report Response to Submissions (ARTC, February 2024) e) Inland Rail – Albury to Illabo (SSI-10055) Response to request for additional information – Air Quality Assessment (letter dated 1 May 2024) f) Part 1 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024) g) Part 2 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024)	**The CNVMP**
A2	The CSSI must only be carried out in accordance with all procedures, commitments, preventative actions, performance criteria and mitigation measures set out in the documents listed in Condition A1 unless otherwise specified in, or required under, this approval.	**The CNVMP**
C9	The Construction Noise and Vibration Sub-plan must include, but not limited to: a) measures to reduce construction to standard ICNG hours where sensitive land uses are likely to be noise affected for more than 3 months; b) an approach to assess and manage construction fatigue from noise impacts on sensitive receivers on an ongoing basis; c) noise sensitive periods identified by the community, religious, educational institutions, noise and vibration-sensitive businesses and critical working areas and measures to ensure noise levels above the NMLs do not occur during sensitive periods in accordance with Condition E76; d) mitigation for construction traffic noise impacts from additional construction traffic and road diversions; e) the location of all heritage items, non-heritage structures and infrastructure likely to be impacted by vibration and measures to manage vibration impacts at those items and structures; and f) vibration levels at a range of distances from vibration intensive equipment such as excavators and vibratory rollers before undertaking works with the specific type and size of equipment.	**The CNVMP**
E68	A detailed land use survey must be undertaken to confirm sensitive land use(s) (including critical working areas such as operating theatres and precision laboratories) potentially exposed to construction noise and vibration, construction ground-borne noise and operational noise. The survey may be undertaken on a progressive basis but must be undertaken in any one area before the commencement of work which generates construction or operational noise, vibration or ground-borne noise in that area. The results of the survey must be included in the Noise and Vibration CEMP sub-plan required by Condition C8.	**The CNVMP, Section 3.0, Figure 1**
E69	Work must be undertaken during the following hours: a) 7:00am to 6:00pm Mondays to Fridays, inclusive;	**Section 2.2**

CoA	Requirement	Reference
	b) 7:00am to 6:00pm Saturdays; and c) at no time on Sundays or public holidays.	
E70	Except as permitted by an EPL, highly noise intensive works that result in an exceedance of the applicable NML at the same receiver must only be undertaken: a) between the hours of 8:00 am to 6:00 pm Monday to Friday; b) between the hours of 8:00 am to 1:00 pm Saturday; and c) if continuously, then not exceeding three (3) hours, with a minimum cessation of work of not less than one hour. For the purposes of this condition, 'continuously' includes any period during which there is less than one hour between ceasing and recommencing any of the work.	**Section 2.2.1**, **Section 8.2**
E71	Notwithstanding Conditions E69 and E70, work may be undertaken outside the hours specified in the following circumstances (a, b, or c): a) Safety and Emergencies, including: i. for the delivery of materials required by the NSW Police Force or other authority for safety reasons; or ii. where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm. On becoming aware of the need for emergency work in accordance with Condition E71(a), the AA, the ER, the Planning Secretary and the EPA must be notified of the reasons for such work. Best endeavours must be used to notify all noise and/or vibration affected residents and owners/occupiers of properties identified sensitive land use(s) of the likely impact and duration of those work. b) Work, that meets the following criteria;: i. construction that causes $L_{Aeq(15\ minute)}$ noise levels: • no more than 5 dB(A) above the rating background level at any residence in accordance with the ICNG, and • no more than the 'Noise affected' NMLs specified in Table 3 of the ICNG at other sensitive land use(s); and ii. construction that causes L_{AFmax} noise levels no more than 15 dB above the rating background level at any residence during the night period as defined in the ICNG. and iii. construction that causes: • continuous or impulsive vibration values, measured at the most affected residence no more than the preferred values for human exposure to vibration, specified in Table 2.2 of *Assessing Vibration: a technical guideline* (DEC, 2006), or • intermittent vibration values measured at the most affected residence no more than the preferred values for human exposure to vibration, specified in Table 2.4 *of Assessing Vibration: a technical guideline* (DEC, 2006). c) By Approval, including: i. where different construction hours, such as those for a rail possession, are permitted under an EPL in force in respect of the CSSI; or ii. works which are not subject to an EPL that are approved under an Out-of-Hours Work Protocol as required by Condition E72; or iii. negotiated agreements with directly affected residents and sensitive land use(s).	**Section 2.3**

CoA	Requirement	Reference
E72	An Out-of-Hours Work Protocol must be prepared to identify a process for the consideration, management and approval of work which is outside the hours defined in Conditions E69, and that are not subject to an EPL. The Protocol must be approved by the Planning Secretary before commencement of the Out-of-Hours Work. The Protocol must be prepared in consultation with the ER, AA and EPA. The Protocol must include: a) identification of low and high-risk activities and an approval process that considers the risk of activities, proposed mitigation, management, and coordination, including where: i. the ER and AA review all proposed out-of-hours activities and confirm their risk levels, ii. low risk activities can be approved by the ER in consultation with the AA, and iii. high risk activities that are approved by the Planning Secretary; b) a process for the consideration of out-of-hours work against the relevant NML and vibration criteria; c) a process for selecting and implementing mitigation measures for residual impacts in consultation with the community at each affected location, including respite periods. The measures must take into account the predicted noise levels and the likely frequency and duration of the out-of-hours works that sensitive land use(s) would be exposed to, including the number of noise awakening events; d) procedures to facilitate the coordination of out-of-hours work including those approved by an EPL or undertaken by a third party, to ensure appropriate respite is provided; and e) notification arrangements for affected receivers for approved out-of-hours work and notification to the Planning Secretary of approved low risk out-of-hours works. This condition does not apply if the requirements of Condition E71 are met.	**The CNVMP, Section 2.4**
E73	Except as permitted by an EPL, out-of-hours work that may be regulated through the Out-of-Hours Work Protocol as per Condition E72, but is not limited to: a) Carrying out work that if carried out during standard hours would result in a high risk to construction personnel or public safety based on a risk assessment carried out in accordance with AS/NZS ISO 31000:2009: “Risk management; or b) where the relevant roads authority has advised the Proponent in writing that carrying out the work during standard hours would result in a high risk to road network performance and a road occupancy licence will not be issued; or c) where the relevant utility service operator has advised the Proponent in writing that carrying out the work during standard hours would result in a high risk to the operation and integrity of the utility network; or d) work undertaken in a rail possession for operational or safety reasons. *Note: Other out-of-hours works can be undertaken with the approval of an EPL, or through the project’s Out-of-Hours Work Protocol for works not subject to an EPL.*	**Section 2.3**
E74	Mitigation measures must be implemented with the aim of achieving the following construction noise management levels and vibration objectives:	**The CNVMP, Section 4.0**, **Section 8.0**

CoA	Requirement	Reference
	a) construction 'Noise affected' NMLs established using the Interim Construction Noise Guideline (DECC, 2009); b) vibration criteria established using *the Assessing vibration: a technical guideline* (DEC, 2006) (for human exposure); c) Australian Standard AS 2187.2 - 2006 "*Explosives - Storage and Use - Use of Explosives*"; d) BS 7385 Part 2-1993 "*Evaluation and measurement for vibration in buildings Part 2*" as they are "applicable to Australian conditions"; and e) the vibration limits set out in the *German Standard DIN 4150-3: Structural Vibration- effects of vibration on structures* (for structural damage). Work that exceeds the noise management levels and/or vibration criteria must be managed in accordance with the Noise and Vibration CEMP sub-plan. *Note: The ICNG identifies 'particularly annoying' activities that require the addition of 5 dB(A) to the predicted level before comparing to the construction NML.*	
E75	Mitigation measures must be applied when the following residential ground-borne noise levels are exceeded: a) evening (6:00 pm to 10:00 pm) — internal $L_{Aeq(15\ minute)}$: 40 dB(A); and b) night (10:00 pm to 7:00 am) — internal $L_{Aeq(15\ minute)}$: 35 dB(A). The mitigation measures must be outlined in the Noise and Vibration CEMP sub-plan, including in any Out-of-Hours Work Protocol, required by Condition E72.	**Section 4.2.3**
E76	Noise generating work in the vicinity of community, religious, educational institutions, noise and vibration-sensitive businesses and critical working areas (such as exam halls, theatres, laboratories and operating theatres) resulting in noise levels above the NMLs must not be timetabled during sensitive periods, unless other reasonable arrangements with the affected institutions are made at no cost to the affected institution.	**Section 8.0**
E77	At no time can noise generated by construction exceed the National Standard for exposure to noise in the occupational environment of an eight-hour (8hr) equivalent continuous A-weighted sound pressure level of $L_{Aeq,8h}$ of 85 dB(A) for any employee working at a location near the CSSI.	**Section 8.6**
E78	Construction Noise and Vibration Impact Statements (CNVIS) must be prepared for work that may exceed the noise management levels, vibration criteria and/or ground-borne noise levels specified in Condition E74 and Condition E75 at any residence outside construction hours identified in Condition E69, or where receivers will be highly noise affected. The CNVIS must include specific mitigation measures identified through consultation with affected sensitive land use(s) and the mitigation measures must be implemented for the duration of the works. A copy of the CNVIS must be provided to the AA and ER prior to the commencement of the associated works. The Planning Secretary may request a copy/ies of CNVIS.	**This report** **Section 8.5**
E79	Owners and occupiers of properties at risk of exceeding the screening criteria for cosmetic damage must be notified before work that generates vibration commences in the vicinity of those properties. If the potential exceedance is to occur more than once or extend over a period of 24 hours, owners and occupiers are to be provided a schedule of potential exceedances on a monthly basis for the duration of the potential exceedances, unless otherwise agreed by the owner and occupier. These properties must be identified and considered in	**Section 8.0**

CoA	Requirement	Reference
	the Noise and Vibration CEMP Sub-plan required by Condition C8 and the Community Communication Strategy required by Condition B1.	
E80	Vibration testing must be undertaken before and during vibration generating activities that have the potential to impact on heritage items to identify minimum working distances to prevent cosmetic damage. In the event that the vibration testing and attended monitoring shows that the preferred values for vibration are likely to be exceeded, the construction methodology must be reviewed and, if necessary, additional mitigation measures implemented.	**Section 6.1, Section 8.0**
E81	Advice from an independent heritage specialist must be sought on methods and locations for installing equipment used for vibration, movement and noise monitoring at heritage-listed structures. *Note: The heritage specialist is to provide advice prior to installing equipment that may impact the heritage significance or structural integrity of the heritage listed structures.*	**Section 8.0**
E83	All work undertaken for the delivery of the CSSI, including those undertaken by third parties (such as utility relocations), must be coordinated to ensure respite periods are provided. This must include: a) rescheduling work to provide respite to impacted noise sensitive land use(s) so that the respite is achieved; or b) the provision of alternative respite or mitigation to impacted noise sensitive land use(s); and c) the provision of documentary evidence to the AA in support of any decision made in relation to respite or mitigation. The consideration of respite must also include all other CSSI, SSI and SSD projects which may cause cumulative and/or consecutive impacts at receivers affected by the delivery of the CSSI.	**Section 8.0, Section 8.2**
E119	The Proponent must coordinate Work with adjoining Inland Rail Projects, including any work to relocate or connect utilities, to minimise cumulative and consecutive noise and vibration impacts and maximise respite for affected sensitive land uses. Coordination and mitigation measures must be detailed in the Construction Noise and Vibration management Sub-plan required by Condition C9.	**Section 8.0, Section 8.2, Section 9.0**
E122	Property damage caused directly or indirectly (for example from vibration or from groundwater change) by the construction or operation must be rectified at no cost to the owner. Alternatively, compensation may be provided for the property damage as agreed with the property owner.	**Section 6.1**

1.0 Introduction

SLR Consulting Australia Pty Ltd (SLR) has been engaged by Martinus Rail (MR) to prepare a construction noise and vibration impact statement (CNVIS) for the work at the Yerong Creek Yard. These sites form part of the Albury to Illabo (A2I) section of Inland Rail (the Project). This assessment has been prepared in accordance with the Construction Noise and Vibration Management Plan (CNVMP) for the A2I section of the Project.

This report assesses the potential construction noise and vibration impacts for the work at Yerong Creek Yard. An explanation of the specialist acoustic terminology used in this report is provided in **Appendix A**.

2.0 Project Description

Inland Rail is an approximate 1,600 kilometres (km) freight rail network that will connect Beveridge and Kagaru via regional Victoria, New South Wales and Queensland. The Inland Rail route would involve using approximately 1,000 km of existing track (with enhancements and upgrades where necessary) and 600 km of new track, passing through 30 local government areas. Inland Rail will accommodate double-stacked freight trains up to 1,800 metres (m) long and 6.5 m high.

The Albury to Illabo (A2I) section (the Project) forms a key component of the Inland Rail program. It is a 185 km section of existing rail corridor located in regional NSW between the towns of Albury and Illabo. Works would include track realignment, lowering and/or modification within the existing rail corridor, modification, removal or replacement of bridge structures (rail, road and/or pedestrian bridges), raising or replacing signal gantries, level-crossing modifications and other associated works. This CNVIS is associated with the work at Yerong Creek Yard.

Relevant noise and vibration conditions from the Conditions of Approval (CoA) are detailed within the compliance table at the beginning of this document and will be complied with during the work.

2.1 Scope of this CNVIS

The focus of this CNVIS is the work at Yerong Creek Yard. Work at this site includes:

- Site Establishment/Demobilisation
- Compound Operation
- Geotechnical Investigation
- Track work
- Track Tamping
- Drainage Work
- Signaling Work
- Level Crossing Work

Further details of work activities are outlined in **Section 5.1**. The work area is within a small rural town surrounded by a combination of residential, commercial, educational receivers and places of worship. The Project location, work areas and surrounding receivers are shown in **Figure 1**.

2.2 Hours of work

In accordance with the Construction Noise and Vibration Management Plan (CNVMP) and 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.

2.2.1 Highly Noise Intensive Work

As outlined in the CoA E70, any highly noise intensive works that result in an exceedance of the applicable NML at the same receiver must only be undertaken:

a) Between 08:00am – 06:00pm Monday to Friday;

b) Between 08:00am – 01:00pm Saturday; and

c) If continuously, then not exceeding (3) hours, with a maximum cessation of work of not less than one hour.

The CoA defines 'highly noise intensive works' as those identified as annoying under the Interim Construction Noise Guideline (ICNG) and include:

- Use of power saws, such as used for cutting timber, rail lines, masonry, road pavement or steel work;
- Grinding metal, concrete or masonry;
- Rock drilling;
- Line drilling;
- Vibratory rolling;
- Bitumen milling or profiling;
- Jackhammering, rock hammering or rock breaking;
- Impact piling; and
- Tamping (for rail projects).

2.3 Variation to hours of work

Notwithstanding CoA E69 and E70, work may be undertaken outside the hours specified in the CoA E71 circumstances (a, b, or c):

a) Safety and Emergencies, including:

i. for the delivery of materials required by the NSW Police Force or other authority for safety reasons; or

ii. where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm.

On becoming aware of the need for emergency work in accordance with Condition (a), the AA, the ER, the Planning Secretary and the EPA must be notified of the reasons for such work. Best endeavours must be used to notify all noise and/or vibration affected residents and owners/occupiers of properties identified sensitive land use(s) of the likely impact and duration of those work.

a) Work, that meets the following criteria;:

i. construction that causes $L_{Aeq(15\ minute)}$ noise levels:

- no more than 5 dB(A) above the rating background level at any residence in accordance with the ICNG, and
- no more than the 'Noise affected' NMLs specified in Table 3 of the ICNG at other sensitive land use(s); and

ii. construction that causes L_{AFmax} noise levels no more than 15 dB above the rating background level at any residence during the night period as defined in the ICNG. and

iii. construction that causes:

- continuous or impulsive vibration values, measured at the most affected residence no more than the preferred values for human exposure to vibration, specified in Table 2.2 *of Assessing Vibration: a technical guideline* (DEC, 2006), or
- intermittent vibration values measured at the most affected residence no more than the preferred values for human exposure to vibration, specified in Table 2.4 of *Assessing Vibration: a technical guideline* (DEC, 2006).

b) By Approval, including:

i. where different construction hours, such as those for a rail possession, are permitted under an EPL in force in respect of the CSSI; or

ii. works which are not subject to an EPL that are approved under an Out-of-Hours Work Protocol as required by Condition ; or

iii. negotiated agreements with directly affected residents and sensitive land use(s).

2.4 Justification of Out of Hours Work (OOHW)

Work activities that may be required or proposed to be undertaken outside of standard working hours will be managed in accordance with the OOHW Protocol as defined in CoA E72 and E73, unless the work is regulated by an EPL.

All work on or adjacent to roads would be carried out in accordance with a relevant Traffic Control Plan (TCP), Road Occupancy Licence (ROL) and/or rail possession to facilitate safe work near live road/rail traffic. Where an ROL/rail possession cannot be obtained for the approved project hours and/or proposed works cannot be undertaken safely during these hours, some works will be required to be undertaken outside of standard hours (ie Out of Hours Work, OOHW).

As outlined in the ICNG, work undertaken on public infrastructure may need to be undertaken outside the recommended standard hours. For this project the need is based on a requirement to sustain the operational integrity of public infrastructure, as works to restore operation of the infrastructure provide benefit to the greater community (ie more than just local residents).

Further detail around the specific work tasks, duration and justification of OOHW must be identified in the OOHW permit, required by the OOHW Protocol or EPL.

3.0 Existing Environment

The existing ambient noise environment was described in Environmental Impact Statement (EIS), Technical Paper 6 – Noise and Vibration (Non-Rail) for the Albury to Illabo project. This section provides details of the existing ambient noise environment relevant to the Yerong Creek Yard clearances work.

The noise catchment area (NCA) used is consistent with the NCA described in the EIS and are shown in **Figure 1** with the receiver classifications and approximate noise monitoring locations.

Sensitive land uses and receiver classifications within the project area were confirmed through a detailed land use survey undertaken in August 2024. Results of the land use survey have been incorporated into the receiver classifications shown in **Figure 1.**

3.1 Background Noise Levels

Background noise levels have been referenced from the baseline noise survey undertaken as part of the EIS and reproduced in the CNVMP. The background noise levels relevant to the Yerong Creek Yard Clearances work are summarised in **Table 1**.

Table 1 Background Noise Levels

Noise Monitoring Location	NCA	Rating background Level (RBL) dBA NPfI defined time periods[1]		
		Daytime period	Evening period	Night-time period
7	NCA07	39	39[2] (41)	30

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 (NPfI).

Note 2: The evening RBL data has been reduced to the daytime period RBL in this case (bracketed figures indicates the measured value).



0 250 500 m

Scale: 1:10,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

SLR

Data Source:
ESRI World Imagery

DISCLAIMER: All information within this document maybe based on external sources. SLR Consulting Pty Ltd makes no warranty regarding the data's accuracy or reliability for any purpose .

Document No: 6-0052-210-EEC-G3-AS-0001_1

Reciever Classifications and Noise Monitoring Locations

FIGURE 1

H:\Projects-SLR\610-SrvSYD\610-SYD\610.031317.00001 Inland Rail A2P Enhancement\06 SLR Data\05 Modelling\90 CNVIS\02 A2I\07 Analysis\Yerong Creek\610.031317 A2I CNVIS - Yerong Creek - BNK.qgz

4.0 Assessment Criteria

4.1 Construction Noise and Vibration Guidelines

The standards and guidelines relevant to the Project are listed in **Table 2**. These guidelines aim to protect the community and environment from excessive noise and vibration impacts during construction of projects.

Table 2 Construction Noise and Vibration Standards and Guidelines

Guideline/Policy Name	Where Guideline Used
Inland Rail NSW Construction Noise and Vibration Framework (CNVF)	Assessment and management protocols for airborne noise, ground-borne noise and vibration impacts for construction of NSW Inland Rail projects
Interim Construction Noise Guideline (ICNG) (DECC, 2009)	Assessment of airborne noise impacts on sensitive receivers
Environmental Criteria for Road Traffic Noise (ECRTN) (EPA, 1999)	Contains guidance for assessing potential sleep disturbance impacts
Road Noise Policy (RNP) (DECCW, 2011)	Assessment of construction traffic impacts
BS 7385 Part 2-1993 Evaluation and measurement for vibration in buildings Part 2, BSI, 1993	Assessment of vibration impacts (structural damage) to non-heritage sensitive structures
DIN 4150:Part 3-2016 Structural vibration – Effects of vibration on structures, Deutsches Institut für Normung, 2016	Screening assessment of vibration impacts (structural damage) to heritage sensitive structures, where the structure is found to be unsound
Assessing Vibration: a technical guideline (DEC, 2006)	Assessment of vibration impacts on sensitive receivers
AS2187.2:2006 Explosives – Storage and use Part 2: Use of explosives	Assessment of impacts from blasting activities
Construction Noise and Vibration Guideline (Public Transport Infrastructure) (CNVG-PTI) (Transport for NSW, 2023)	Utilised for minimum working distances for vibration intensive work.

4.2 Noise Management Levels

The noise management levels (NMLs) for residential and other sensitive receivers have been adopted from the CNVMP, as determined in the EIS. Receiver types and locations are shown **Figure 1**.

4.2.1 Residential Receivers

Project-specific NMLs for residential receivers were determined for NCA07 which encompasses all assessable receivers within the Yerong Creek area. NMLs for other sensitive receivers are fixed values adopted from the Interim Construction Noise Guideline (ICNG) (DECC, 2009) and outlined in the CNVMP. Residential NMLs for the NCA surrounding the work site are shown in **Table 3**.

Table 3 Residential Noise Management Levels

NCA	Noise Management Level ($L_{Aeq(15minute)}$ - dBA)				Sleep disturbance Screening Level (RBL +15dB or 52 dB)	Sleep Awakening Reaction Level
	Approved Hours (RBL +10dB)	Out of Hours[1]				
		Daytime (RBL +5dB)	Evening (RBL +5dB)	Night-time (RBL +5dB)		
NCA07	49	44	44	35	52	65

Note 1: Approved Construction Hours are Monday to Saturday 7 am to 6 pm, as defined in CoA E69.

Note 2: Work outside of the Approved Hours is defined as OOHW = Out of Hours Work. Daytime out of hours is Sunday and public holidays between 8 am to 6 pm. Evening is 6pm to 10pm Monday – Sunday (including public holidays). Night-time is 10pm to 7am Monday –Saturday and 10pm to 8am Sunday (including public holidays).

Highly Noise Affected

In addition to the NMLs presented above, the ICNG highly noise affected level (>75 dBA) represents the point above which there may be strong community reaction to noise and is applicable to all residential receivers during approved project hours as outlined in the CNVMP and the ICNG.

Sleep Disturbance

Where the sleep disturbance screening level (RBL + 15 dB or 52 dB, whichever is greater, see **Table 3**) is exceeded, further assessment is required to determine whether the 'awakening reaction' level of L_{Amax} 65 dBA (external) would be exceeded and the likely number of these events. The awakening reaction level is the level above which residents are likely to be awoken from sleep.

4.2.2 Other Sensitive Land Uses and Commercial Receivers

The ICNG NMLs for 'other sensitive' non-residential land uses are shown in **Table 4**. The ICNG references *AS2107:2016 Acoustics – Recommended design sound levels and reverberation times for building interiors* for criteria for 'other sensitive' receivers which are not listed in the guideline. Neither the ICNG nor AS2107 provide criteria for child care centres so the Association of Australian Acoustical Consultants *Guideline for Child Care Centre Acoustic Assessment* (GCCCAA) has been referenced.

Table 4 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 which generate noise)	-	65
Passive recreation areas (characterised by contemplative activities that generate little noise)	-	60
Commercial	-	70
Industrial	-	75



Land Use	Noise Management Level $L_{Aeq(15minute)}$ (dBA) (Applied when the property is in use)	
	Internal	External
Non-ICNG 'Other Sensitive' Receivers		
Hotel – daytime & evening[3]	50	60[1,5]
Hotel – night-time[3]	35	45[1,5]
Child care centres – activity areas[4]	40	50[1,5]
Child care centres – sleeping areas[4]	35	45[1,5]
Library[3]	45	55[1,5]
Public Building[3]	50	60[1,5]
Aged Care	Considered as Residential	

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.

Note 3: Criteria taken from AS2107.

Note 4: Criteria taken from Association of Australian Acoustical Consultants Guideline for Child Care Centre Acoustic Assessment.

Note 5: Some receivers near highways or rail lines may have building façade mitigation and air-conditioning. Where evidence is provided a 20dB reduction from external to internal may be adopted.

4.2.3 Ground-borne Noise

Construction work can cause ground-borne (structure-borne or regenerated) noise impacts in nearby buildings when vibration intensive equipment is in use, such as during tunnelling or excavation work using tunnel boring machines, roadheaders or rockbreakers. Vibration can be transmitted through the ground and into nearby buildings, which can then create audible noise impacts inside the building.

Ground-borne noise NMLs are applicable where ground-borne noise levels are likely to be higher than airborne noise levels, which can occur where work is underground or where surface work is shielded by noise barriers, other structures or façade mitigation at the receiver. Ground-borne noise is generally found to generate impacts during the evening and night-time periods when ambient noise levels are often much lower, and ground-borne noise is more prominent.

The internal ground-borne noise NMLs for residential receivers are shown in **Table 5**.

Table 5 Internal ground-borne NMLs

Receiver Type	Noise Management Level ($L_{Aeq(15minute)}$ – dBA)		
	Daytime[1]	Evening[2]	Night-time[2]
Residential	n/a	40	35

Note 1: Daytime ground-borne noise NMLs are not specified in the ICNG of CoA.

Note 2: Specified in the ICNG and CoA E75.

For other sensitive receivers, including commercial receivers such as offices and retail areas, the ICNG does not provide guidance in relation to acceptable ground-borne noise levels. For the purpose of this CNVIS, the internal airborne NMLs presented in **Table 4** will also be adopted for ground-borne noise.



4.3 Vibration Criteria

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

- Those in which the occupants of buildings are disturbed (**human comfort**). People can sometimes perceive vibration impacts when vibration generating construction work is located close to occupied buildings. Vibration from construction work tends to be intermittent in nature and the EPA's Assessing Vibration: a technical guideline (2006) (AV:ATG) provides criteria for intermittent vibration based on the Vibration Dose Value (VDV), as shown in **Table 6**. While the construction activities for the proposal are generally not expected to result in continuous or impulsive vibration impacts, corresponding criteria are provided in **Table 7**.
- Those where building contents may be affected (**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 or medical imaging equipment, are in buildings near to construction work. No such equipment has been identified in the study area.
- Those where the integrity of the building may be compromised (**structural/cosmetic damage**). If vibration from construction work is sufficiently high it can cause cosmetic damage to elements of affected buildings. Industry standard cosmetic damage vibration limits are specified in British Standard BS 7385 and German Standard DIN 4150. The limits are shown in **Table 8** and **Table 9**.

Table 6 Human Comfort Vibration – 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.

Table 7 Human Comfort Vibration – Preferred and Maximum Weighted Root Mean Square Values for Continuous and Impulsive Vibration Acceleration (m/s^2) 1–80 Hz

Location	Assessment period	Preferred values		Maximum values	
		z-axis	x- and y-axis	z-axis	x- and y-axis
Continuous vibration					
Residential	Daytime	0.010	0.0071	0.020	0.014
	Night-time	0.007	0.005	0.014	0.010
Offices, schools, educational institutions and places of worship	Day or night-time	0.020	0.014	0.040	0.028
Workshops	Day or night-time	0.04	0.029	0.080	0.058
Impulsive vibration					
Residential	Daytime	0.30	0.21	0.60	0.42
	Night-time	0.10	0.071	0.20	0.14
Offices, schools, educational institutions and places of worship	Day or night-time	0.64	0.46	1.28	0.92
Workshops	Day or night-time	0.64	0.46	1.28	0.92

Table 8 Cosmetic Damage – BS 7385 Transient Vibration Values for Minimal Risk of Damage

Group	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

Note 1: Where the dynamic loading caused by continuous vibration may give rise to dynamic magnification due to resonance, especially at the lower frequencies where lower guide values apply, then the guide values may need to be reduced by up to 50%.

Table 9 Cosmetic Damage – DIN 4150 Guideline Values for Short-term Vibration on Structures

Group	Type of Structure	Guideline Values Vibration Velocity (mm/s)				
		Foundation, All Directions at a Frequency of			Topmost Floor, Horizontal	Floor Slabs, Vertical
		1 to 10 Hz	10 to 50 Hz	50 to 100 Hz	All frequencies	All frequencies
1	Buildings used for commercial purposes, industrial buildings and buildings of similar design	20	20 to 40	40 to 50	40	20
2	Residential buildings and buildings of similar design and/or occupancy	5	5 to 15	15 to 20	15	20

Group	Type of Structure	Guideline Values Vibration Velocity (mm/s)				
		Foundation, All Directions at a Frequency of			Topmost Floor, Horizontal	Floor Slabs, Vertical
		1 to 10 Hz	10 to 50 Hz	50 to 100 Hz	All frequencies	All frequencies
3	Structures that, because of their particular sensitivity to vibration, cannot be classified as Group 1 or 2 **and** are of great intrinsic value (eg heritage listed buildings)	3	3 to 8	8 to 10	8	20[1]

Note 1: It may be necessary to lower the relevant guideline value markedly to prevent minor damage.

4.3.1 Heritage Buildings or Structures

Heritage listed buildings and structures should be considered on a case-by-case basis but BS 7385 notes that buildings of historical value should not be assumed to be more sensitive to vibration, unless structurally unsound. Where a heritage building is deemed to be sensitive, the more stringent DIN 4150 Group 3 guideline values in **Table 9** can be applied.

Heritage Structures

Table 10 includes heritage structures from Local Environment Plan that are within 100 m of any construction work areas at Yerong Creek.

Table 10 Heritage Items Nearby Construction Work Areas

Heritage Item	Listing	Construction/Condition
Yerong Creek Urban Conservation Area	Local (Lockhart LEP) C3	The conservation area is partially located within and adjacent to the railway corridor. The conservation area consists of nineteenth and early twentieth century buildings.
Yerong Creek Railway Station archaeological site	Unregistered potential heritage item.	The platform is of brick construction – stretcher bond capped with four corbelled courses. This is likely the site and remnants of the old railway station demolished in the 1980s.

Further information relating to the heritage items identified in **Table 10** are provided in the Construction Cultural Heritage Management Plan (CCHMP) and the NSW State Heritage Inventory. No structures nearby the work area are flagged as structurally unsound in the CCHMP and the NSW State Heritage Inventory.

As part of the enhancement works at the Yerong Creek Yard, full demolition of the Yerong Creek Railway Station platform is required to achieve safe and compliant track formation. Based on Ground Penetrating Radar Survey (GPR) results, commissioned by ARTC, the likelihood of significant archaeological deposits remaining intact at the site is low. A Martinus Unexpected Finds Protocol will be in place during construction in accordance with the Heritage Management Sub-Plan.

Pre and post-condition surveys of heritage structures are to be conducted when relevant (ie if the heritage buildings are within the minimum working distances for heritage items for nominated vibration-intensive equipment) refer to **Section 4.3.3** and **Section 6.1**.

4.3.2 Buried Pipework and Utilities

The German Standard DIN 4150-3:1999 "Structural Vibration Part 3: Effects of vibration in structures" provides guideline values for evaluating the effect of vibration on buried pipework. The values are based on the assumption that pipes have been manufactured and laid using current technology. Additional considerations may be required at junctions. The recommended limits for short term vibration to ensure minimal risk of damage are presented numerically in **Table 11**.

Table 11 Values for Short Term Vibration on Buried Pipework

Line	Pipe Material	Guideline value at the Pipe[1,2] (PPV mm/s)
1	Steel (including welded pipes)	100
2	Clay, concrete, reinforced concrete, pre stressed concrete, metal (with or without flange)	80
3	Masonry, plastic[3]	50

Note 1: Mounting equipment directly onto pipes may not be possible. If the vibration source is not immediately next to the pipework, measurements can be made on the ground surface to obtain an estimate. Generally, this vibration level will be greater than the level measured directly on the pipework.

Note 2: The guideline values may be reduced by 50% without further analysis when evaluating the effects of long-term vibration on buried pipework.

Note 3: Drainpipes shall be evaluated using the values given for Line 3.

Buried Pipework and Utilities

No buried pipework or utilities have been identified in this CNVIS at risk of impact from vibration. Therefore, no additional consideration or assessment has been undertaken in relation to buried pipework and utilities. Where buried pipework or utilities are uncovered during works, they should be identified and managed in accordance with the measures outlined in the CNVMP.

4.3.3 Minimum Working Distances for Vibration Intensive Work

Minimum working distances for typical vibration intensive construction equipment have been sourced from the Transport for NSW (TfNSW) Construction Noise and Vibration Guideline (Public Transport Infrastructure) (CNVG-PTI) and are shown in **Table 12**. 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.

The minimum working distances listed in the CNVG were used to derive the minimum working distances required for cosmetic damage to industrial and heavy commercial buildings (also reinforced or framed structures). The following pseudo-power law relationship has been used in the derivations:

$$V_2 = V_1 \times \left(\frac{D_1}{D_2}\right)^B$$

where a site exponent value of B = 1.6 is adopted for the calculations, as per AS2187.2:2006

Table 12 Recommended Minimum Working Distances from Vibration Intensive Equipment

Plant Item	Rating/Description	Minimum Distance			
		Cosmetic Damage			Human Response (NSW EPA Guideline)[2]
		Residential and Light Commercial (BS 7385)	Heritage Items[1] (DIN 4150, Group 3)	Industrial and Heavy Commercial (BS 7385)	
Vibratory Roller	<50 kN (1–2 tonne)	5 m	11 m	3 m	15 m to 20 m
	<100 kN (2–4 tonne)	6 m	13 m	3 m	20 m
	<200 kN (4–6 tonne)	12 m	25 m	6 m	40 m
	<300 kN (7–13 tonne)	15 m	31 m	8 m	100 m
	>300 kN (13–18 tonne)	20 m	40 m	10 m	100 m
	>300 kN (>18 tonne)	25 m	50 m	12 m	100 m
Small Hydraulic Hammer	300 kg (5 to 12 t excavator)	2 m	5 m	1 m	7 m
Medium Hydraulic Hammer	900 kg (12 to 18 t excavator)	7 m	15 m	4 m	23 m
Large Hydraulic Hammer	1,600 kg (18 to 34 t excavator)	22 m	44 m	11 m	73 m
Vibratory Pile Driver	Sheet piles	2 m to 20 m	5 m to 40 m	1 to 10 m	20 m
Piling Rig – Bored	≤ 800 mm	2 m (nominal)	5 m	1 m	4 m
Jackhammer	Hand held	1 m (nominal)	3 m	1 m	2 m
Ballast Tamping[2]	n/a	5 m	10 m	3 m	30 m

Note 1: Minimum working distances for heritage items that have been identified as structurally unsound or otherwise particularly sensitive to vibration. These distances have been calculated based on the 2.5 mm/s PPV criteria from DIN 4150 and the cosmetic damage minimum working distances presented in the CNVG-PTI with reference to BS 7385.

Note 2: Based on SLR measurement data. The human response minimum working distance for Ballast Tamping is determined based on a residential night-time preferred VDV criterion.

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.

4.4 Traffic on Surrounding Roads

The potential impacts from project related traffic on the surrounding public roads are assessed using the NSW EPA *Road Noise Policy* (RNP). 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. Where this is considered likely, further assessment is required using the RNP criteria shown in **Table 13**.

Table 13 RNP/NCG Criteria for Assessing Traffic 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	$L_{Aeq(15hour)}$ 60 (external)	$L_{Aeq(9hour)}$ 55 (external)
Local roads	Existing residences affected by additional traffic on existing local roads generated by land use developments	$L_{Aeq(1hour)}$ 55 (external)	$L_{Aeq(1hour)}$ 50 (external)

5.0 Noise Assessment

The potential construction noise levels from the Project have been predicted using ISO 9613:2 algorithm in SoundPLAN noise modelling software. The model includes ground topography, buildings and representative noise sources from the Project.

5.1 Work Scenarios

Noise modelling scenarios have been determined based on key Project noise generating stages, supplied by the Project team. A detailed description of each work scenario and the total sound power levels (L_W) are provided in **Table 14**. A summary of construction work periods and schedule required for each scenario is shown in **Table 15**, as per the working hours defined in the CNVMP. The locations of the various work scenarios are shown in **Figure 2**.

Table 14 Work Scenario Descriptions

ID	Scenario	Description	Total Lw
W.001	Site Establishment / Demobilisation	• Site Compound delivery and set up • Laydown and haul road construction	115
W.002	Compound Operation	• Operation of the site compound • Delivery of materials/equipment	113
W.003	Geotechnical Investigation	• Surveying the of properties of the ground under work area	111
W.004	Track Work - Peak	• Track work including highly noise intensive work	119
W.005	Track Work - Typical	• Track work excluding highly noise intensive work	114
W.006	Track Tamping	• Track tamping work following track work	116
W.007	Drainage Work	• Installation of drainage infrastructure	119
W.008	Signalling Work	• Installation of signalling infrastructure	112
W.009	Level Crossing Work - Peak	• Level crossing work including highly noise intensive work	119
W.010	Level Crossing Work - Typical	• Level crossing work excluding highly noise intensive work	115

Table 15 Scenarios and Periods of Work

ID	Scenario	Hours of Work				Indicative Start Date	Likely Duration[5]
		Approved Hours	Out-of-Hours Work[4]				
			Day OOH[1]	Evening[2]	Night[3]		
W.001	Site Establishment / Demobilisation	✓	✓	-	-	July 2025	1 month
W.002	Compound Operation	✓	✓	✓	✓	July 2025	3 months
W.003	Geotechnical Investigation	✓	✓	-	-	July 2025	1 week
W.004	Track Work - Peak	✓	✓	✓	✓	July 2025	2 months
W.005	Track Work - Typical	✓	✓	✓	✓	July 2025	2 months
W.006	Track Tamping	✓	✓	✓	✓	July 2025	2 months
W.007	Drainage Work	✓	✓	-	-	August 2026	1 month
W.008	Signalling Work	✓	✓	✓	✓	September 2025	1 month
W.009	Level Crossing Work - Peak	✓	✓	✓	✓	September 2025	1 month
W.010	Level Crossing Work - Typical	✓	✓	✓	✓	September 2025	1 month

Note 1: Daytime out of hours is 7 am to 8 am on Saturday, and 8 am to 6 pm on Sunday and public holidays.

Note 2: Evening is 6 pm to 10 pm Mondays to Saturdays.

Note 3: Night is 10 pm to 7 am for Mondays to Saturdays and 6 pm to 8 am for Sundays and public holidays.

Note 4: Where works are expected to occur outside of the standard working hours, further detail around the specific work tasks, duration and justification of OOHW must be identified in the OOHW permit, required by the OOHW Protocol or EPL.

Note 5: Works scenarios may occur simultaneously during enhancement works and the total duration for the completion of all works is expected to be approximately 3 months.

Figure 2 Construction Work Locations



5.1.1 Modelling Scenarios and Equipment

The assessment uses 'realistic worst-case' scenarios to determine the impacts from the noisiest 15-minute period that is likely to occur for each work scenario, as required by the ICNG. Sound power levels (L_W) for the construction equipment used in the modelling are listed in **Appendix B**.

5.2 Predicted Noise Levels

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 construction.

The assessment shows the predicted 'mitigated' impacts based on the exceedance of the noise management levels, as per the categories in **Table 16**. Recommendations for mitigation and management measures adopted for this CNVIS are provided in **Section 8.0**.

Table 16 Exceedance Bands and Impact Colouring

Subjective Classification	Exceedance of Noise Management Level		Impact Colouring
	Daytime	Out of Hours	
Negligible	No exceedance	No exceedance	
Noticeable	-	1 to 5 dB	
Clearly Audible	1 to 10 dB	6 to 15 dB	
Moderately Intrusive	11 to 20 dB	16 to 25 dB	
Highly Intrusive	> 20 dB	> 25 dB	

A summary of the number of buildings where NML exceedances were predicted for the various work scenarios is shown in **Table 17**. The number of receivers above the 'highly noise affected' (HNA) level are also included in the table. Maps of the predicted worst-case noise impacts are presented in **Appendix C**.

The assessment presents the combined predicted noise impacts for each scenario. Meaning, the worst-case result at each receiver is considered from all potential work areas where each scenario is to be undertaken.

The assessment is generally considered conservative as the calculations assume several items of construction equipment are in use at the same time within individual scenarios. As outlined in **Section 5.1.1**, the assessment uses 'realistic worst-case' scenarios to determine the impacts from the noisiest 15-minute period that is likely to occur for each work scenario.

The exceedances shown in **Table 17** are therefore representative of a 'realistic worst-case' 15-minute period and are unlikely to occur for extended periods of time throughout the entire construction period at any given receiver.

The indicative work durations presented in **Table 15** represent a window of time where the scenarios could occur, and does not represent the entire duration of the exceedances shown in **Table 17**.

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 17 Overview of NML Exceedances

ID	Scenario	HNA [1]	Number of Receivers																	
			With NML exceedance (dB)[2]																	
			Approved Daytime			Out of Hours													Sleep Disturbance	Sleep Awakening
						Daytime OOH				Evening				Night-time						
			1-10	11-20	>20	1-5	6-15	16-25	>25	1-5	6-15	16-25	>25	1-5	6-15	16-25	>25		>Screening Level	>65 dB
Residential Receivers																				
W.001	Site Establishment/ Demobilisation	-	41	19	2	9	41	19	2	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
W.002	Compound Operation	-	34	8	-	20	34	8	-	20	34	8	-	4	33	30	7	67	21	
W.003	Geotechnical Investigation	-	37	14	-	15	37	14	-	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
W.004	Track Work - Peak	**4**	27	32	10	6	27	32	10	6	27	32	10	4	12	26	41	75	47	
W.005	Track Work - Typical	-	42	17	5	5	42	17	5	5	42	17	5	4	15	41	19	67	29	
W.006	Track Tamping	-	32	29	5	7	32	29	5	7	32	29	5	2	13	35	29	71	36	
W.007	Drainage Work	-	28	33	6	7	28	33	6	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
W.008	Signalling Work	-	39	6	-	13	39	6	-	13	39	6	-	5	32	35	3	51	3	
W.009	Level Crossing Work - Peak	-	40	27	-	7	40	27	-	7	40	27	-	6	9	41	24	73	29	
W.010	Level Crossing Work - Typical	-	44	9	-	16	44	9	-	16	44	9	-	1	26	42	6	65	9	
Other Sensitive Receivers																				
W.001	Site Establishment/ Demobilisation	n/a	8	2	-	5	5	-	-	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
W.002	Compound Operation	n/a	5	-	-	3	2	-	-	-	2	-	-	-	-	-	-	n/a	n/a	
W.003	Geotechnical Investigation	n/a	5	3	-	1	7	-	-	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
W.004	Track Work - Peak	n/a	4	7	1	2	3	7	-	-	1	2	-	-	-	-	-	n/a	n/a	
W.005	Track Work - Typical	n/a	3	7	-	2	7	1	-	1	2	-	-	-	-	-	-	n/a	n/a	
W.006	Track Tamping	n/a	3	7	-	2	5	3	-	1	-	2	-	-	-	-	-	n/a	n/a	
W.007	Drainage Work	n/a	3	6	1	2	2	6	-	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
W.008	Signalling Work	n/a	5	1	-	2	4	-	-	-	2	-	-	-	-	-	-	n/a	n/a	
W.009	Level Crossing Work - Peak	n/a	3	6	-	3	3	3	-	1	-	2	-	-	-	-	-	n/a	n/a	
W.010	Level Crossing Work - Typical	n/a	2	4	-	-	6	-	-	-	2	-	-	-	-	-	-	n/a	n/a	

Note 1: Highly noise affected, based on ICNG definition (i.e. predicted LAeq(15minute) noise at residential receiver is 75 dBA or greater).
Note 2: Based on worst-case predicted noise levels

A summary of the predicted worst-case noise levels is shown below for each work area:

Residential Receivers

- 'Moderately intrusive' noise impacts are predicted at the closest residential receivers for all scenarios during the approved daytime hours, and for scenarios occurring during all three out-of-hours periods.
- 'Highly intrusive' noise impacts are predicted at the closest residential receivers to the works for scenarios *W.001* and *W.004* to *W.007* during approved daytime and daytime out of hours, for scenarios *W.004* to *W.006* during the evening out-of-hours periods and for all scenarios with the potential for works during the night-time period. (*W.002*, *W.004* to *W.006* and *W.008* to *W.010*).
    - Compound operations outlined in *W.002* are generally expected to be limited to approved daytime hours. OOHWs presented in **Table 17** are only expected when construction works are being undertaken under a rail possession.
- Up to four receivers are predicted to be 'highly noise affected' during works for scenarios *W.004.* The HNA impacts are predicted when track work occurs at the closest work location to each receiver. When track work occurs further from these receivers, impacts are expected to be lower.
- Noise levels are predicted to exceed the sleep disturbance screening level and the 'sleep awakening' criteria for all scenarios with the potential for works during the night-time period. (*W.002*, *W.004* to *W.006* and *W.008* to *W.010*).

Other Sensitive Receivers

- 'Clearly Audible' noise impacts are predicted at the closest 'other sensitive' receivers for all scenarios during the approved daytime and daytime out-of-hours periods, and for all scenarios occurring during the evening (with the exception of *W.006* and *W.009*) and night-time out-of-hours periods (with the exception of *W.004*, *W.006* and *W.009*).
- 'Moderately intrusive' noise impacts are predicted at the closest 'other sensitive' receivers to the works for all scenarios except *W.002* during approved daytime hours, for scenarios *W.004* to *W.*007 and *W.*009 during daytime out-of-hours period and for scenarios *W.004*, *W.006* and *W.009* during evening out-of-hours period. No impacts are predicted at 'other sensitive' receivers during the night-time period.
- 'Highly intrusive' noise impacts are predicted at the closest 'other sensitive' receivers to the works for scenarios *W.004* and *W.007* during approved daytime hours only. It is noted that other sensitive receivers should only be considered impacted 'when in use'. Furthermore, these structures are located within the rail corridor and are unoccupied.

Review of the predictions shows that both the sleep disturbance screening level and sleep awakening reaction level are likely to be exceeded when night work occurs near residential receivers. The receivers which would potentially be affected by sleep awakening impacts are generally the same receivers where 'moderately intrusive' and 'highly intrusive' night-time impacts have been predicted (refer to **Appendix C**).

These receivers may be eligible for respite offers (RO), agreements with owners (AO) or alternative accommodation (AltA), refer to **Section 8.3**. Furthermore, for scenarios where 'highly intrusive' impacts are predicted (ie all scenarios except *W.003*), noisy activities will be scheduled during standard daytime hours, where feasible, to minimise disruption during OOHW periods. It is noted however, that this work will occur during a rail possession and will be undertaken within the limitations of the possession.

All appropriate feasible and reasonable construction noise mitigation measures will be applied to work where exceedances of the NMLs are predicted. Construction noise mitigation measures are discussed in **Section 8.0** and **Section 8.1**.

5.3 Ground-borne Noise

Ground-borne construction noise impacts from the Project are not anticipated as vibration intensive work with the potential to generate perceptible ground-borne noise, is not included in the scope of work. Vibration intensive work for the Project will be completed outdoors meaning airborne noise levels at the nearest receivers are expected to be higher than the corresponding internal ground-borne noise levels.

Where airborne noise levels are higher than ground-borne noise levels it is not necessary to evaluate potential ground-borne noise impacts and as such, they have not been considered further for this assessment.

6.0 Vibration Assessment

Vibration intensive items of equipment that would be required during work assessed in this CNVIS include the use of vibratory rollers, hydraulic hammers and ballast tampers. These items of equipment are required during the work as shown in **Table 18**.

The potential impacts during vibration intensive work have been assessed using the Transport CNVG-PTI minimum working distances for cosmetic damage and human response shown in **Table 18**.

Table 18 Vibration Intensive Equipment

ID	Scenario	Rating/Description	Minimum Distance			
			Cosmetic Damage			Human Response (NSW EPA Guideline)
			Residential and Light Commercial (BS 7385)	Heritage Items (DIN 4150, Group 3)	Industrial and Heavy Commercial (BS 7385)	
W.004	Track Work - Peak	Vibratory Roller >300 kN (13-18 tonne)	20 m	40 m	10 m	100 m
W.009	Level Crossing Work - Peak					
W.007	Drainage Work	Vibratory Roller <50 kN (1-2 tonne)	5 m	11 m	3 m	15 m to 20 m
		Large Hydraulic Hammer	22 m	44 m	11 m	73 m
W.006	Track Tamping	n/a	5 m	10 m	3 m	30 m

Vibration offset distances have been determined from the minimum working distances for cosmetic damage and human comfort in **Table 12** and the assessment is summarised in **Figure 3** to **Figure 7**. The offset distances are representative of the highest vibration levels that would likely be experienced by the nearest receivers when work occurs nearby. For most construction activities, vibration emissions are intermittent in nature and for this reason, higher vibration levels occurring over shorter time periods are allowed.

In the event that additional work is undertaken which requires the use of other items of plant identified than those identified in **Table 18**, a vibration impact assessment must be conducted prior to the commencement of work.

Figure 3 Vibratory Roller (13-18t) – Minimum Working Distances – W.004

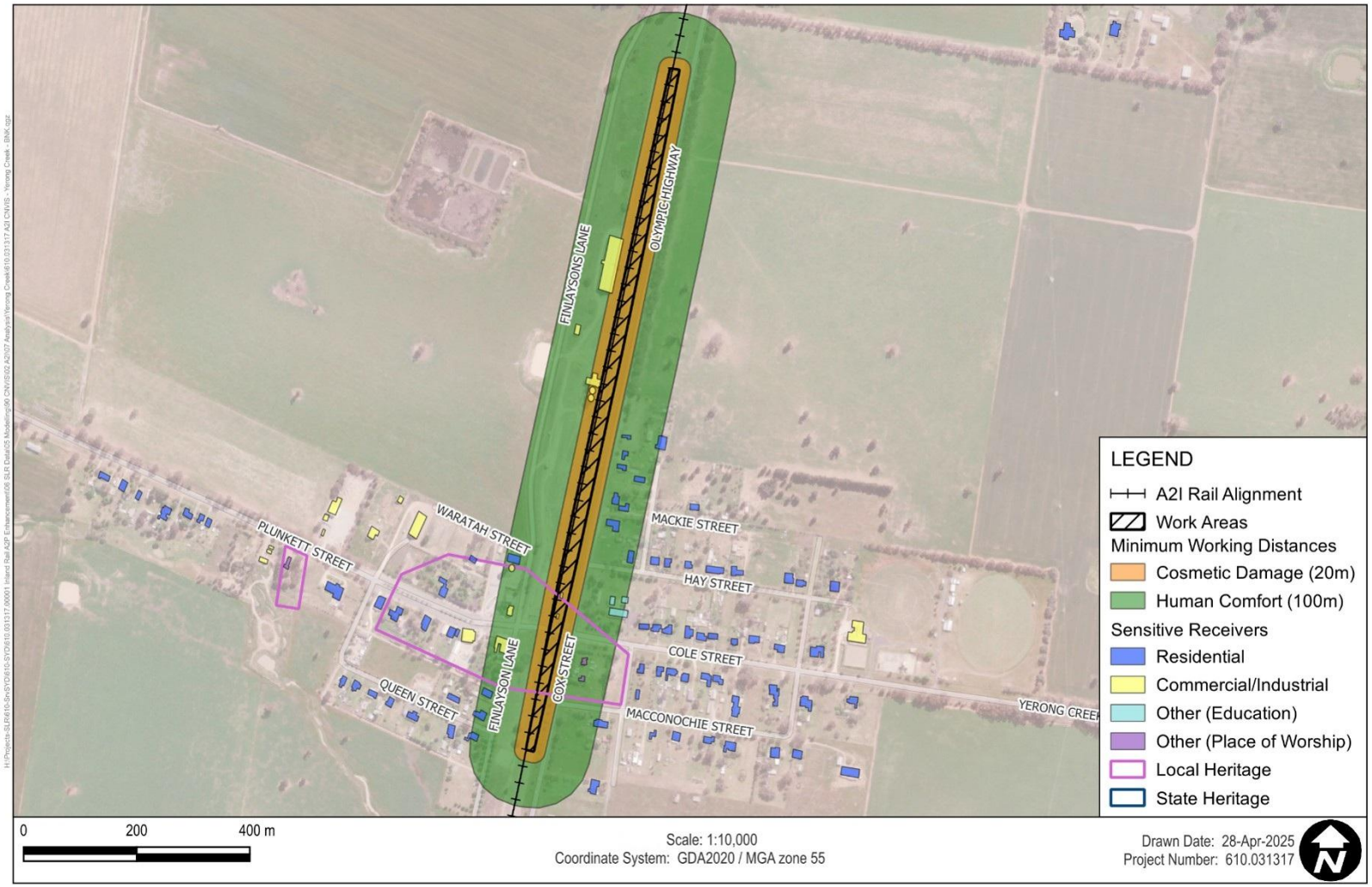


Figure 4 Vibratory Roller (13-18t) – Minimum Working Distances – W.009

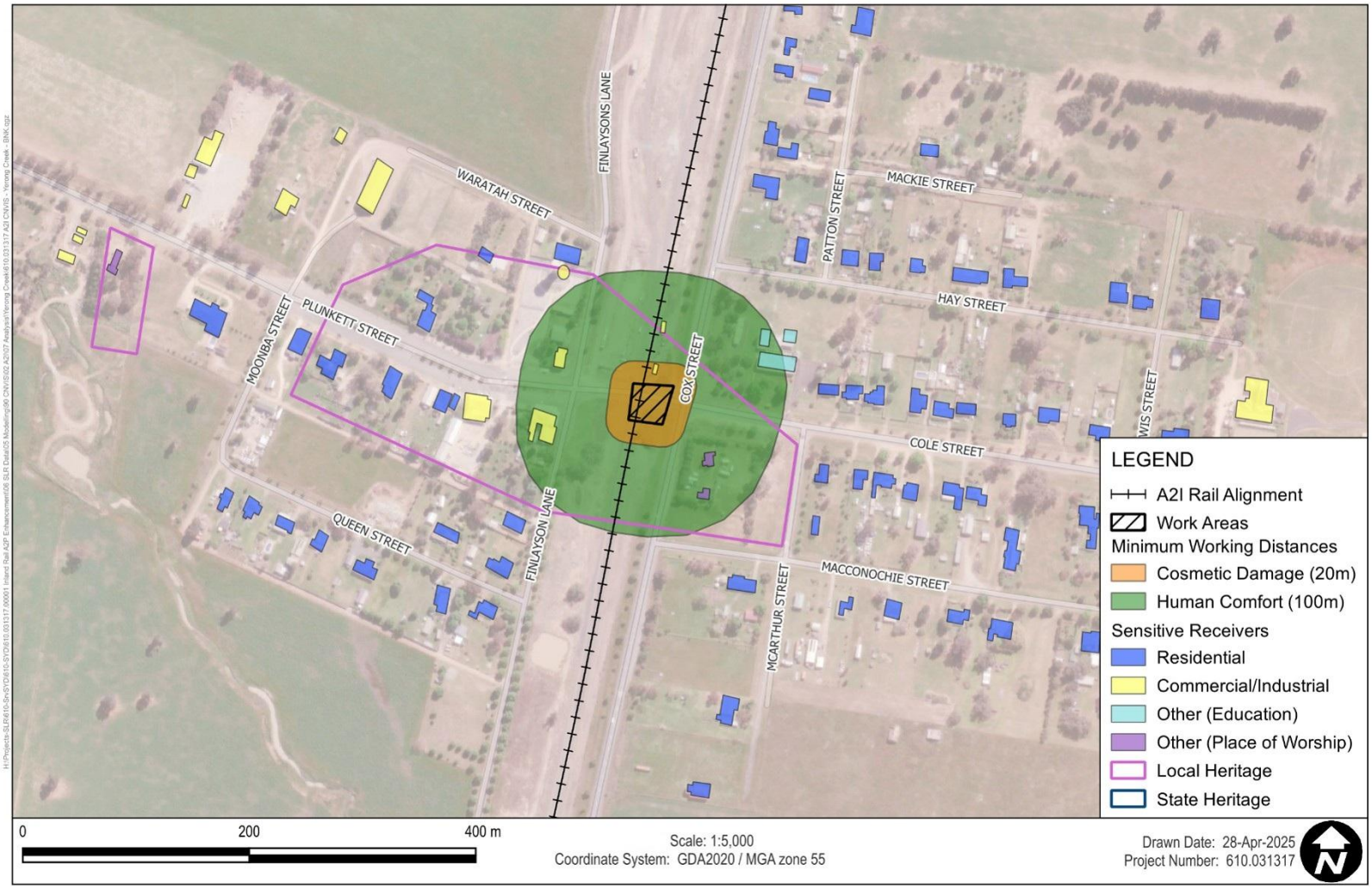


Figure 5 Vibratory Roller (1-2t) – Minimum Working Distances – W.007

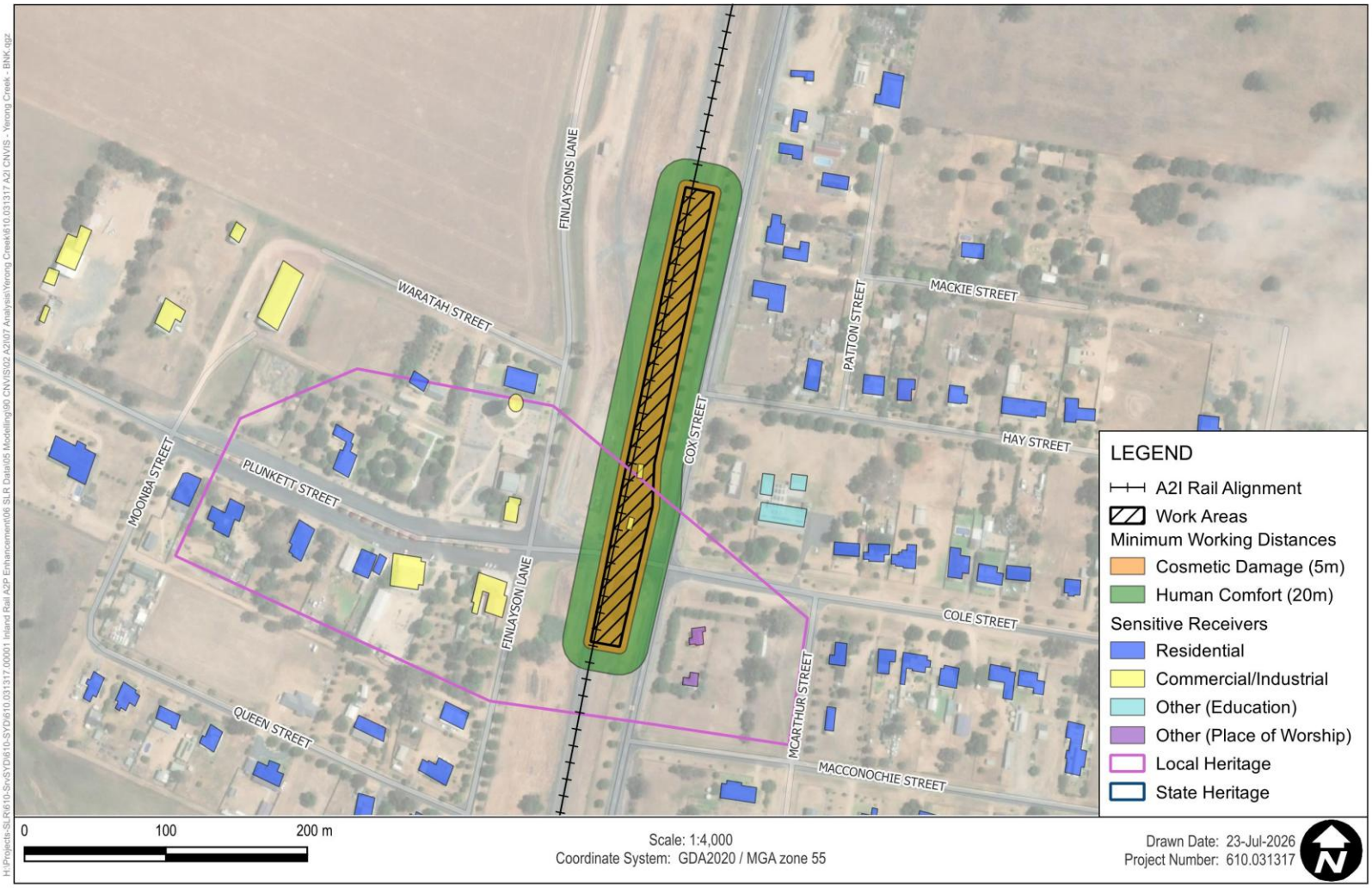


Figure 6 Hydraulic Hammer (20t) – Minimum Working Distances – W.007

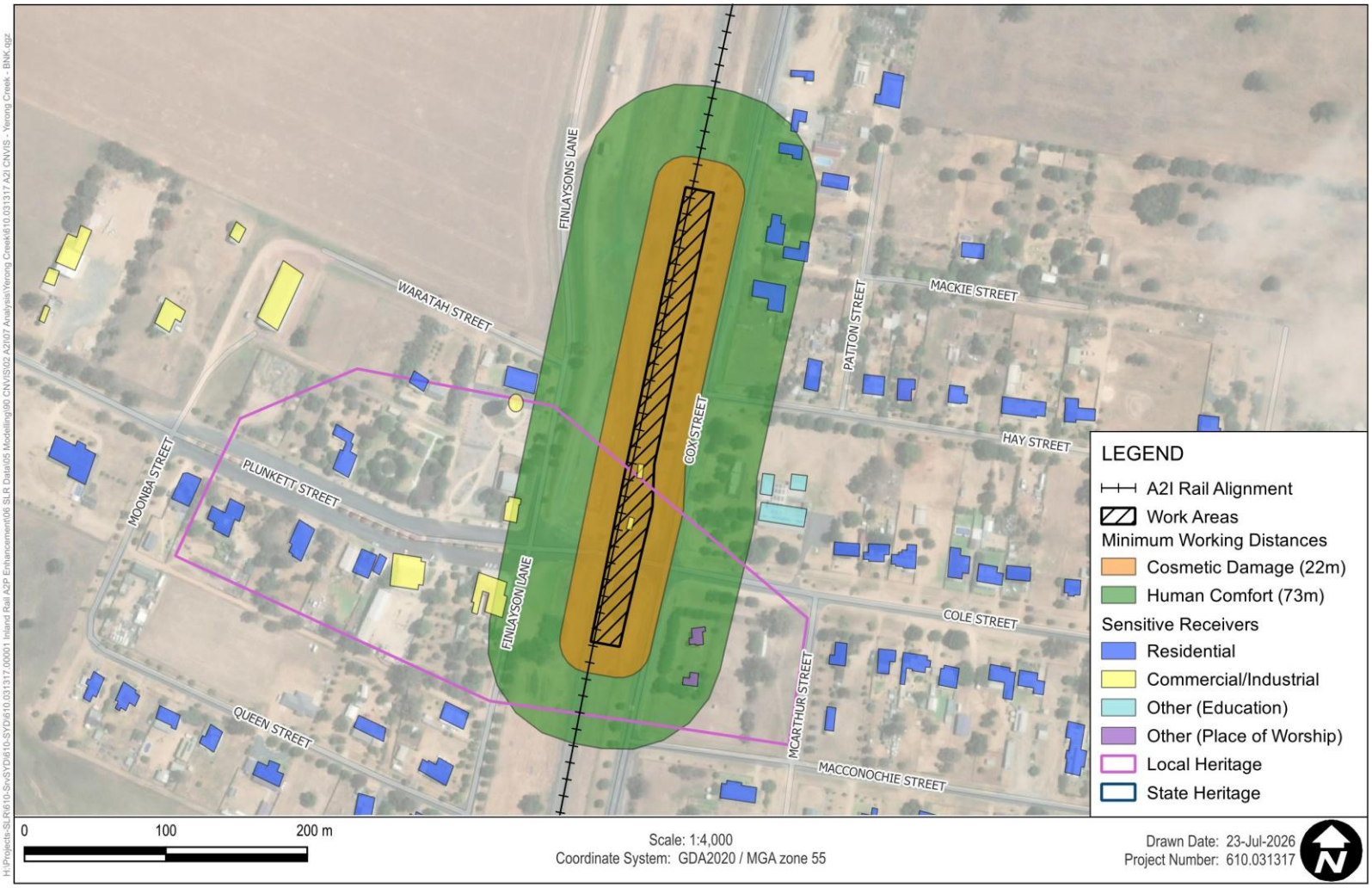


Figure 7 Track Tamping – Minimum Working Distances – W.006



6.1 Cosmetic Damage Assessment

Figure 3 to **Figure 5** show that two signal huts within the rail corridor, adjacent to the Plunkett St level crossing, and the GrainCorp silos adjacent to the rail corridor have the potential to fall within the cosmetic damage minimum working distance for light-framed structures when a vibratory rollers are in use during *W.004, W.007* and *W.009.*

Figure 6 and **Figure 7** shows that the two signal huts and the GrainCorp silos have the potential to fall within the cosmetic damage minimum working distance for light-framed structures during works associated with drainage (*W.007*) and track tamping works *(W.006*) respectively. It is noted that these structures have been previously exposed to track tamping activities during standard periodic maintenance of the track.

Before commencement of any vibration generating activity with the potential to impact the structures identified, a structural engineer must undertake condition surveys of all buildings, structures, utilities and the like identified as being at risk of damage. For this CNVIS, conditions surveys (based on the 13-18 tonne vibratory roller) should be considered for:

- The signal huts within the rail corridor adjacent to the Plunkett St level crossing
- GrainCorp Silos adjacent to the rail corridor

After completion of construction, condition surveys must be undertaken by a structural engineer for all items for which pre-condition surveys were undertaken.

The results of the surveys must be documented in a Condition Survey Report for each item surveyed. Copies of Condition Survey Reports must be provided to the landowners of the items surveyed, and no later than one month before the commencement of construction and three months following the completion of construction for buildings or structures identified in the Environmental Assessment Documentation (EAD) CoA A1 for which CoA E120 and E121 apply or at an alternative timing as agreed with the respective land or asset owner for buildings or structures not identified in the EAD.

If the buildings identified above are classified as Line 1-type items from BS 7385 Part 2 (reinforced or framed structure/industrial or heavy commercial structure) then the minimum working distance for cosmetic damage is 3 m. Offset distances from specific vibration intensive plant to the nearest receivers and building construction should be confirmed before commencement of any work.

Feasible and reasonable construction vibration mitigation measures should be applied where vibration intensive work is required within the minimum working distances. Construction vibration mitigation and management measures are discussed in **Section 8.0**.

In accordance with CoA E122, property damage caused directly or indirectly by the construction or operation must be rectified at no cost to the owner. Alternatively, compensation may be provided for the property damage as agreed with the property owner.

Heritage Structures

As outlined in **Section 4.3.1**, as part of the enhancement works at the Yerong Creek Yard, full demolition of the Yerong Creek Railway Station platform is required to achieve safe and compliant track formation.

Heritage structures within the Yerong Creek Urban Conservation Area are located outside the minimum working distances for cosmetic damage. Therefore, vibration impacts to heritage structures are not expected.

If other vibration intensive activities are required within minimum working distances to heritage structures, a building condition assessment should be undertaken of the heritage

item/s to assess if they are considered to be sensitive to vibration prior to vibration work commencing.

6.2 Human Comfort Assessment

Figure 3 *(W.004)* and **Figure 4** *(W.009)* show that the nearest sensitive receivers have the potential to fall within the human comfort minimum working distances during *W.004* and *W.009* and occupants of these buildings may be able to perceive vibration impacts at times when the vibratory rollers are in use nearby. Where impacts are perceptible, they would likely only be apparent for relatively short durations when vibration intensive equipment is in use nearby. All occupied sensitive receivers are outside the minimum working distances during *W.007* when a small trench roller is in use.

Figure 6 *(W.007)* shows that the nearest sensitive receivers have the potential to fall within the human comfort minimum working distances during the user of hydraulic hammers. Where impacts are perceptible, they would likely only be apparent for relatively short durations when vibration intensive equipment is in use nearby.

Figure 7 *(W.006)* shows that the signal huts and silos within the rail corridor have the potential to fall within the minimum working distance when track tamping is occurring nearby. It is noted that these structures are unoccupied and hence human comfort impacts would not occur.

Feasible and reasonable construction vibration mitigation measures should be applied where vibration intensive work is required within the minimum working distances. Construction vibration mitigation and management measures are discussed in **Section 8.0**.

7.0 Construction Traffic Assessment

The EIS identified that during the construction phase of the project, heavy vehicles would be required for materials and equipment delivery while light vehicles will transport workers to and from the site. This additional road traffic may impact receivers along the proposed transport routes.

No additional information has been provided regarding construction road traffic, therefore a summary of the predicted daytime traffic noise levels from the EIS is shown in **Table 19**.

Table 19 Construction Traffic Assessment

Traffic Route	Road Type	Predicted Construction Traffic Noise (Both Directions) LAeq (Period)		Exceed base criterion? Day[1]	Potential Increase > 2dB	Potential Noise Impact
		Existing	Existing + Proposed			
Yerong Creek Yard Clearances						
Olympic Highway / Cox Street	Arterial	59.5	61.3	Yes	No	No
Plunkett Street	Sub-arterial	42.1	46.4	No	Yes	No
Finlayson Lane	Local	40.1	46.5	No	Yes	No

Note 1: Freeway/arterial/sub-arterial roads: $L_{Aeq(15hour)}$ 60dBA(external)
Local roads: $L_{Aeq(1hour)}$ 55dBA (external)

The EIS found that construction traffic associated with the Yerong Creek Yard Clearances work on public roads is compliant with the road traffic noise goals.

The EIS did not assess construction traffic during the night-time period, and no additional information has been provided regarding construction road traffic. Therefore, it is conservatively assumed that where night-time construction traffic is required, impacts would be experienced by residences along construction routes on sub-arterial and local roads within close proximity to the work sites. Night-time noise impacts are not anticipated on arterial roads.

Traffic diversions are not proposed for the work assessed in this CNVIS. Extended traffic diversions are not expected for these works, and any necessary diversions will be confined to daytime hours. Should night-time diversions be required for construction activities, a more detailed assessment will be undertaken and provided.

Mitigation and management measures to assist in minimising noise impacts from construction traffic are shown in **Section 8.0**.

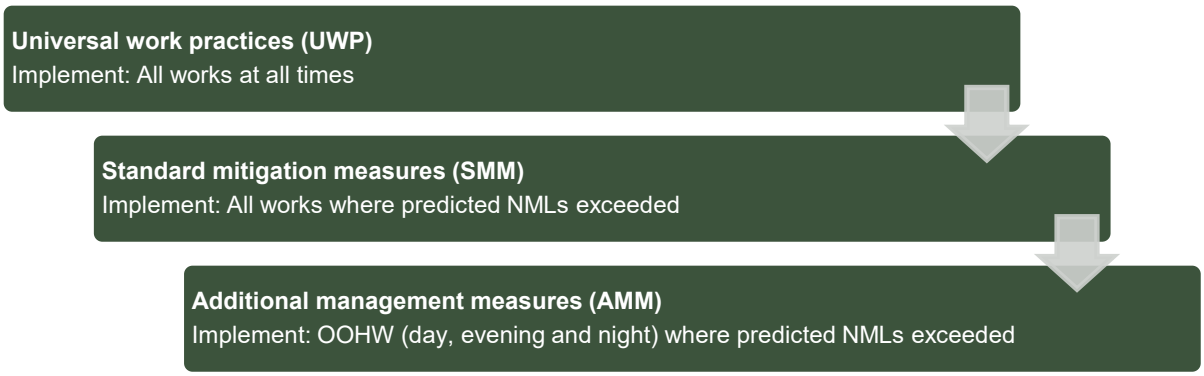
8.0 Mitigation and Management Measures

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

In accordance with CoA E74, works that exceed the noise management levels and/or vibration criteria must be managed in accordance with the CNVMP.

The Inland Rail NSW Construction Noise and Vibration Framework (CNVF) has been adopted as a guideline for this project and 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 8.**

Figure 8 Hierarchy of Work Practices and Mitigation Measures



The universal work practices (UWP) and standard mitigation measures (SMM) for the overall A2I project are outlined in the CNVMP. All mitigation and management measures outlined in the CNVMP will be adopted in accordance with CoA E74. Site specific mitigation measures are also outlined below in **Section 8.1**. These measures have been incorporated into the noise modelling assessment to provide mitigated results. Additional Management Measures (AMM) are outlined in **Section 8.3**.

8.1 Site Specific Mitigation Measures

Table 20 outlines the mitigation and management measures that will be adopted to minimise potential noise and vibration impacts associated with this CNVIS at surrounding sensitive receivers. These measures have been considered in noise modelling based on the total scenario sound power levels, refer **Appendix B**.

Table 20 Site Specific Mitigation Measures

Measure	Reference / Notes
Project Planning	
Use quieter and less vibration emitting construction methods where feasible and reasonable.	Best practice
Works will be completed during the approved daytime construction hours where possible, as outlined in **Section 2.2.** Some unavoidable OOHW will be required due to road and rail traffic management restrictions, as outlined in **Section 2.3**.	Best practice CoA E69 CoA E71
Where OOHW is required, an OOHW Permit will be prepared, as required by the OOHW Protocol or EPL.	Best practice CoA E71

Measure	Reference / Notes
Further detail around the specific work tasks, duration and justification of OOHW must be identified in the OOHW permit.	CoA E72 CoA E73
Scheduling	
Highly noise intensive works that result in an exceedance of the applicable NML at the same receiver must only be undertaken: a) Between 08:00am – 06:00pm Monday to Friday; b) Between 08:00am – 01:00pm Saturday; and c) if continuously, then not exceeding three (3) hours, with a minimum cessation of work of not less than one hour. Refer **Section 8.2**.	Best practice CoA E70
Noise generating work in the vicinity of community, religious, educational institutions, noise and vibration-sensitive businesses and critical working areas (such as exam halls, theatres, laboratories and operating theatres) resulting in noise levels above the NMLs will not be timetabled during sensitive periods, unless other reasonable arrangements with the affected institutions can be made at no cost to the affected institution. Refer to Community Consultation in **Section 8.5**.	Best practice CoA E76
All work undertaken for the delivery of the project including those undertaken by third parties (such as utility relocations), must be coordinated to ensure respite periods are provided.	Best practice, CoA E83
Where feasible: • Limit noise generating work outside of standard construction hours as much as possible • Limit noise generating work on the weekends as much as possible • Construction works should be completed as soon as possible. Refer to Community Consultation in **Section 8.5**	Best practice, CoA E78
Site Layout	
Compounds and worksites have been designed to promote one-way traffic and minimise the need for vehicle reversing.	Best practice
Construction activities must be planned to minimise vehicle movements around the Site.	
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.	
Equipment that is noisy will be started away from sensitive receivers where practicable.	
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.	Best practice
The induction protocols must include awareness of noise generating activities and mitigation measures and techniques that should be implemented.	
Training must be conducted for appropriate community behaviours when access/egress the Site.	
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 reduction measures where applicable.	Best practice CNVF
Plant and equipment must be selected with options to minimise noise such as covers, mufflers, shrouds and other noise suppression equipment. Low noise emission plant and equipment must be selected where available.	

Measure	Reference / Notes
Where practicable, tonal reversing/motion alarms (beepers) will be replaced with non-tonal alarms (squawkers) on all equipment in use (subject to occupational health and safety requirements).	
Stationary noise sources will be sited behind structures (or temporary screens) that act as barriers, or at the greatest distance from the noise-sensitive area (where practicable). Equipment will be oriented so that noise emissions are directed away from any sensitive areas.	
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.	
Alternative construction methods will be considered for vibratory rollers (eg static rolling, refer **Section 6.0**). Use of these methods will depend on the specific circumstances and therefore the worst-case scenario is included for the purpose of this CNVIS.	Best practice
Construction Traffic	
Construction traffic routes to site will be limited to major roads where possible.	Best practice
Trucks will not queue outside residential properties.	
Truck drivers will be instructed to avoid compression braking as far as practicable.	
Delivery vehicles should be fitted with straps rather than chains for unloading, wherever possible.	
Truck movements will be kept to a minimum where possible (eg trucks are fully loaded on each trip).	
Screening	
Where possible, install purpose-built screening or enclosures around long-term fixed plant that has the potential to impact nearby receivers	Best practice CNVF
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.	
Implementation of temporary noise barriers for highly intensive noise activities, such as saw cutting or rock breaking.	
Community Consultation	
Regular communications on the activities and progress of the proposal shall be provided to the community (eg via newsletter, email and/or website).	Best practice CNVF
A telephone, email and web-based community information service shall be established to allow the community to obtain additional information on construction activities, provide feedback or make a complaint.	Best practice CNVF

Measure	Reference / Notes
Owners and occupiers of properties at risk of exceeding the screening criteria for cosmetic damage (and/or human comfort) must be notified before work that generates vibration commences in the vicinity of those properties. If the potential exceedance is to occur more than once or extend over a period of 24 hours, owners and occupiers are to be provided a schedule of potential exceedances on a monthly basis for the duration of the potential exceedances, unless otherwise agreed by the owner and occupier.	Best practice CoA E79
Personalised communication and respite offers will be provided to all receivers that are predicted to be highly noise affected (HNA).	Best practice
Where complaints are received, work practices will be reviewed and feasible and reasonable practices applied to minimise any further impacts.	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.	Best practice CNVF CoA E80 CoA E81
Noise and vibration monitoring will be undertaken in accordance with the CNVMP and Monitoring Program.	
Advice from a heritage specialist must be sought on methods and locations for installing equipment used for vibration, movement and noise monitoring at heritage-listed structures.	
See **Section 8.7** for details of monitoring requirements.	
Vibration	
Where vibration generating works are required within the minimum working distances and considered likely to exceed the criteria: • Different construction methods with lower source vibration levels will be investigated and implemented, where feasible (refer **Table 11**). • Attended vibration measurements will be undertaken at the start of the works to determine actual vibration levels of the item. Vibration intensive works will cease if the monitoring indicates vibration levels are likely to, or do, exceed the relevant cosmetic damage criteria. Work methods will be reviewed and modified prior to recommencing the activity. Note: Where feasible, small hydraulic hammers, small vibratory rollers or static rolling will be prioritised to reduce vibration impacts to surrounding receivers.	Best practice CoA E80
Vibration intensive works required within the minimum working distance at the same receiver must only be undertaken: a) Between 08:00am – 06:00pm Monday to Friday; b) Between 08:00am – 01:00pm Saturday; and c) if continuously, then not exceeding three (3) hours, with a minimum cessation of work of not less than one hour. Refer to **Section 8.2**.	Best practice CoA E70
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.	Best practice CoA C9
Property damage caused directly or indirectly (for example from vibration or from groundwater change) by the construction or operation must be rectified at no cost to the owner. Alternatively, compensation may be provided for the property damage as agreed with the property owner.	Best practice CoA E122

8.2 Respite

In accordance with CoA E70, except as permitted by an EPL, highly noise intensive works that result in an exceedance of the applicable NML at the same receiver must only be undertaken:

a) Between 08:00am – 06:00pm Monday to Friday;

b) Between 08:00am – 01:00pm Saturday; and

c) if continuously, then not exceeding three (3) hours, with a minimum cessation of work of not less than one hour.

For the purposes of this condition, 'continuously' includes any period during which there is less than one hour between ceasing and recommencing any of the work.

In accordance with CoA E72 and E83, the procedure outlined in the OOHW Protocol must be implemented to coordinate OOHW (including those approved by an EPL or undertaken by a third party), to ensure appropriate respite is provided. This coordination must include:

a) rescheduling work to provide respite to impacted noise sensitive land use(s) so that the respite is achieved; or

b) the provision of alternative respite or mitigation to impacted noise sensitive land use(s); and

c) the provision of documentary evidence to the AA in support of any decision made in relation to respite or mitigation.

The consideration of respite must also include all other CSSI, SSI and SSD projects which may cause cumulative and/or consecutive impacts at receivers affected by the delivery of the CSSI.

Highly noise intensive works (as defined in **Section 2.2.1**) are required in various work scenarios. As outlined above, highly noise intensive work that results in an exceedance of the applicable NML is restricted to the hours shown above and must have respite periods as defined above.

CoA E70 applies to the following work scenarios where highly noise intensive works are proposed and the NML is predicted to be exceeded:

- W.004 – Track Work - Peak
- W.006 – Track Tamping
- W.007 – Drainage Works
- W.009 – Level Crossing Work - Peak

In accordance with CoA E71, the above works scenarios require approval through the OOHW Protocol or and EPL to occur outside the hours listed above from CoA E70.

Respite offers are also required as part of the additional mitigation measured outlined in **Section 8.2**.

8.3 Additional Mitigation and Management Measures for Out of Hours Work

Where the 'mitigated' construction noise levels remain above the NMLs, the Additional Mitigation Measures Matrix (AMMM) adapted from in the CNVF and CNVMP 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. OOHW has been divided into three periods (Day, Evening and Night) as adapted from the CNVF around the approved project hours (CoA E69).

Additional mitigation measures described in the CNVF and CNVMP are listed in **Table 21**. The additional mitigation measures for airborne noise are shown in **Table 22** and the additional mitigation measures for construction vibration are identified in **Table 23**.

Table 21 Additional Mitigation Measures

Mitigation/Management Measure	Abbreviation
Communication (Category 1)[1]	CO1
Communication (Category 2)[2]	CO2
Respite Offer[3]	RO
Alternative Accommodation	AltA
Agreement with Owners	AO

Note 1: As outlined in the CNVF, 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: As outlined in the CNVF, 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: As outlined in the CNVF, 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.

Table 22 Airborne Noise – Additional Mitigation Measures Matrix

Time Period		Exceedance of NML	Perception	Duration	Communication Category/ Management Measure
OOHW Daytime Period	Sunday 8am – 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 – Saturday 10pm – 7am Sunday 10pm – 8am (including public holidays)	<5	Noticeable	Any	CO1
		5-15	Clearly audible	Any	CO1
		16-25	Moderately intrusive	Any	CO1, CO2
				>2 consecutive sleep periods[1]	CO1, CO2, RO, AO
		>25	Highly intrusive	Any	CO1, CO2, RO
				>2 consecutive sleep periods[1]	CO1, CO2, RO, AO, AltA

Note 1: Where the duration exceeds 2 consecutive rest/sleep periods, the corresponding additional mitigation measures will be provided for all periods where construction exceedances are expected to occur.

Table 23 Vibration – Additional Mitigation Measures Matrix

Time Period		Duration	Exceedance of 'preferred' value	Exceedance of 'maximum' value
OOHW Daytime Period	Sunday 8am – 6pm (including public holidays)	Any	CO1, CO2	CO1, CO2, RO
OOHW Evening Period	Monday – Sunday 6pm – 10pm (including public holidays)	Any	CO1, CO2	CO1, CO2, RO
OOHW Night Period	Monday – Saturday 10pm – 7am Sunday 10pm – 8am (including public holidays)	Any	CO1, CO2, RO	CO1, CO2, RO, AltA

8.3.1 Receivers Eligible for Additional Mitigation Measures – Noise

The receivers eligible for additional mitigation and management measures due to construction noise from the project work are presented in **Appendix C** and **Appendix D**. Where work occurs for greater than two consecutive evening or nights, receivers may be eligible for respite offers (RO), agreements with owners (AO) or alternative accommodation (AltA) depending on the exceedance level and works period as detailed in **Table 22**.

As outlined in **Section 5.2**, 'highly intrusive' impacts at nearest residential receivers and some other sensitive receivers are predicted for most work scenarios due to the proximity to the work. The addresses of the 'highly intrusive' impacted receivers are provided in **Appendix D**.

All scenarios with the potential for OOHWs are predicted to create highly intrusive noise levels at residential receivers with the exception of *W.003*. Scenarios *W.002, W.004* to *W.006* and *W.008* to *W.010* have the potential to occur during the evening and night-time periods. Should these works occur for more than two consecutive sleep periods in a row, additional mitigation measures as outlined in **Table 22** must be provided to affected sensitive receivers. Where possible, work would be scheduled to avoid impacting the same receivers for more than two consecutive sleep periods. Receivers that would be impacted for more than two consecutive sleep periods must be identified in the OOHW permit.

8.3.2 Receivers Eligible for Additional Mitigation Measures – Vibration

Figure 3 and **Figure 4** identify receivers that have the potential to fall within the minimum working distances for Human Comfort when vibratory rollers are in use.

As defined in **Section 2.2.1** and **Section 8.2** activities involving high noise generating equipment, such as rail tamping or vibratory rolling, are limited to specific daytime construction hours only. Respite periods of 1 hour after every 3 hours of high noise/vibration generating work are also required.

Construction vibration mitigation and management measures are discussed in **Section 8.0**. Any proposed works outside of the approved daytime hours will need to be assessed as part of the OOHW permit preparation discussed in **Section 2.4**. Any additional mitigation required (from **Table 23**) for vibration activities must be identified in the OOHW permit.

8.4 Community Notification

As detailed in the standard management measures outlined in the CNVF:

- A telephone, email and web-based community information service will be established to allow the community to obtain additional information on construction activities, provide feedback or make a complaint.
- Regular communications on the activities and progress of the proposal shall be provided to the community (e.g. via newsletter, email and/or website).

8.5 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 below.

8.5.1 Consultation approach

This section discusses the consultation approach that has been undertaken for the purposes of the work subject to this CNVIS. It is noted that consultation with affected sensitive land users on what specific mitigation measures they may require is considered to be an ongoing and live process and as such, measures that are personal to individual affected sensitive land user(s) will not be regularly documented in this CNVIS. Consultation records will be made available to the AA upon request.

The purpose of this consultation is to identify receivers who have specific circumstances that need further consideration during construction – for example, households who have children undertaking exams (HSC or similar), households who have vulnerable persons with disabilities or medical conditions, shift workers, etc.

The consultation approach utilised by Martinus Rail is in accordance with the Community Communications Strategy (CCS). The approach involved directly contacting the affected sensitive land user identified by this CNVIS through one or more of the following methods:

- Surveys distributed by email and paper notifications
- Door-knocks with a ‘Sorry we missed you’ card for those who were not at home
- Notifications
- Phone calls
- Emails
- Community briefings / group meetings.

Affected sensitive land users contacted by Martinus Rail have been made aware of the anticipated duration and nature of construction works that may affect them, as well as mitigation measures that will be implemented in accordance with the CEMP and CNVMP. Contact information for Martinus Rail’s Community Team have been provided to assist with ongoing consultation during construction.

Depending on individual needs and circumstances, specific mitigation measures offered by Martinus Rail could include but are not limited to:

- Offers of individually agreed respite to highly noise affected sensitive land users (standard construction hours)
- Consultation on timetabling of highly noise intensive works to avoid sensitive periods

- Offers of attended noise monitoring at the premises to confirm actual levels of impact
- Offers of temporary alternative accommodation or work space
- Individual briefings.

Specific mitigation measures identified in consultation with individual affected sensitive land users will be implemented during works subject to this CNVIS. Further mitigation measures may be identified by the affected community as construction progresses and these will be assessed where reasonable and feasible and on a case by-case basis.

8.5.2 Consultation for this CNVIS

The project website includes the following key information:

- Latest approvals
- All management plans, including the CNVMP and the Construction Environmental Management Plan (CEMP), which provide information on the relevant environmental management measures
- Notifications, including three-month lookaheads, monthly updates and specific OOHW notifications
- Contact mechanisms, including requests for feedback and/or complaints on individual circumstances.

As part of the project's program of regular notifications, the following notifications have included information on the OOHW requirements subject to this CNVIS:

- Project-wide monthly notifications distributed to over 25,000 properties
- Work specific notifications
- Three-month lookahead notifications distributed to over 25,000 properties
- Regular email with details of upcoming work or changes.

All notifications include the following:

- Link to project website
- 24/7 phone number and email address for enquiries, complaints or comments
- Requests for the community to provide feedback on their individual needs and circumstances.

Prior to commencement of works subject to this CNVIS, targeted consultation occurred with a total of approximately 7,127 residential properties across the entire project alignment, approximately 75 of which were in Yerong Creek. These properties received targeted letterbox drops, emails and newspaper adverts from the Community Team and feedback was sought across (3) three weeks, from 7 August to 28 August 2024.

The team requested feedback from the affected community on their individual needs during this targeted consultation.

8.5.3 Consultation outcomes

Feedback received during this consultation was primarily related to the existing operational train line and the disturbance the trains cause.

In Yerong Creek, no additional management measures relating to construction noise were identified during this consultation; however, the following general sentiments were noted from respondents:

- Limit noise generating work outside of standard construction hours as much as possible
- Limit noise generating work on the weekends as much as possible
- Construction works should be completed as soon as possible.

The CNVIS documents the need to limit noise generating work as much as possible and this will be achieved through the implementation of existing mitigation measures listed in this CNVIS.

Nevertheless, regular consultation with the community will continue throughout construction in accordance with the Community Communications Strategy and the Community Action Plan prepared for the relevant activities. A list of key stakeholders relevant to this CNVIS are included in, see **Table 24** below.

Table 24 Community Communications Strategy

Precinct Area	Receiver Type	Level of Engagement	Distance from Work Site (m)
Yerong Creek Yard Clearances			
Olympic Highway, Waratah Street, Plunket Street, Hay and Cole Street	Residential	Consult	Various
Yerong Creek Public School	Educational	Consult	90 m

8.6 Occupational Noise Exposure

In accordance with CoA E77, worksites will be managed to ensure that noise generated by construction will not exceed the National Standard for exposure to noise in the occupational environment of an eight-hour equivalent continuous A-weighted sound pressure level of $L_{Aeq,8h}$ of 85 dBA for any employee working at a location near the project.

It is not anticipated that an exceedance will occur at any point during the project, however occupational exposure to noise will primarily be managed under the Work Health and Safety Management Plan.

8.7 Monitoring

Noise and vibration monitoring will be undertaken in accordance with the CNVMP (including monitoring program) and the CNVF.

CoA E81 requires that advice from an independent heritage specialist must be sought on methods and locations for installing equipment used for vibration, movement and noise monitoring at heritage-listed structures prior to the installation of the equipment.

Construction Noise Monitoring

Construction noise monitoring will be carried out at the commencement of activities to confirm that actual noise levels are consistent with the predictions presented in this CNVIS,

and that the management measures that have been implemented are effective or as per the CNVMP.

Monitoring locations will be focused to the most impacted receivers identified in **Appendix C**. Indicative locations are identified in **Table 25**, however, these will be subject to provision of safe access and the specific location of work being undertaken at the time of monitoring.

Noise monitoring will, where practicable, be in a position with unobstructed views of general site activities, whilst shielded as much as possible from non-construction site noise (e.g. road traffic, rail noise and other surrounding noise). The preferred measurement height is 1.2-1.5m above the ground. In accordance with *Australian Standard AS1055:2018*, outdoor noise monitoring is to be undertaken at least 3.5m from any reflecting structure other than the ground.

Noise monitoring will be carried out on or near the property boundary at the locations representative of the nominated receivers in **Table 25** (i.e. in publicly accessible areas near the nominated receivers, if it is safe to do so). Noise monitoring results will be assessed against the noise management levels (NMLs) and predicted exceedance category identified in **Appendix C**.

The results will be documented with discussion about the details of work underway at the time and mitigation in place. Noise monitoring results will be recorded on the MR Noise Monitoring Form in Procore. Noise monitoring data will be made available to the AA and ER for information, upon request.

Construction Vibration monitoring

Attended or unattended vibration monitoring will be undertaken as required. Monitoring locations may vary as work progresses and will be determined on a case-by-case basis or in response to complaints. The focus of monitoring will be at risk buildings, structures and sensitive receivers as identified in **Section 5.3**. If other vibration intensive activities are required, an assessment of their potential impact is required as per the CNVMP.

Indicative locations are identified in **Table 25**, however, these will be subject to provision of safe access and the specific location of work being undertaken at the time of monitoring. Vibration monitoring data will be made available to the AA and ER for information, upon request.

Table 25 Indicative Monitoring Locations

Location	Type	Monitoring	Timing
Noise Monitoring			
• 19 Cox St, Yerong Creek • 2 Finlayson Lane, Yerong Creek • 10 Finlayson Lane, Yerong Creek	Activities based noise monitoring	• Confirming that actual noise levels are consistent with predicted noise impacts and that the effectiveness of actions and mitigation measures implemented are satisfactory, • In response to a noise related complaint(s) (determined on a case-by-case basis) • Following implementation of mitigation measures or noise attenuation because of exceedance of predicted noise levels	At the commencement of the activities being undertaken
	Out of Hours Work	Attended monitoring as required by the Out of Hours Work (OOHW) plan to validate noise levels are consistent with predicted noise impacts and that the effectiveness of actions	At the commencement of the range of OOHW activities being undertaken.

Location	Type	Monitoring	Timing
		and mitigation measures implemented are satisfactory	
	Plant / Equipment Checks	Spot checks would be carried out as required on a case-by-case basis, such as • In response to a specific noise related complaint and • During noise verification monitoring when it is possible to isolate the noise from one piece of plant or equipment.	case-by-case basis
Vibration Monitoring			
• Structures within the rail corridor • 2 Plunkett St, Yerong Creek • 5 Cox St, Yerong Creek	Activities based vibration monitoring	• Confirming that vibration levels are below criteria and that the effectiveness of actions and mitigation measures implemented are satisfactory • In response to a vibration related complaint(s) (determined on a case-by-case basis)	Throughout vibration generating activities being undertaken within minimum working distances to nearby receivers.

9.0 Cumulative Impacts

Cumulative construction noise impacts can occur where multiple work activities are being completed near to a particular receiver at the same time. There is potential for cumulative construction impacts from multiple construction activities being completed in different areas of the project.

Since the construction scenarios required for various stages of the project would generally require similar items of equipment, concurrent construction work being completed near to a particular area could theoretically increase the worst-case noise levels in this report by around 3 dB (ie a logarithmic adding of two sources of noise at the same level).

The likelihood of worst-case noise levels being generated by two different work activities at the same time is, however, considered low and rather than increase construction noise levels, the impact of concurrent work would generally be a limited to a potential increase in the duration, and annoyance, of noise impacts on the affected receivers.

In practice, construction noise levels in any one location would vary and would be frequently much lower than the worst-case scenario assessed due to construction staging moving work around within the study area and, in many cases, only a few items of equipment being used at any one time.

Martinus Rail will take feasible and reasonable steps to consult and coordinate with other construction projects when they become aware of them and if they have the potential to impact the same receivers concurrently, to minimise cumulative impacts of noise and vibration and maximise respite for affected sensitive receivers (in accordance with CoA E72 and E83).

Appendix A Acoustic Terminology

A2I | Albury to Illabo – Yerong Creek Yard Clearances

Construction Noise and Vibration Impact Statement

Martinus Rail

SLR Project No.: 610.031317.00001

28 July 2026

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	Almost silent

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

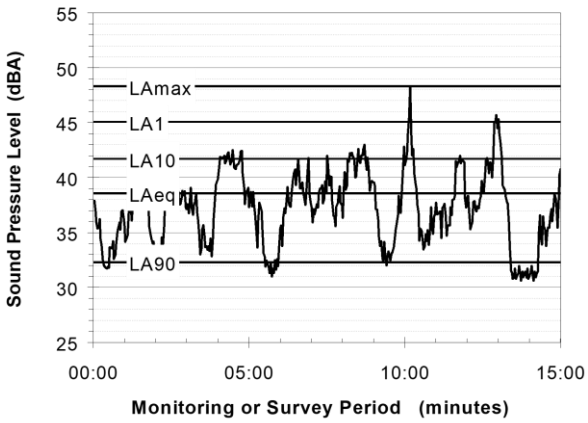
The Sound Power of a source is the rate at which it emits acoustic energy. As with Sound Pressure Levels, Sound Power Levels are expressed in decibel units (dB or dBA), but may be identified by the symbols SWL or LW, or by the reference unit 10^{-12} W.

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 L_{AN}, where L_{AN} is the A-weighted sound pressure level exceeded for N% of a given measurement period. For example, the L_{A1} is the noise level exceeded for 1% of the time, L_{A10} 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:

L_{A1} The noise level exceeded for 1% of the 15 minute interval.

L_{A10} The noise level exceeded for 10% of the 15 minute interval. This is commonly referred to as the average maximum noise level.

L_{A90} 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.

L_{Aeq} 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.

L_{Amax} The A-weighted maximum sound pressure level of an event measured with a sound level meter.

5. Frequency Analysis

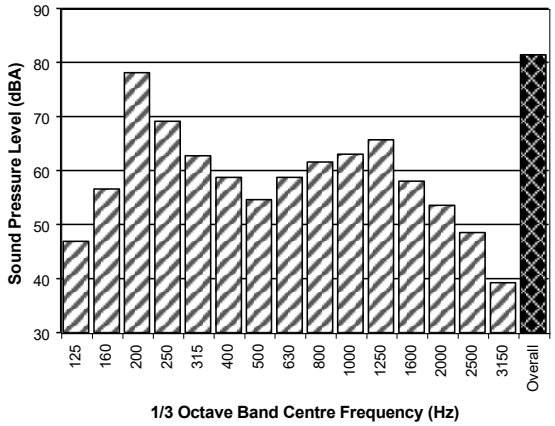
Frequency analysis is the process used to examine the tones (or frequency components) which make up the overall noise or vibration signal.

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/Vo), where Vo 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

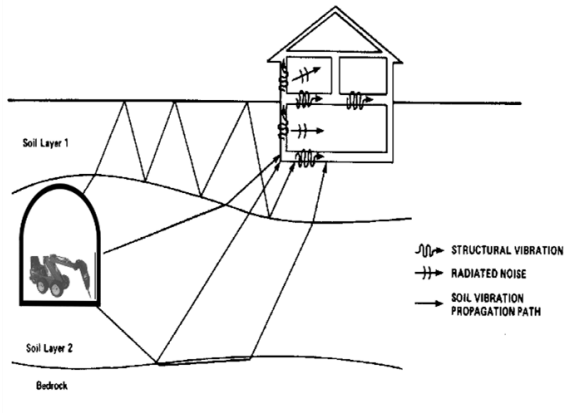
People are able to 'feel' vibration at levels lower than those required to cause even superficial damage to the most susceptible classes of building (even though they may not be disturbed by the motion). An individual's perception of motion or response to vibration depends very strongly on previous experience 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 Modelling Scenarios and Equipment

A2I | Albury to Illabo – Yerong Creek Yard Clearances

Construction Noise and Vibration Impact Statement

Martinus Rail

SLR Project No.: 610.031317.00001

28 July 2026

Equipment		Total Lw (dBA)	Articulated Dump Truck	Asphalt Paving Machine	Ballast Regulator[1]	Ballast Tamper[1]	Centrifugal fan	Compressor	Crane (mobile)	Crane Franna (20 tonne)	Directional Drill	Elevated Work Platform	Excavator - Slasher	Excavator - Tracked (10 tonne)	Excavator - Tracked (20 tonne)	Excavator - Tracked (20t) + Hammer[1]	Front End Loader	Generator	Grinder[1]	Hand tools (electric)	Hand tools (power)	Hi-Rail Crane	Hi-Rail Excavator	Hi-Rail Truck/Trolley	Hydraulic / Pneumatic Tools[1]	Light Vehicle	Lighting Tower	Pavement Profiler	PEM-LEM	Plate compactor	Rail saw[1]	Roller - Static	Roller – Trench (Vibratory)[1]	Roller - Vibratory[1]	Saw - Concrete[1]	Telescopic Handler	Tractor - Slasher	Truck - Medium Rigid (20 tonne)	Truck - Truck & Dog	Truck - Vacuum (NDD)	Wacker Packer	Watercart
Sound Power Level (Lw)[2]			109	108	114	115	90	109	104	98	106	97	105	100	105	122	113	92	105	102	102	104	105	103	116	95	80	117	100	104	118	109	108	109	118	99	108	103	108	109	105	105
Estimated utilisation (%)			25	100	75	75	100	50	30	30	50	25	50	50	50	30	50	100	30	75	75	30	50	25	75	25	100	50	50	100	25	100	100	100	25	50	50	25	25	100	100	75
ID	**Construction Scenario**																																									
W.001	Site Establishment / Demobilisation	**115**	1						1			1	1				1	1		1	1					2						1					1	2	1			1
W.002	Compound Operation	**113**					1	1		1							1	1		1						15												2	1			1
W.003	Geotechnical Investigation	**111**																		1			1			2												2		1		
W.004	Track Work - Peak	**119**					1	1	1			1			1		1	1	1	2		1	1	1	1	2	1		1	1	1			1		1		2	1			1
W.005	Track Work - Typical	**114**					1	1	1			1					1	1		1		1	1	1		2			1	1						1		2	1			1
W.006	Track Tamping	**116**			1	1																																			
W.007	Drainage Work	**119**							1						1	1		1		1						2				2		1	1				2	1	1	1	
W.008	Signalling Work	**112**							1		1	1		1				1		1						2									1		1		1	1	
W.009	Level Crossing Work - Peak	**119**		1					1						1		1			2						2	2	1				1		1	1	1		2	1			
W.010	Level Crossing Work - Typical	**115**		1					1						1		1			2						2	2					1				1						

Note 1: Equipment classed as ‘annoying’ in the ICNG and requires a 5 dB correction.
Note 2: Sound power level data is taken from the DEFRA Noise Database, AS2436, TfNSW Construction Noise and Vibration Strategy.

Appendix C Noise Impact Maps

A2I | Albury to Illabo – Yerong Creek Yard Clearances

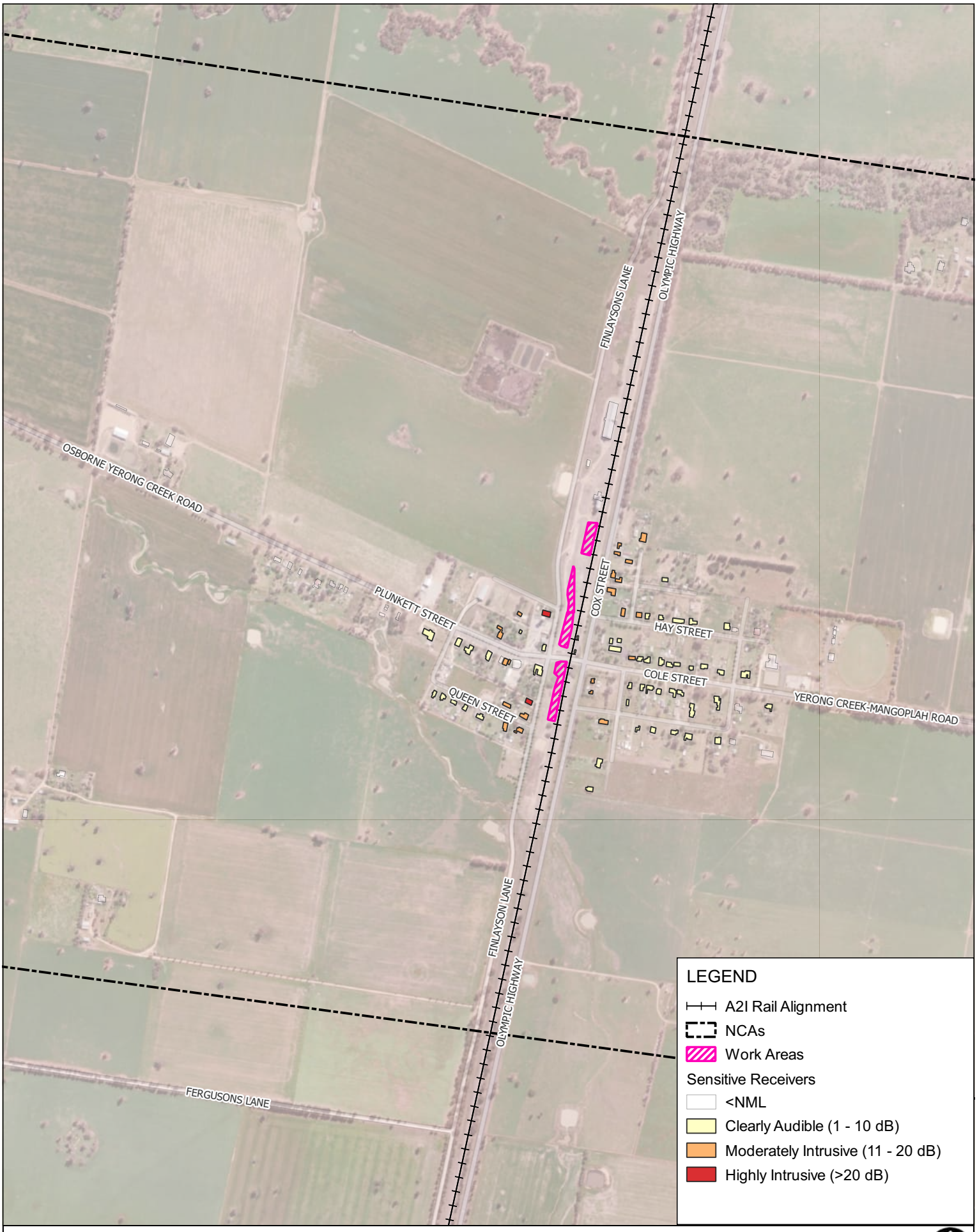
Construction Noise and Vibration Impact Statement

Martinus Rail

SLR Project No.: 610.031317.00001

28 July 2026

Document No: 6-0052-210-EEC-G3-AS-0001_1



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Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

SLR

Data Source:
ESRI World Imagery

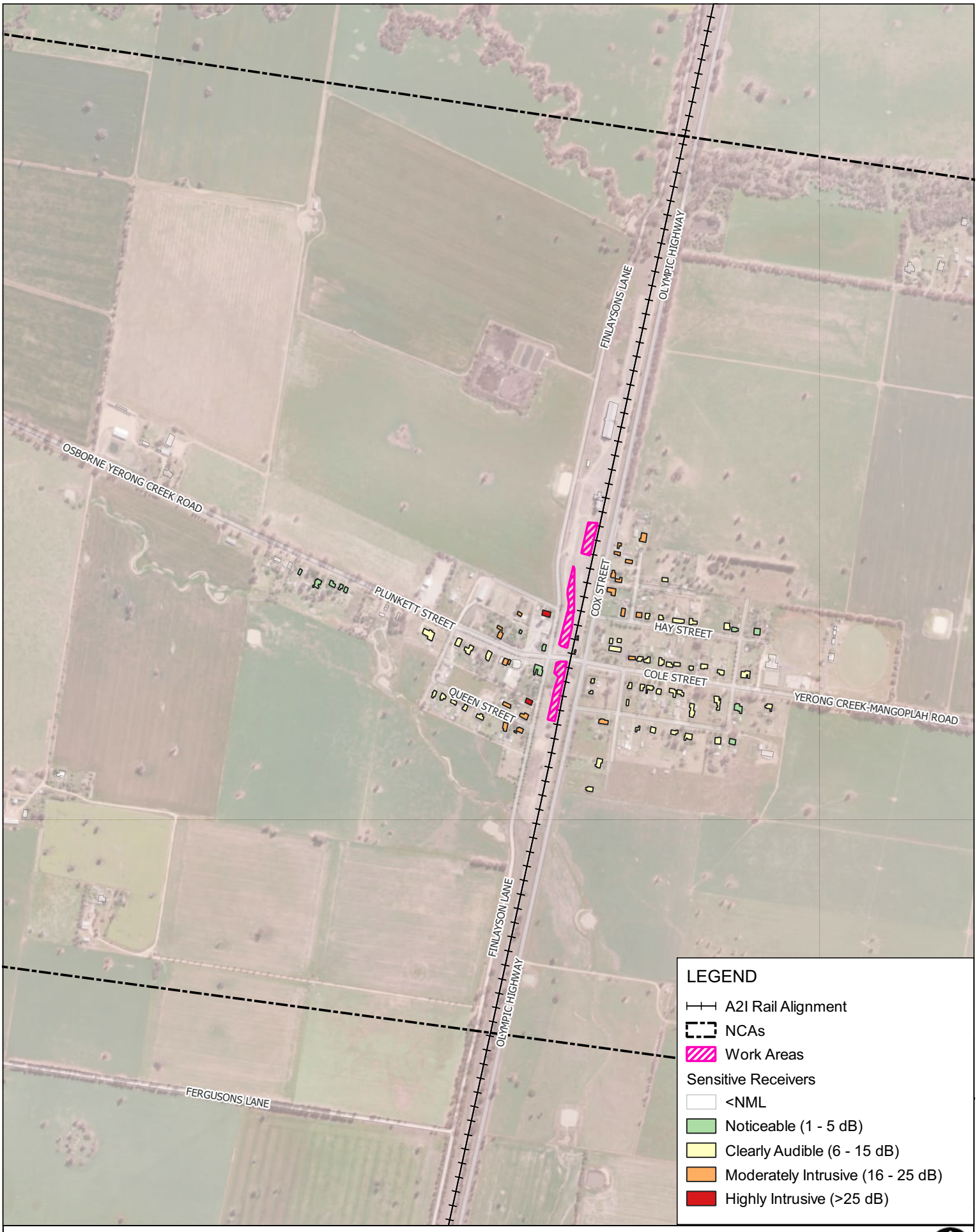
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Document No: 6-0052-210-EEC-G3-AS-0001_1

W.001 - Site Establishment/ Demobilisation - Approved Daytime Hours

APPENDIX C-1

H:\Projects-SLR\610-SrvSYD\610-SYD\610.031317.00001 Inland Rail A2P Enhancement\06 SLR Data\05 Modelling\90 CNVIS\02 A2I\07 Analysis\Yerong Creek\610.031317 A2I CNVIS - Yerong Creek - BNK.qgz



0 250 500 m

Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

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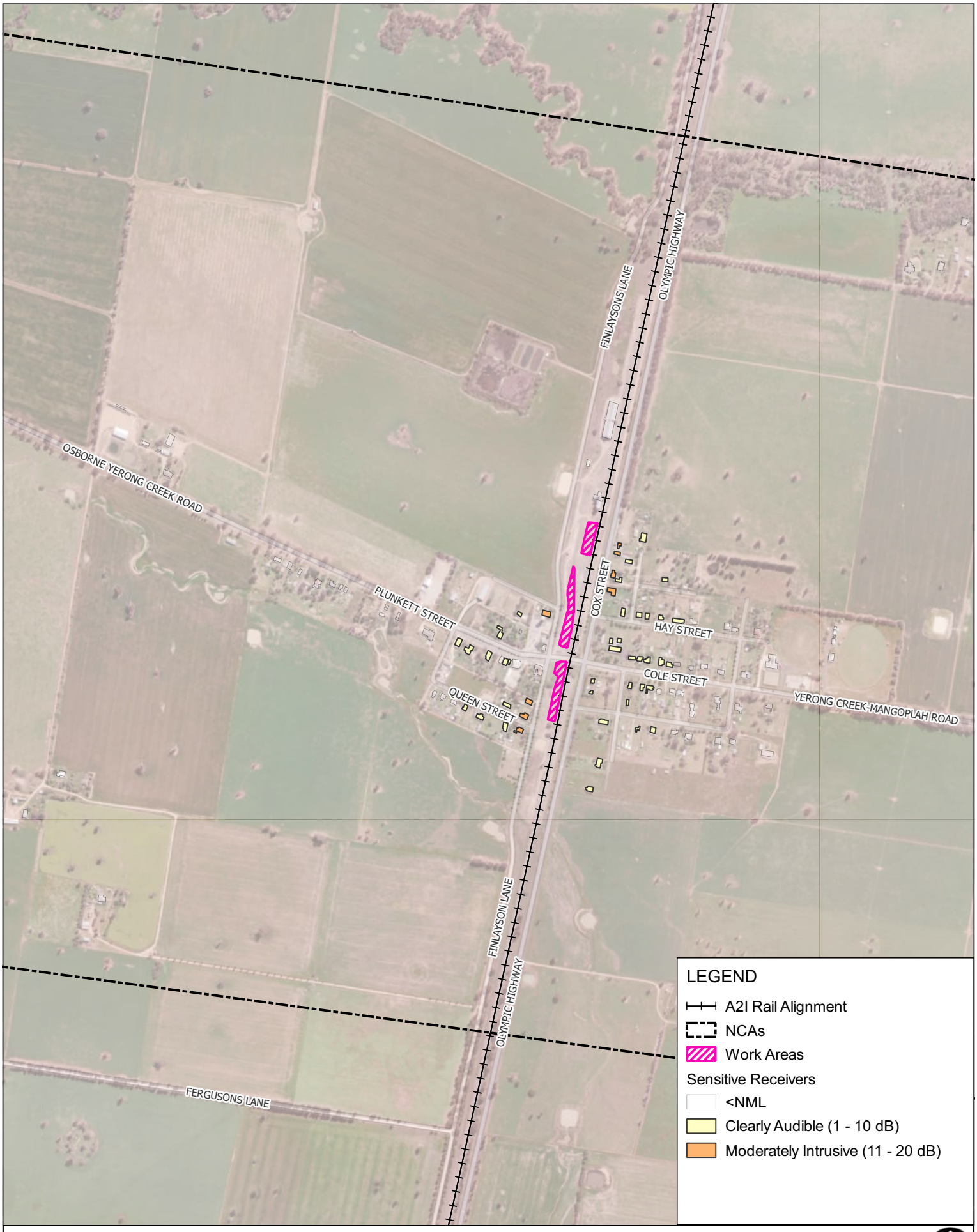
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Document No: 6-0052-210-EEC-G3-AS-0001_1

W.001 - Site Establishment/ Demobilisation - Out of Hours Daytime

APPENDIX C-2

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0 250 500 m

Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

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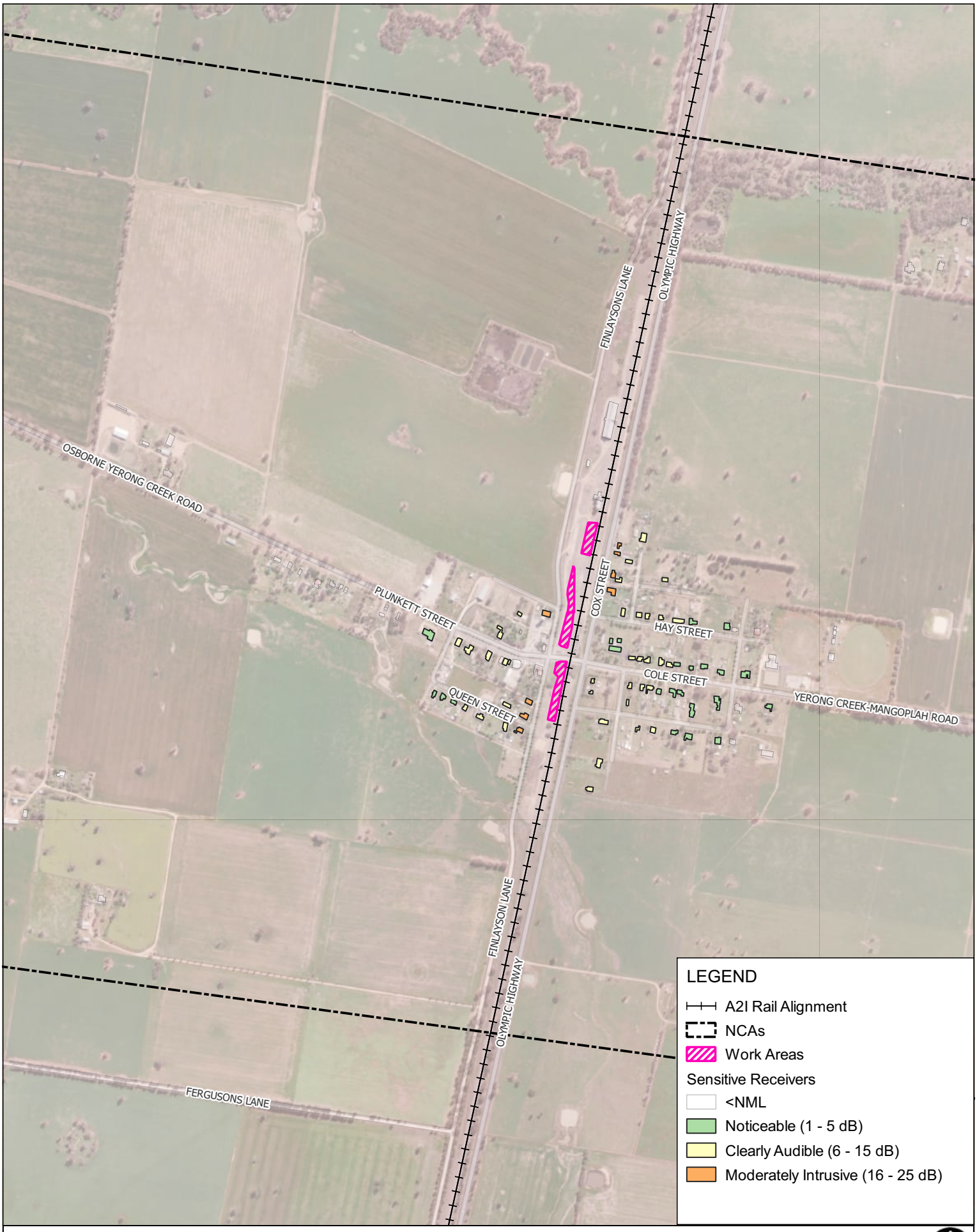
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Document No: 6-0052-210-EEC-G3-AS-0001_1

W.002 - Compound Operation - Approved Daytime Hours

APPENDIX C-3

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Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

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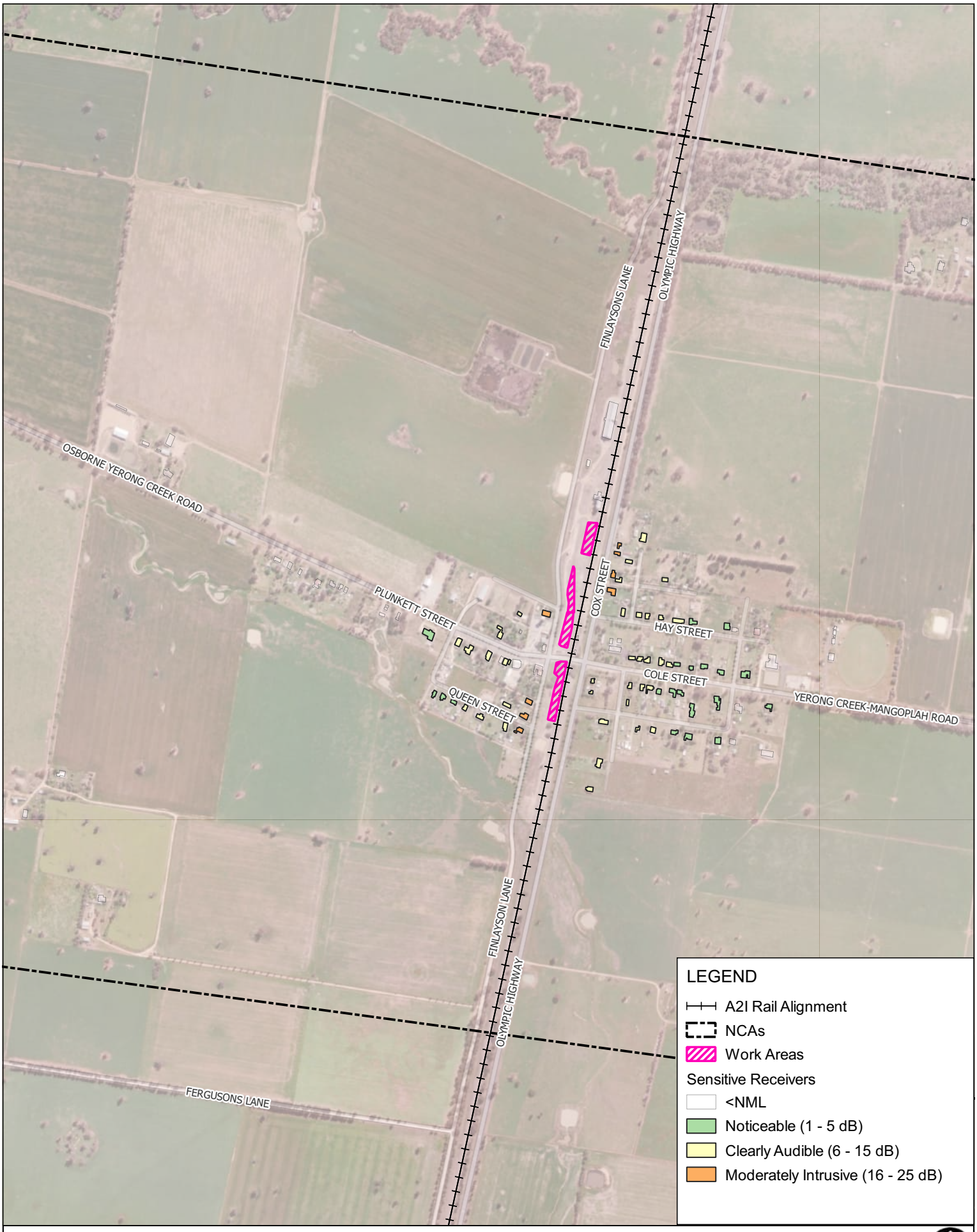
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Document No: 6-0052-210-EEC-G3-AS-0001_1

W.002 - Compound Operation - Out of Hours Daytime

APPENDIX C-4

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Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

Data Source:
ESRI World Imagery

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W.002 - Compound Operation - Out of Hours Evening

APPENDIX C-5

Document No: 6-0052-210-EEC-G3-AS-0001_1

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0 250 500 m

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Coordinate System: GDA2020 / MGA zone 55

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Project Number: 610.031317

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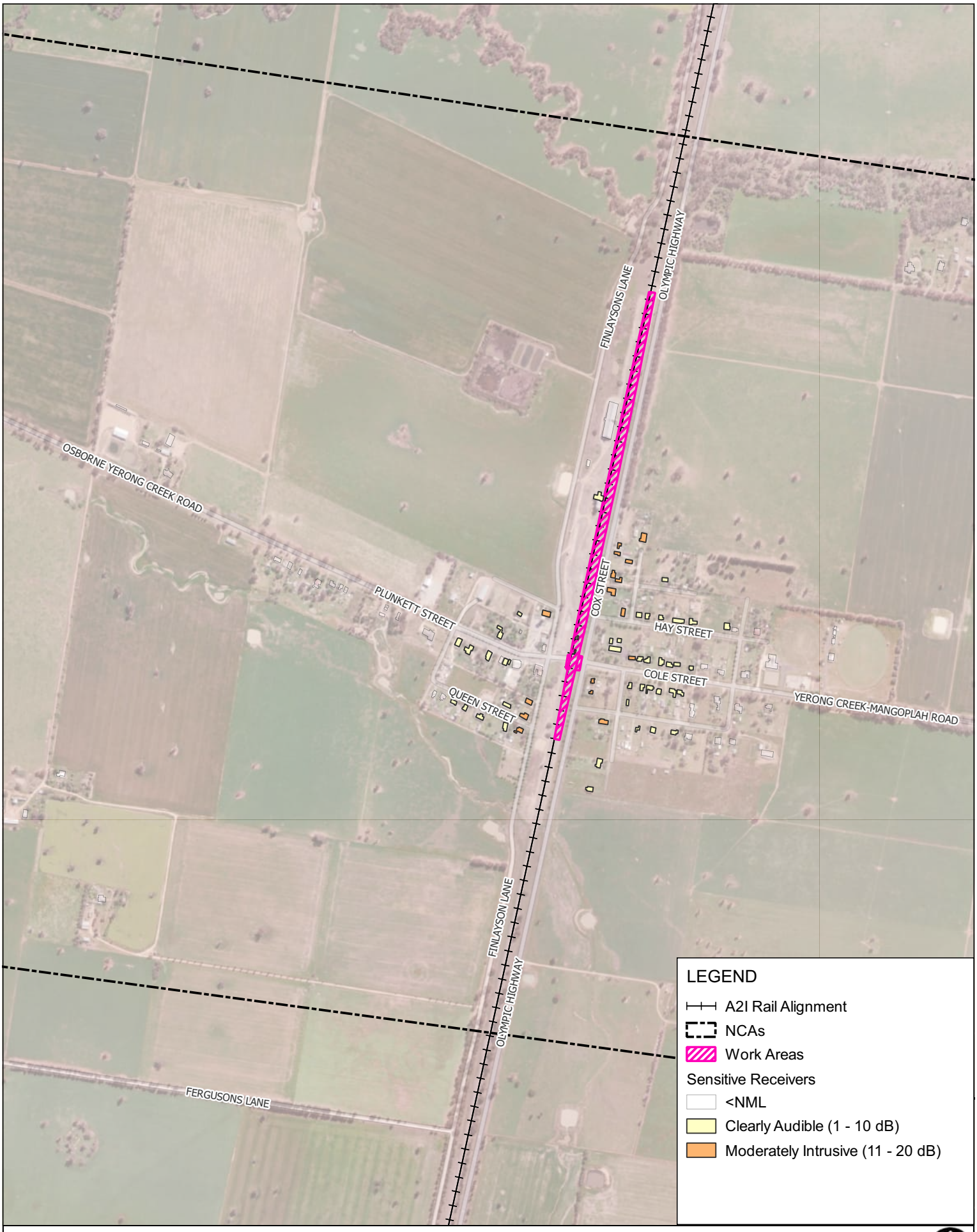
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Document No: 6-0052-210-EEC-G3-AS-0001_1

W.002 - Compound Operation - Out of Hours Night-time

APPENDIX C-6

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Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

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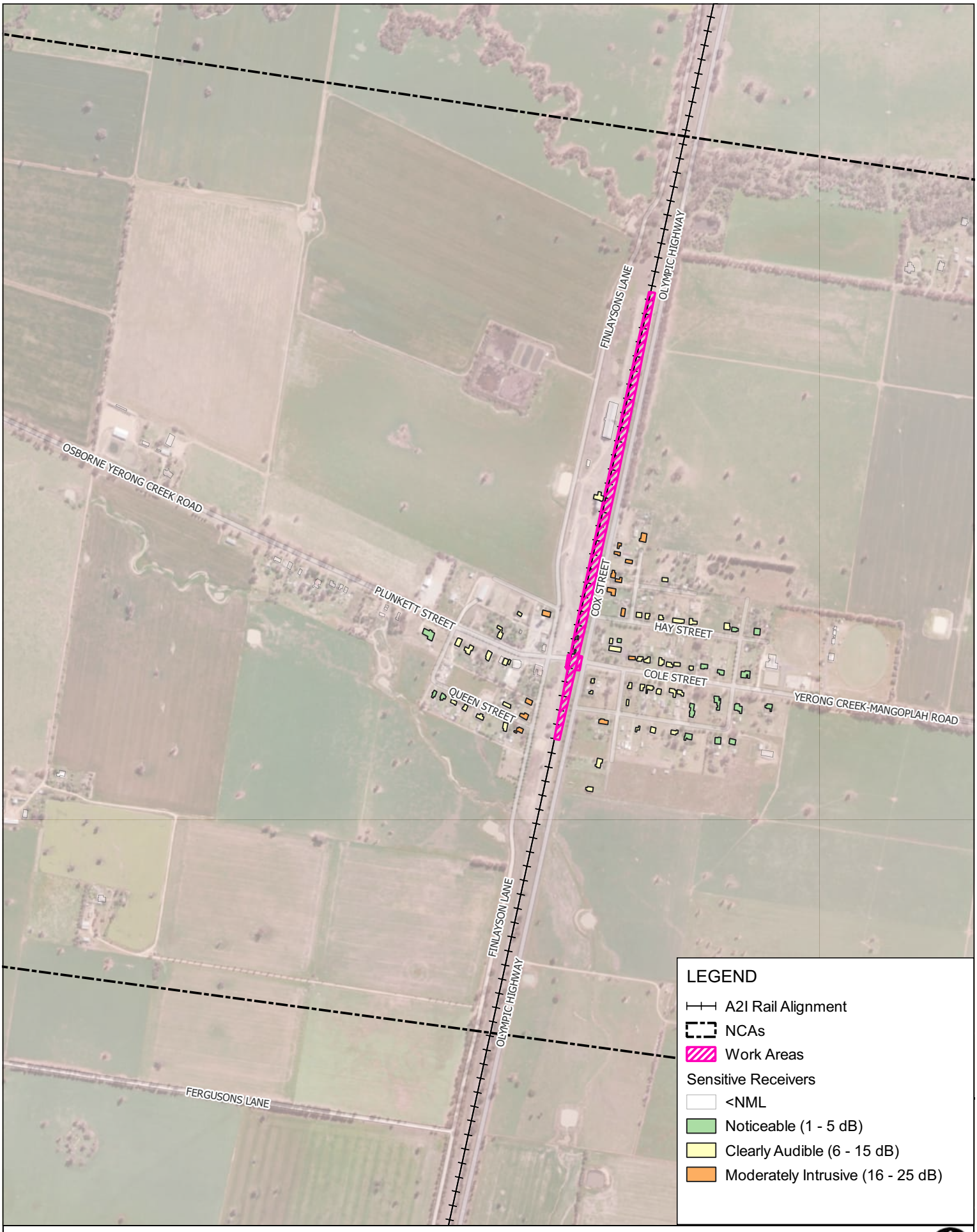
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Document No: 6-0052-210-EEC-G3-AS-0001_1

W.003 - Geotechnical Investigation - Approved Daytime Hours

APPENDIX C-7

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Scale: 1:13,000
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Drawn Date: 28-Apr-2025
Project Number: 610.031317

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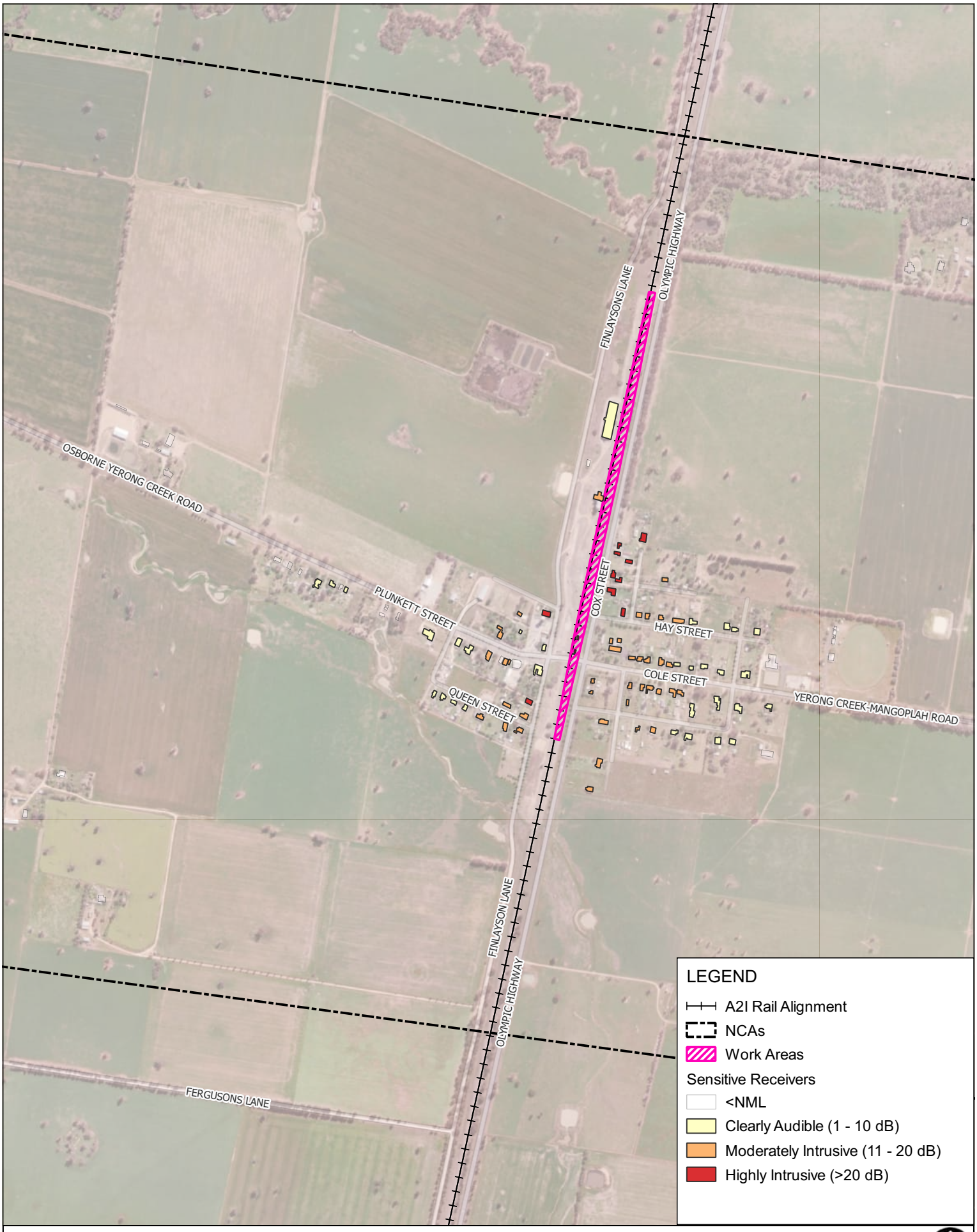
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W.003 - Geotechnical Investigation - Out of Hours Daytime

APPENDIX C-8

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Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

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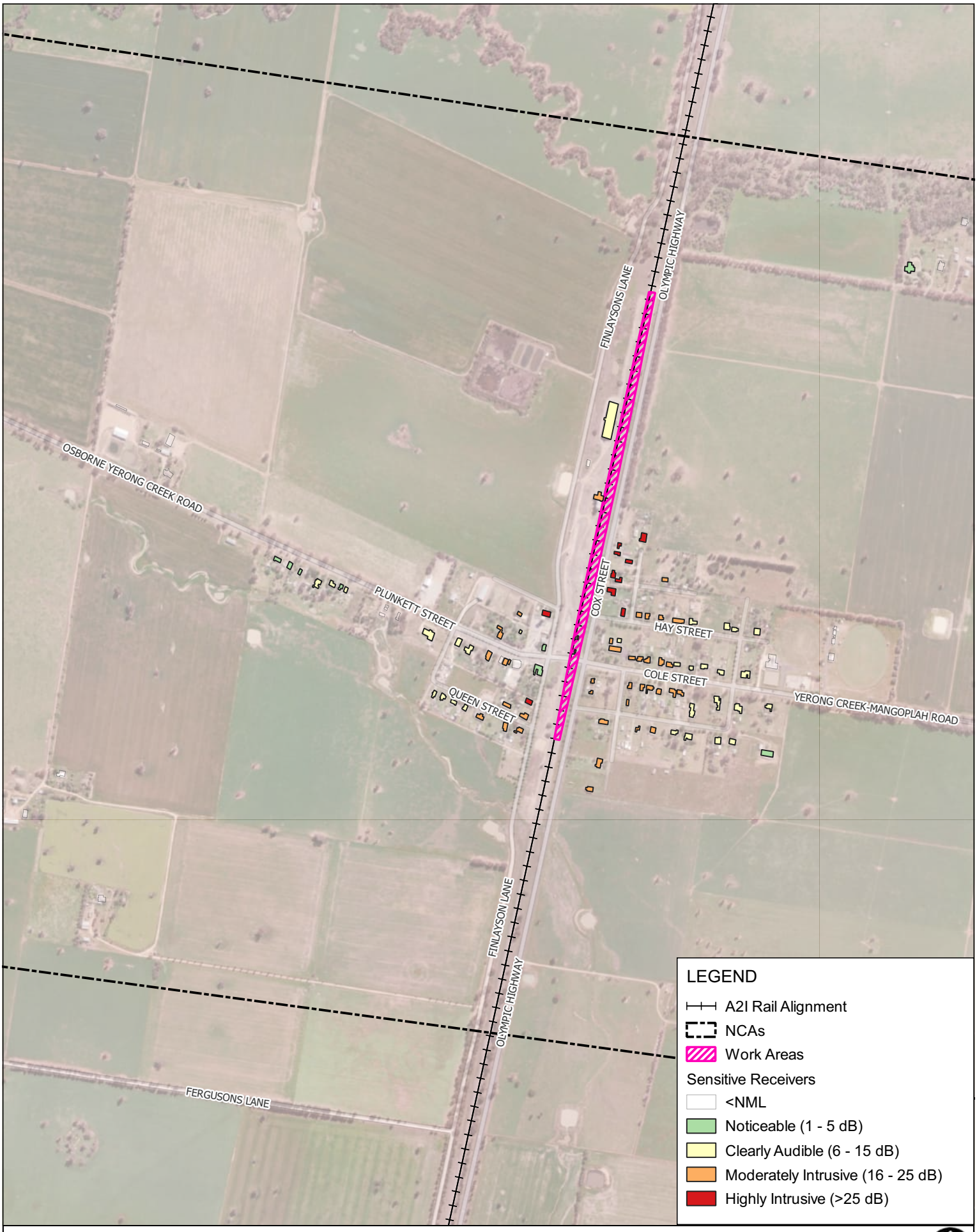
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Document No: 6-0052-210-EEC-G3-AS-0001_1

W.004 - Track Work - Peak - Approved Daytime Hours

APPENDIX C-9

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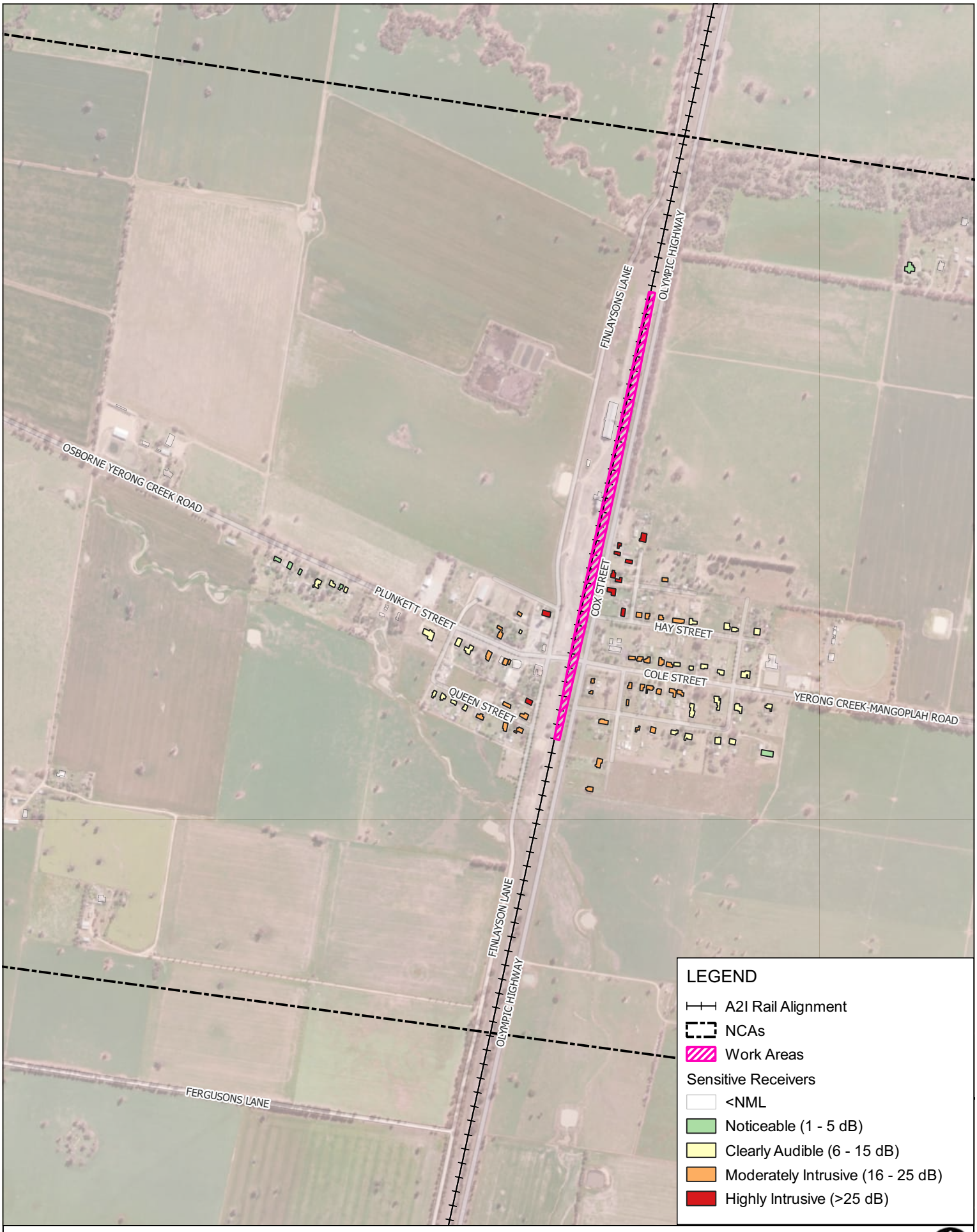
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W.004 - Track Work - Peak - Out of Hours Daytime

Document No: 6-0052-210-EEC-G3-AS-0001_1

APPENDIX C-10

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0 250 500 m

Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

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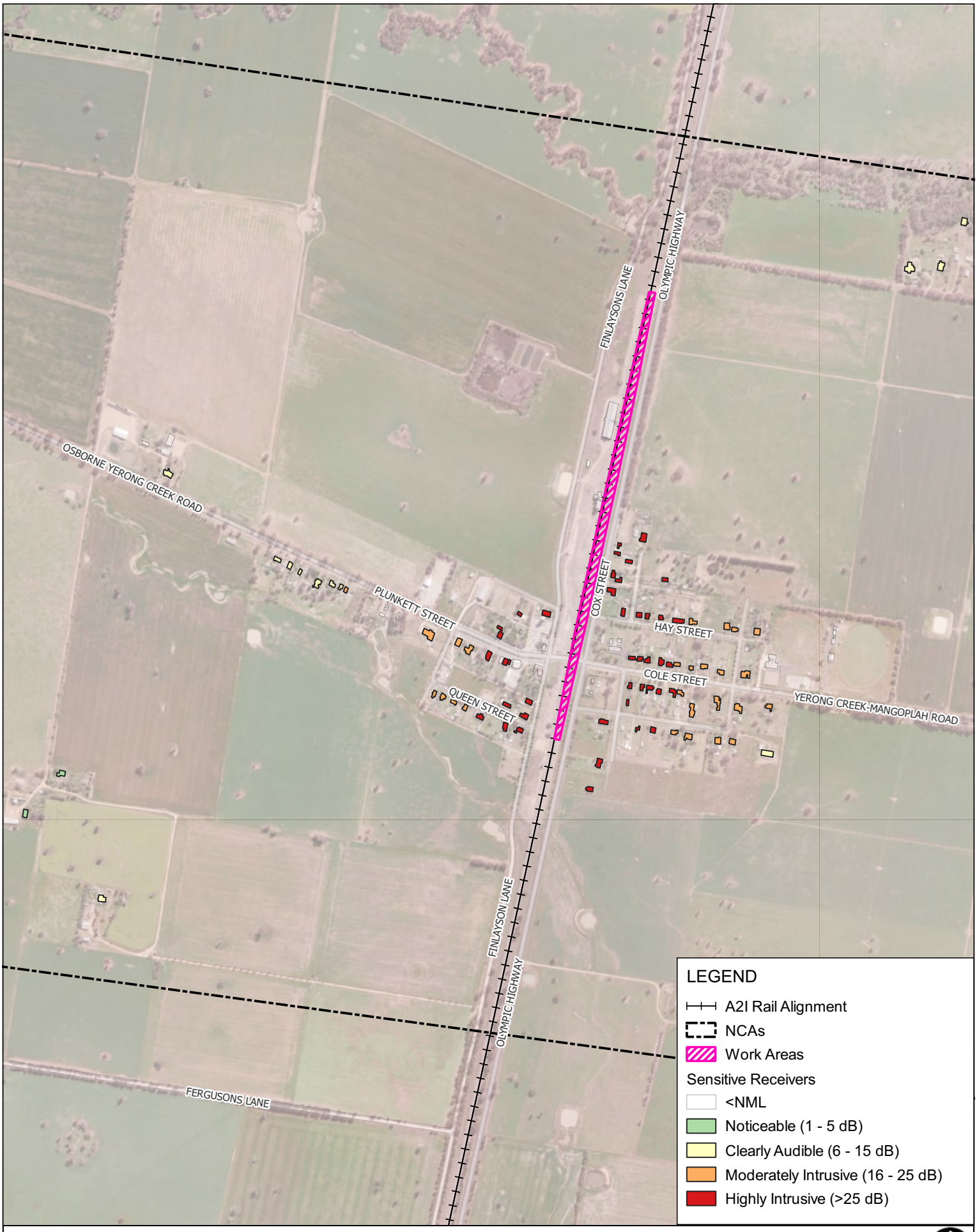
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W.004 - Track Work - Peak - Out of Hours Evening

APPENDIX C-11

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Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

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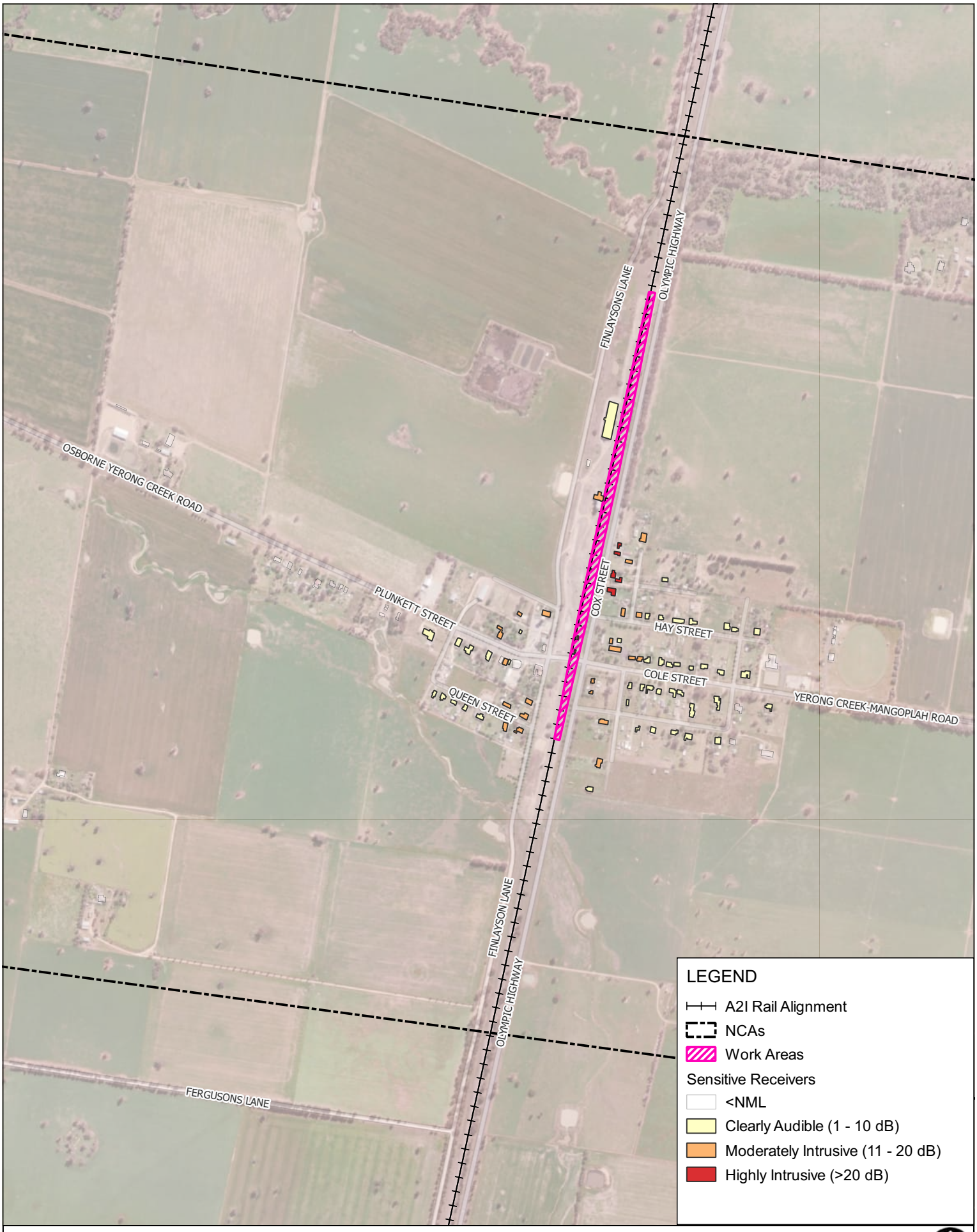
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Document No: 6-0052-210-EEC-G3-AS-0001_1

W.004 - Track Work - Peak - Out of Hours Night-time

APPENDIX C-12

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0 250 500 m

Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

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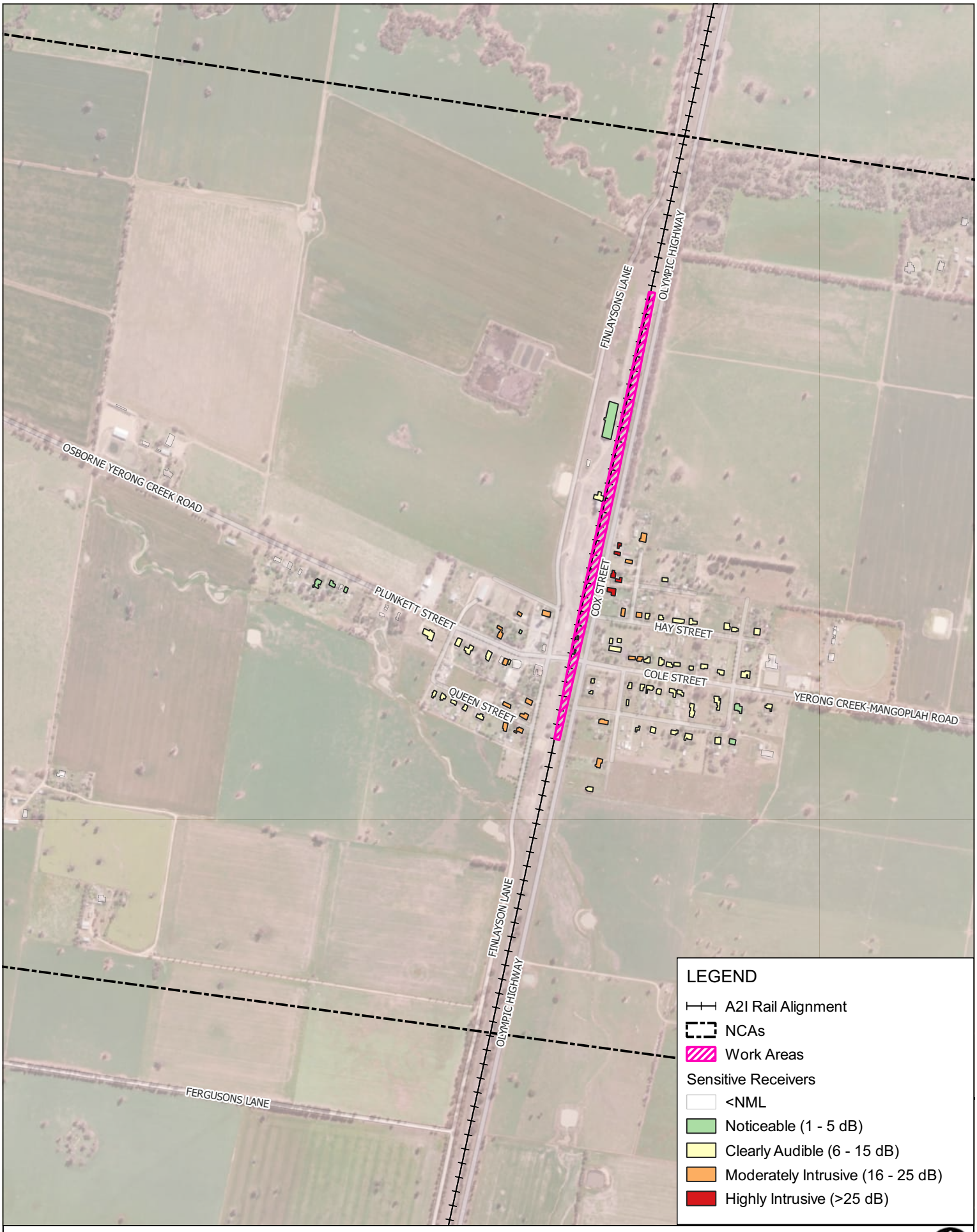
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Document No: 6-0052-210-EEC-G3-AS-0001_1

W.005 - Track Work - Typical - Approved Daytime Hours

APPENDIX C-13

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Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

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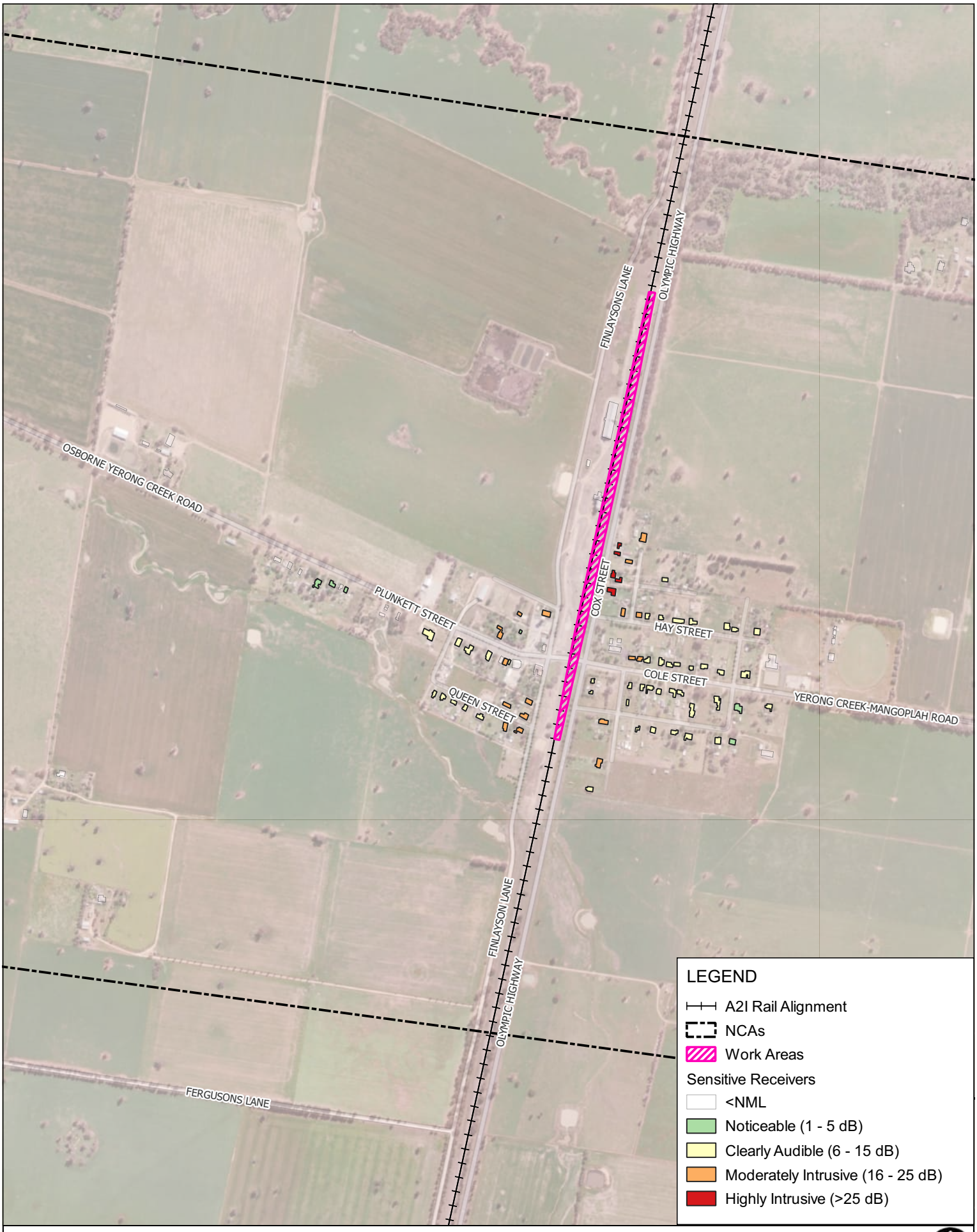
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W.005 - Track Work - Typical - Out of Hours Daytime

Document No: 6-0052-210-EEC-G3-AS-0001_1

APPENDIX C-14

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Project Number: 610.031317

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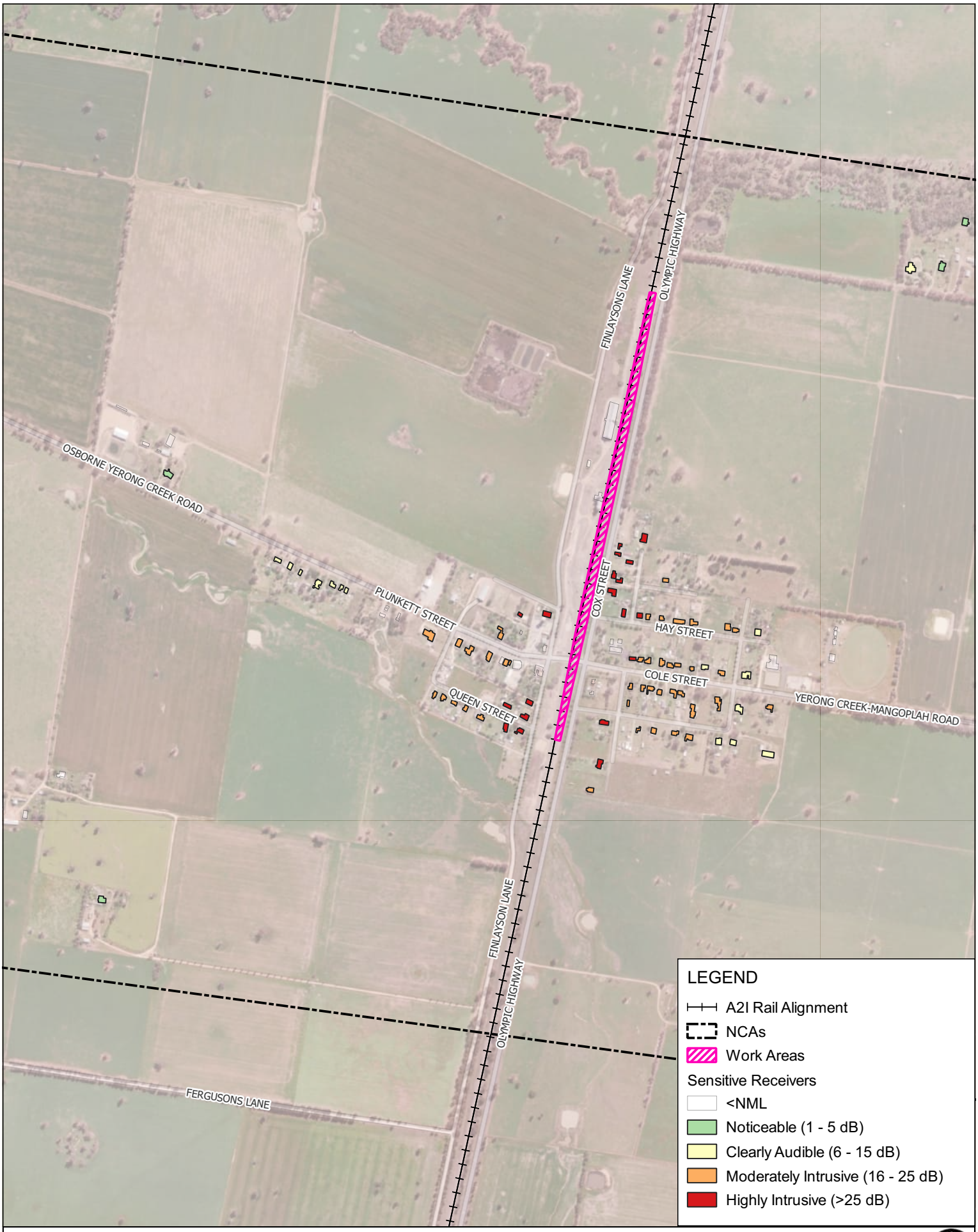
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W.005 - Track Work - Typical - Out of Hours Evening

Document No: 6-0052-210-EEC-G3-AS-0001_1

APPENDIX C-15

H:\Projects-SLR\610-SrvSYD\610-SYD\610.031317.00001 Inland Rail A2P Enhancement\06 SLR Data\05 Modelling\90 CNVIS\02 A2I\07 Analysis\Yerong Creek\610.031317 A2I CNVIS - Yerong Creek - BNK.qgz



0 250 500 m

Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

Data Source:
ESRI World Imagery

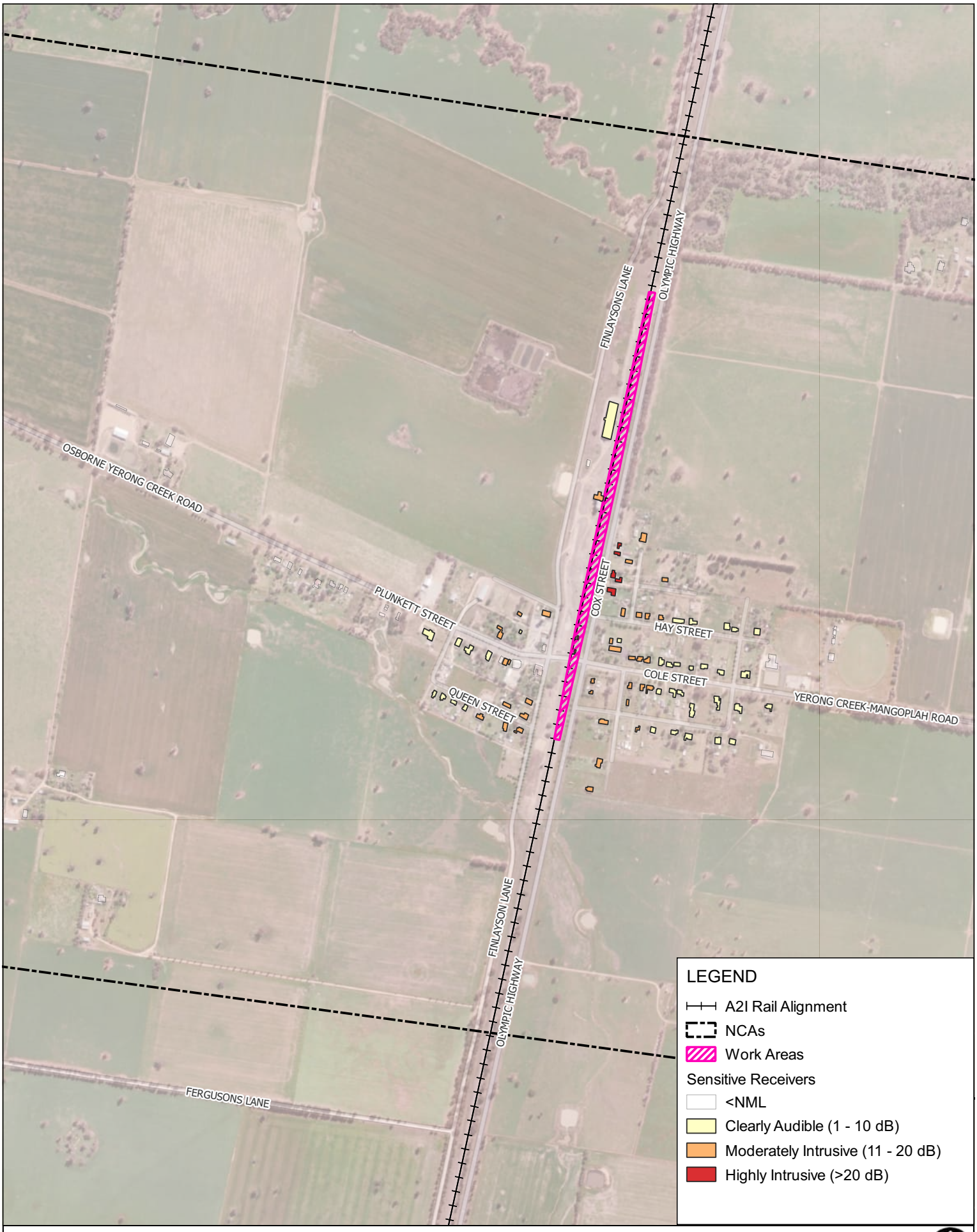
DISCLAIMER: All information within this document maybe based on external sources. SLR Consulting Pty Ltd makes no warranty regarding the data's accuracy or reliability for any purpose .

Document No: 6-0052-210-EEC-G3-AS-0001_1

W.005 - Track Work - Typical - Out of Hours Night-time

APPENDIX C-16

H:\Projects-SLR\610-SrvSYD\610-SYD\610.031317.00001 Inland Rail A2P Enhancement\06 SLR Data\05 Modelling\90 CNVIS\02 A2I\07 Analysis\Yerong Creek\610.031317 A2I CNVIS - Yerong Creek - BNK.qgz



0 250 500 m

Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

Data Source:
ESRI World Imagery

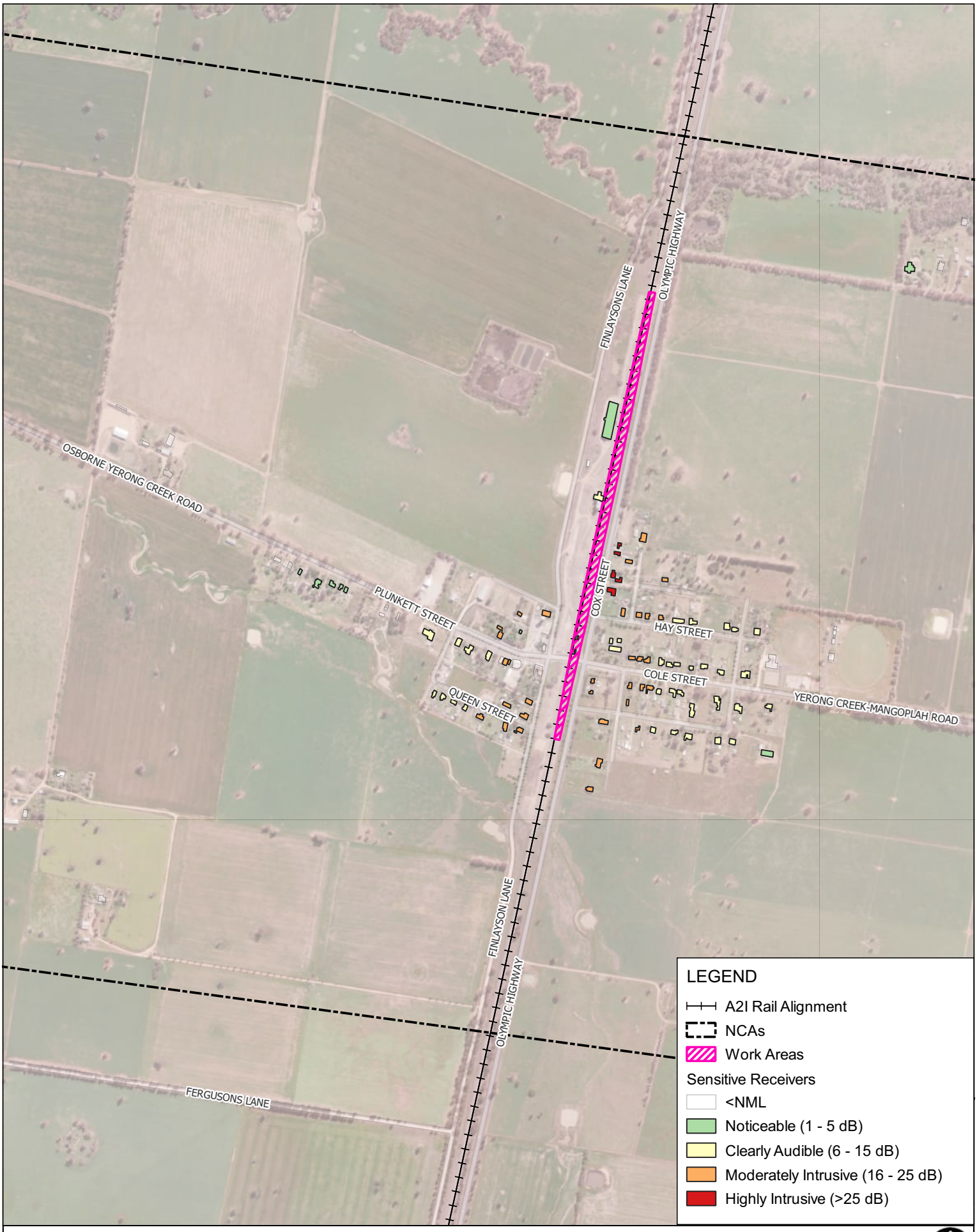
DISCLAIMER: All information within this document maybe based on external sources. SLR Consulting Pty Ltd makes no warranty regarding the data's accuracy or reliability for any purpose .

Document No: 6-0052-210-EEC-G3-AS-0001_1

W.006 - Track Tamping - Approved Daytime Hours

APPENDIX C-17

H:\Projects-SLR\610-SrvSYD\610-SYD\610.031317.00001 Inland Rail A2P Enhancement\06 SLR Data\05 Modelling\90 CNVIS\02 A2I\07 Analysis\Yerong Creek\610.031317 A2I CNVIS - Yerong Creek - BNK.qgz



0 250 500 m

Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

Data Source:
ESRI World Imagery

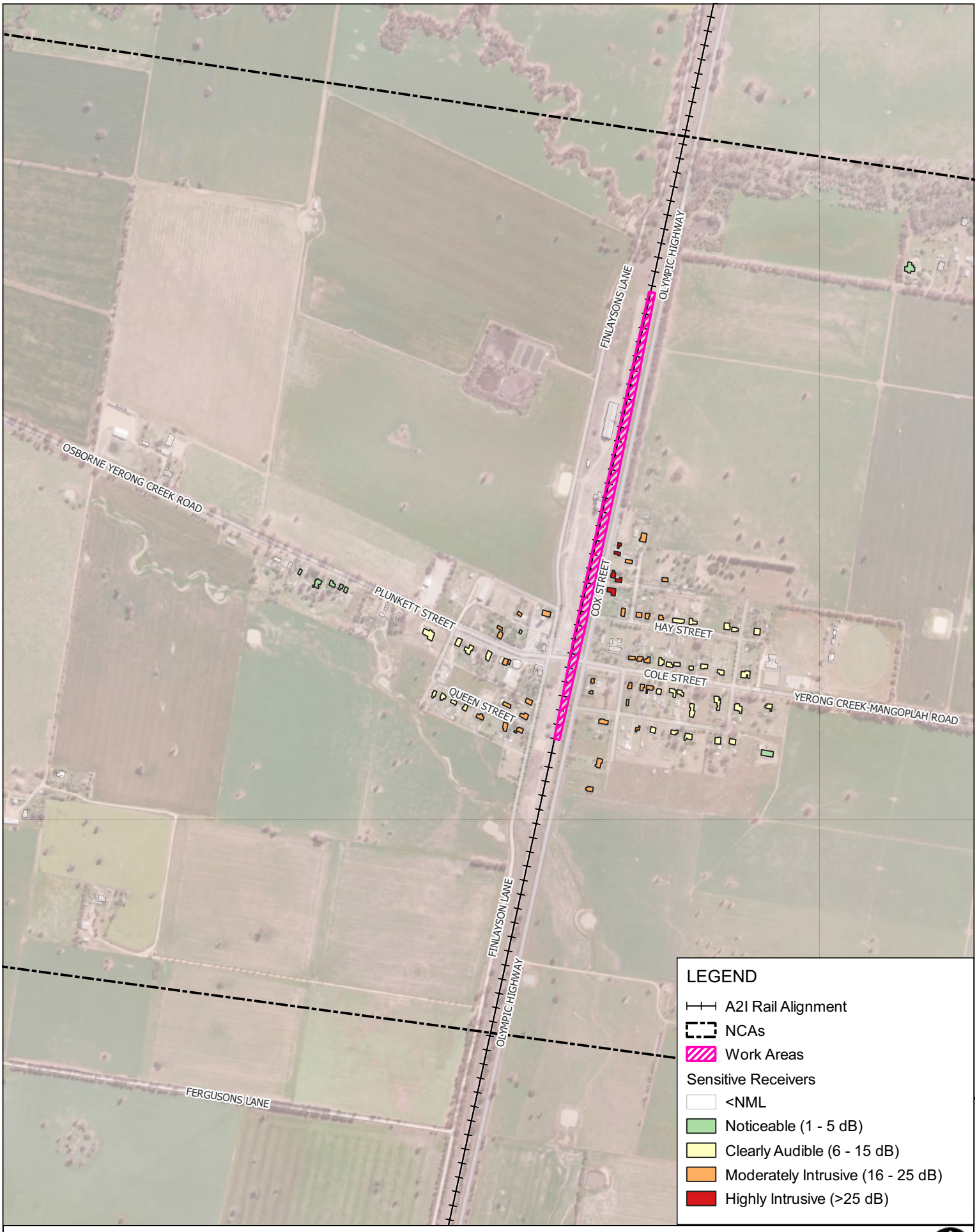
DISCLAIMER: All information within this document maybe based on external sources. SLR Consulting Pty Ltd makes no warranty regarding the data's accuracy or reliability for any purpose .

Document No: 6-0052-210-EEC-G3-AS-0001_1

W.006 - Track Tamping - Out of Hours Daytime

APPENDIX C-18

H:\Projects-SLR\610-SrvSYD\610-SYD\610.031317.00001 Inland Rail A2P Enhancement\06 SLR Data\05 Modelling\90 CNVIS\02 A2I\07 Analysis\Yerong Creek\610.031317 A2I CNVIS - Yerong Creek - BNK.qgz



0 250 500 m

Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

Data Source:
ESRI World Imagery

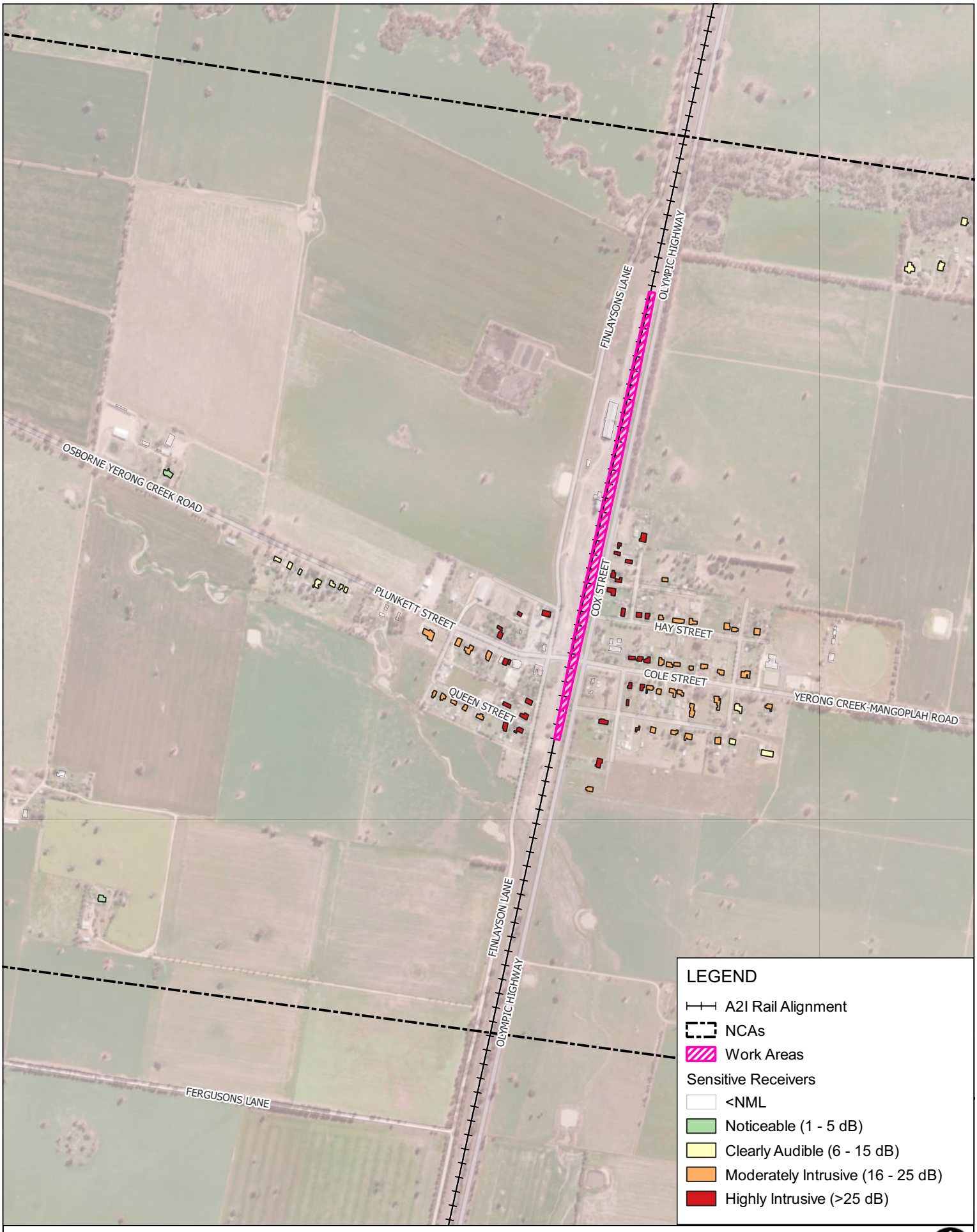
DISCLAIMER: All information within this document maybe based on external sources. SLR Consulting Pty Ltd makes no warranty regarding the data's accuracy or reliability for any purpose .

W.006 - Track Tamping - Out of Hours Evening

Document No: 6-0052-210-EEC-G3-AS-0001_1

APPENDIX C-19

H:\Projects-SLR\610-SrvSYD\610-SYD\610.031317.00001 Inland Rail A2P Enhancement\06 SLR Data\05 Modelling\90 CNVIS\02 A2I\07 Analysis\Yerong Creek\610.031317 A2I CNVIS - Yerong Creek - BNK.qgz



0 250 500 m

Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

Data Source:
ESRI World Imagery

DISCLAIMER: All information within this document maybe based on external sources. SLR Consulting Pty Ltd makes no warranty regarding the data's accuracy or reliability for any purpose .

W.006 - Track Tamping - Out of Hours Night-time

Document No: 6-0052-210-EEC-G3-AS-0001_1

APPENDIX C-20

H:\Projects-SLR\610-SrvSYD\610-SYD\610.031317.00001 Inland Rail A2P Enhancement\06 SLR Data\05 Modelling\90 CNVIS\02 A2I\07 Analysis\Yerong Creek\610.031317 A2I CNVIS - Yerong Creek - BNK.qgz



0 250 500 m

Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

Data Source:
ESRI World Imagery

DISCLAIMER: All information within this document maybe based on external sources. SLR Consulting Pty Ltd makes no warranty regarding the data's accuracy or reliability for any purpose .

Document No: 6-0052-210-EEC-G3-AS-0001_1

W.007 - Drainage Works - Approved Daytime Hours

APPENDIX C-21

H:\Projects-SLR\610-SrvSYD\610-SYD\610.031317.00001 Inland Rail A2P Enhancement\06 SLR Data\05 Modelling\90 CNVIS\02 A2I\07 Analysis\Yerong Creek\610.031317 A2I CNVIS - Yerong Creek - BNK.qgz



0 250 500 m

Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

Data Source:
ESRI World Imagery

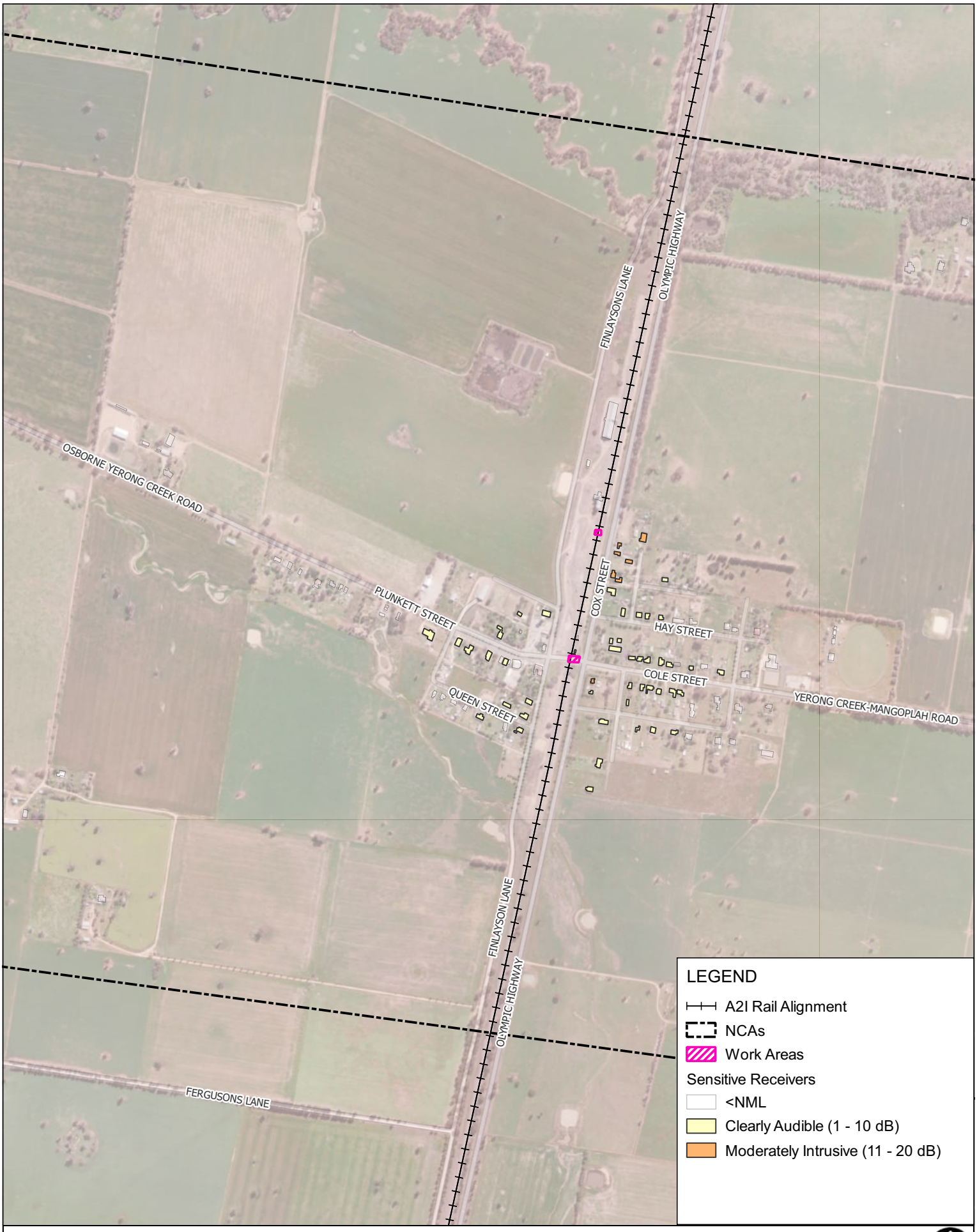
DISCLAIMER: All information within this document maybe based on external sources. SLR Consulting Pty Ltd makes no warranty regarding the data's accuracy or reliability for any purpose .

Document No: 6-0052-210-EEC-G3-AS-0001_1

W.007 - Drainage Works - Out of Hours Daytime

APPENDIX C-22

H:\Projects-SLR\610-SrvSYD\610-SYD\610.031317.00001 Inland Rail A2P Enhancement\06 SLR Data\05 Modelling\90 CNVIS\02 A2I\07 Analysis\Yerong Creek\610.031317 A2I CNVIS - Yerong Creek - BNK.qgz



0 250 500 m

Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

Data Source:
ESRI World Imagery

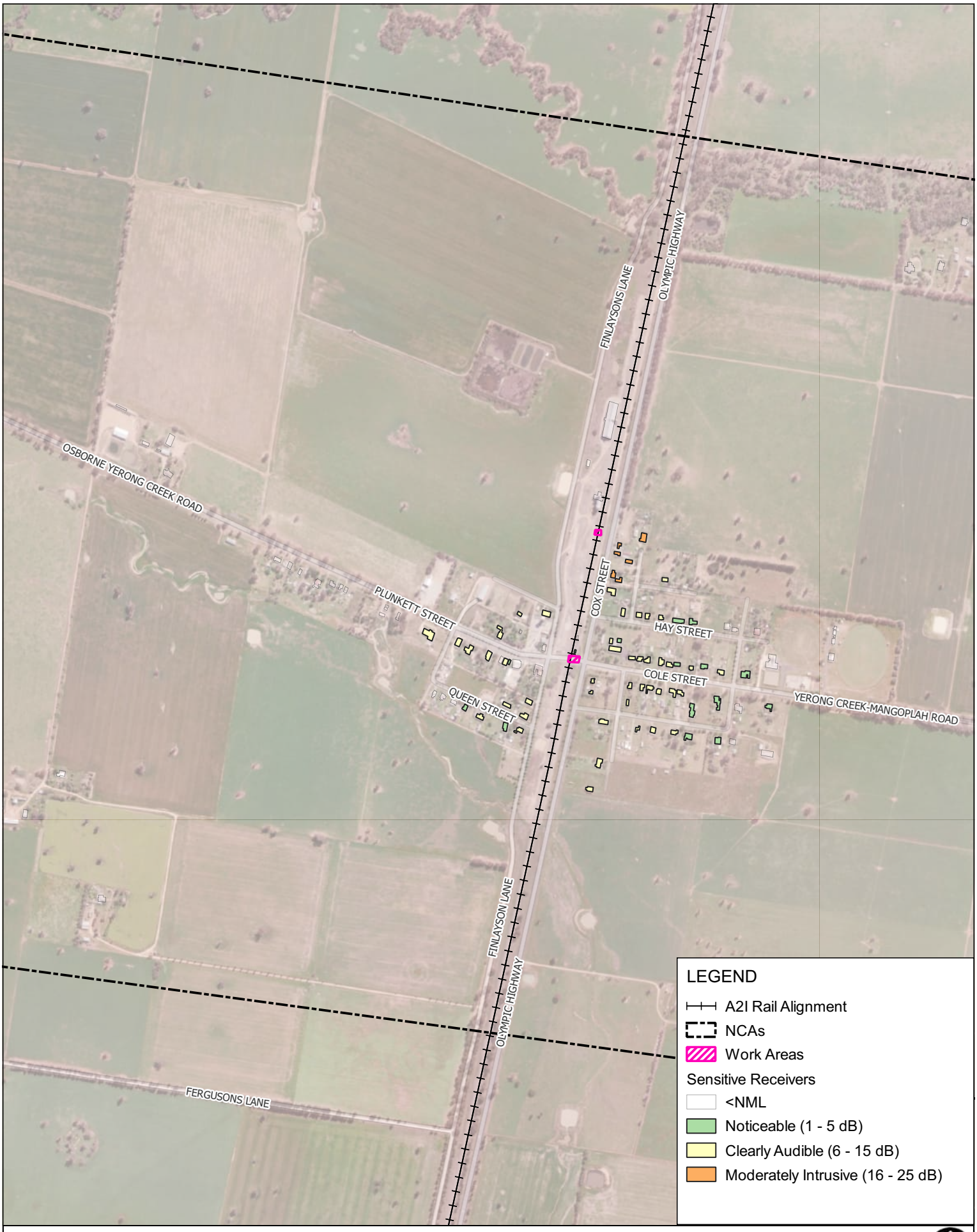
DISCLAIMER: All information within this document maybe based on external sources. SLR Consulting Pty Ltd makes no warranty regarding the data's accuracy or reliability for any purpose .

Document No: 6-0052-210-EEC-G3-AS-0001_1

W.008 - Signalling Work - Approved Daytime Hours

APPENDIX C-23

H:\Projects-SLR\610-SrvSYD\610-SYD\610.031317.00001 Inland Rail A2P Enhancement\06 SLR Data\05 Modelling\90 CNVIS\02 A2I\07 Analysis\Yerong Creek\610.031317 A2I CNVIS - Yerong Creek - BNK.qgz



0 250 500 m

Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

Data Source:
ESRI World Imagery

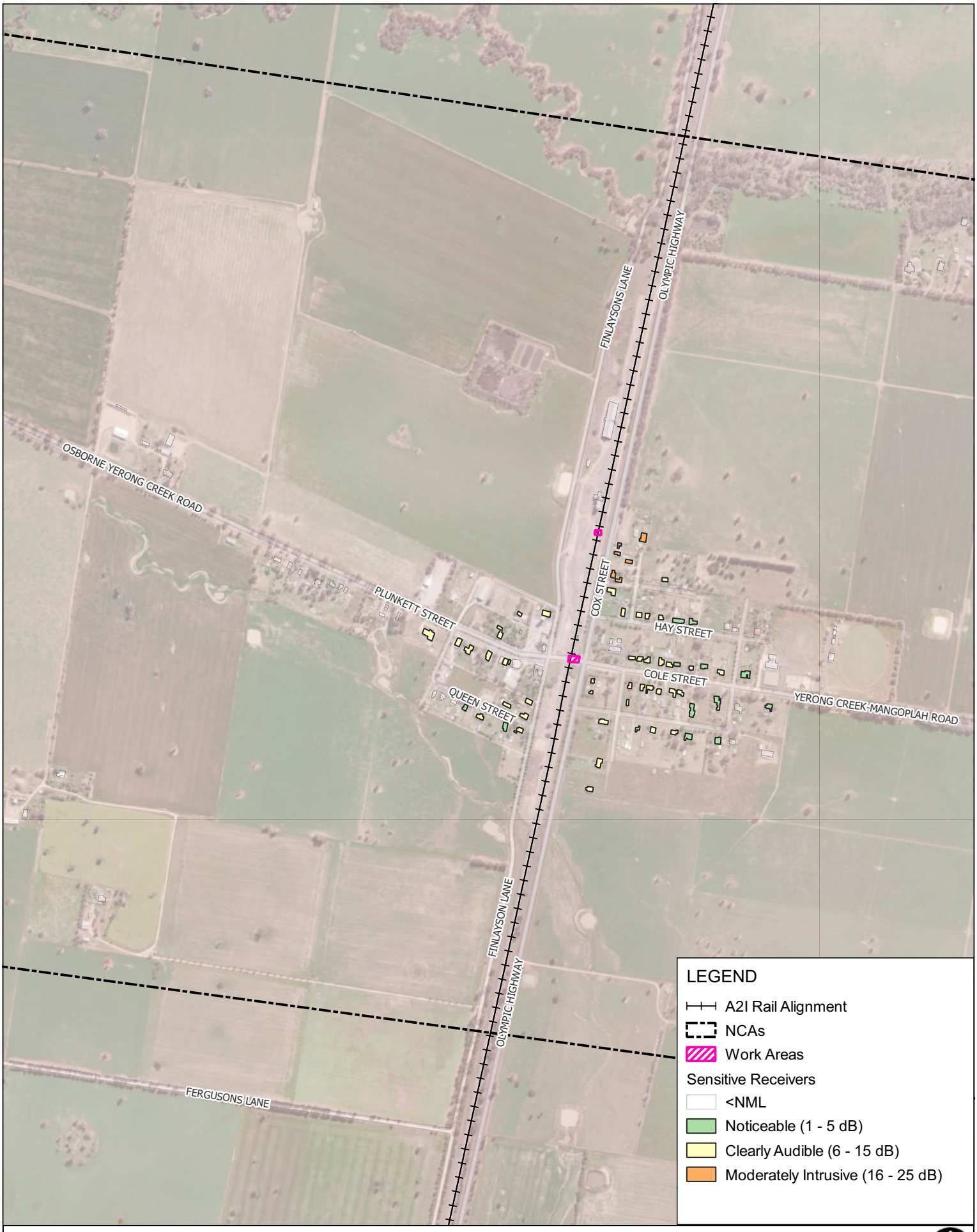
DISCLAIMER: All information within this document maybe based on external sources. SLR Consulting Pty Ltd makes no warranty regarding the data's accuracy or reliability for any purpose .

Document No: 6-0052-210-EEC-G3-AS-0001_1

W.008 - Signalling Work - Out of Hours Daytime

APPENDIX C-24

H:\Projects-SLR\610-SrvSYD\610-SYD\610.031317.00001 Inland Rail A2P Enhancement\06 SLR Data\05 Modelling\90 CNVIS\02 A2I\07 Analysis\Yerong Creek\610.031317 A2I CNVIS - Yerong Creek - BNK.qgz



0 250 500 m

Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

Data Source:
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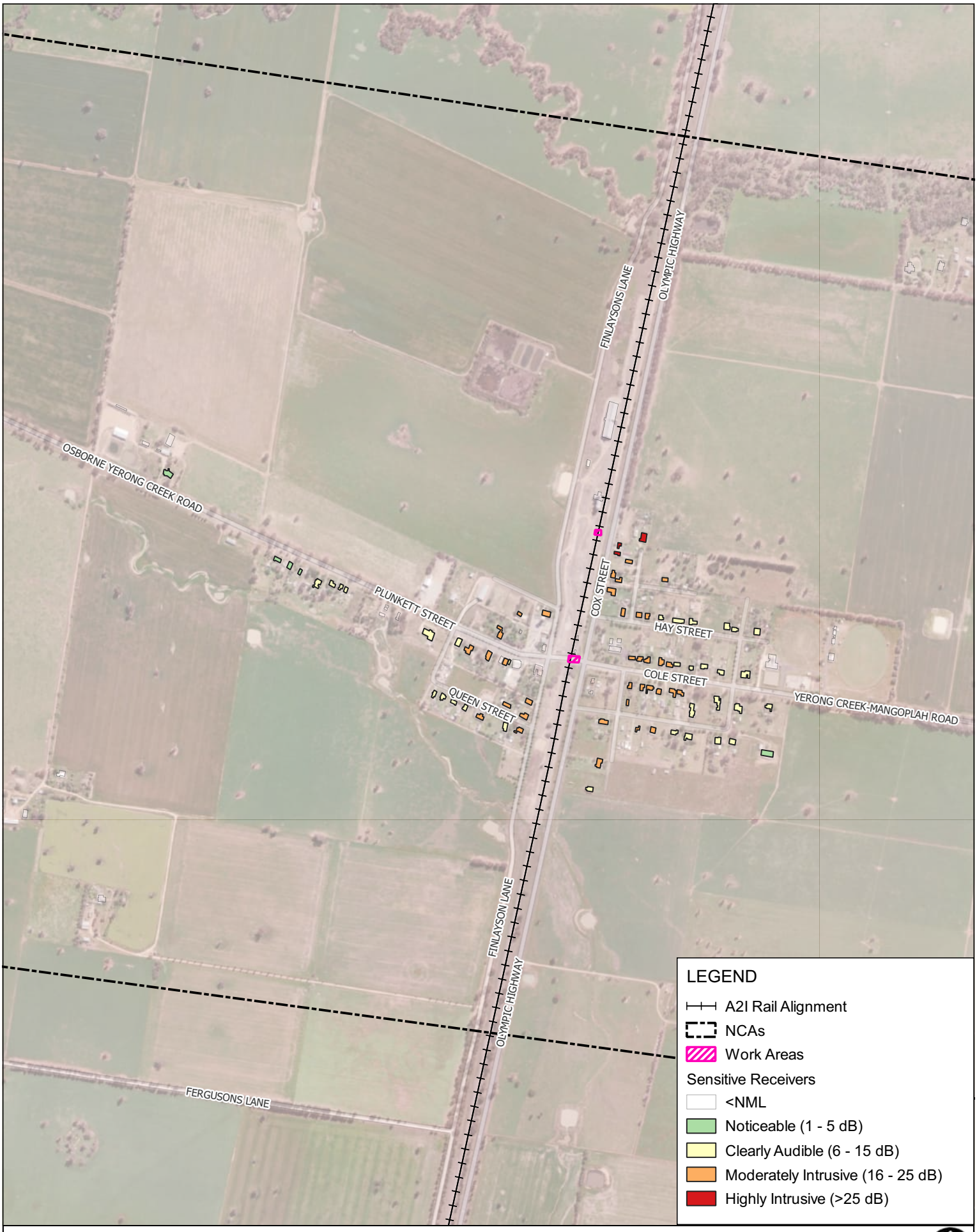
DISCLAIMER: All information within this document maybe based on external sources. SLR Consulting Pty Ltd makes no warranty regarding the data's accuracy or reliability for any purpose .

Document No: 6-0052-210-EEC-G3-AS-0001_1

W.008 - Signalling Work - Out of Hours Evening

APPENDIX C-25

H:\Projects-SLR\610-SrvSYD\610-SYD\610.031317.00001 Inland Rail A2P Enhancement\06 SLR Data\05 Modelling\90 CNVIS\02 A2I\07 Analysis\Yerong Creek\610.031317 A2I CNVIS - Yerong Creek - BNK.qgz



0 250 500 m

Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

Data Source:
ESRI World Imagery

DISCLAIMER: All information within this document maybe based on external sources. SLR Consulting Pty Ltd makes no warranty regarding the data's accuracy or reliability for any purpose .

Document No: 6-0052-210-EEC-G3-AS-0001_1

W.008 - Signalling Work - Out of Hours Night-time

APPENDIX C-26

H:\Projects-SLR\610-SrvSYD\610-SYD\610.031317.00001 Inland Rail A2P Enhancement\06 SLR Data\05 Modelling\90 CNVIS\02 A2I\07 Analysis\Yerong Creek\610.031317 A2I CNVIS - Yerong Creek - BNK.qgz



Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

Data Source:
ESRI World Imagery

DISCLAIMER: All information within this document maybe based on external sources. SLR Consulting Pty Ltd makes no warranty regarding the data's accuracy or reliability for any purpose .

Document No: 6-0052-210-EEC-G3-AS-0001_1

W.009 - Level Crossing Work - Peak - Approved Daytime Hours

APPENDIX C-27

H:\Projects-SLR\610-SrvSYD\610-SYD\610.031317.00001 Inland Rail A2P Enhancement\06 SLR Data\05 Modelling\90 CNVIS\02 A2I\07 Analysis\Yerong Creek\610.031317 A2I CNVIS - Yerong Creek - BNK.qgz



0 250 500 m

Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

Data Source:
ESRI World Imagery

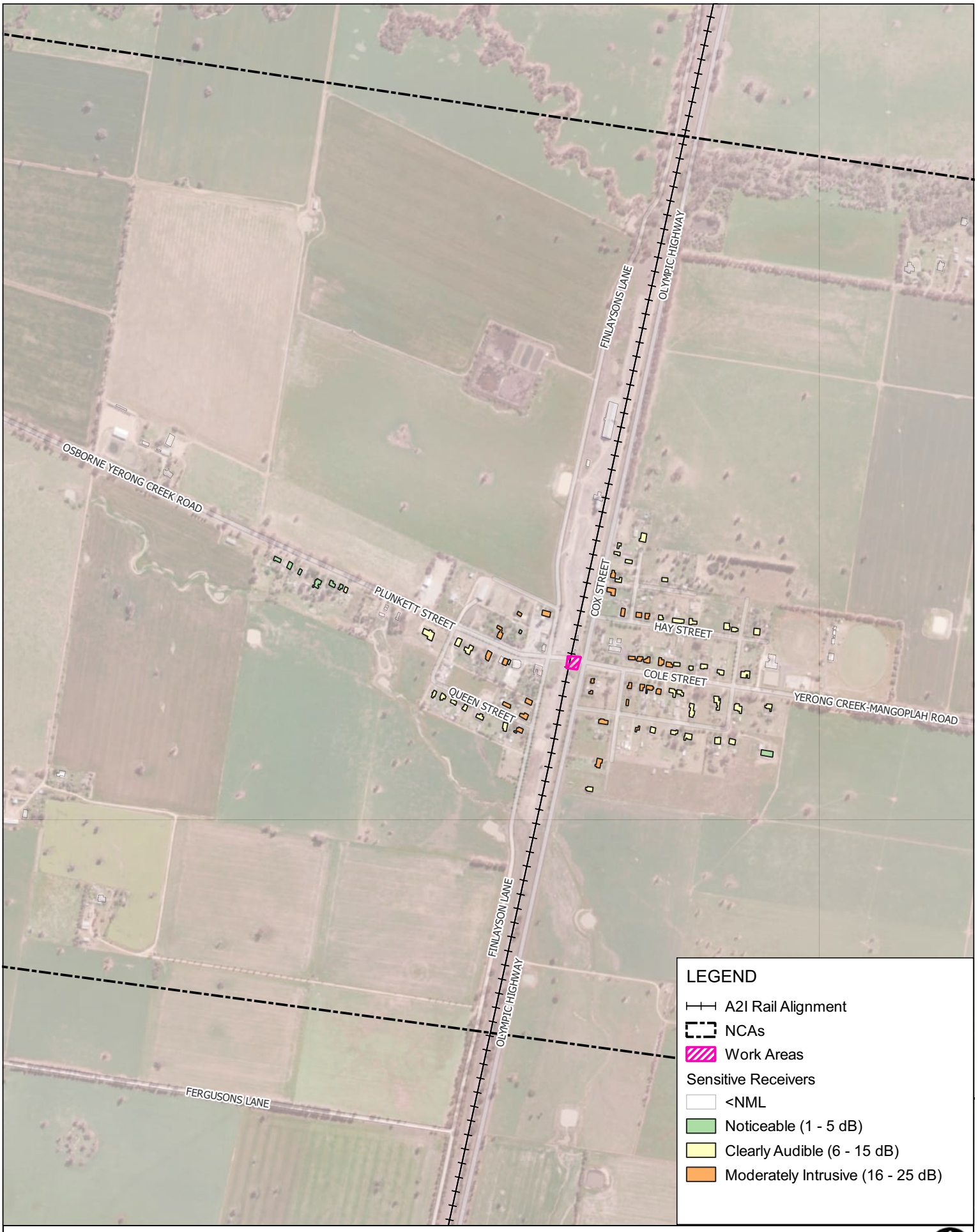
DISCLAIMER: All information within this document maybe based on external sources. SLR Consulting Pty Ltd makes no warranty regarding the data's accuracy or reliability for any purpose .

Document No: 6-0052-210-EEC-G3-AS-0001_1

W.009 - Level Crossing Work - Peak - Out of Hours Daytime

APPENDIX C-28

H:\Projects-SLR\610-SrvSYD\610-SYD\610.031317.00001 Inland Rail A2P Enhancement\06 SLR Data\05 Modelling\90 CNVIS\02 A2I\07 Analysis\Yerong Creek\610.031317 A2I CNVIS - Yerong Creek - BNK.qgz



Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

Data Source:
ESRI World Imagery

DISCLAIMER: All information within this document maybe based on external sources. SLR Consulting Pty Ltd makes no warranty regarding the data's accuracy or reliability for any purpose .

Document No: 6-0052-210-EEC-G3-AS-0001_1

W.009 - Level Crossing Work - Peak - Out of Hours Evening

APPENDIX C-29

H:\Projects-SLR\610-SrvSYD\610-SYD\610.031317.00001 Inland Rail A2P Enhancement\06 SLR Data\05 Modelling\90 CNVIS\02 A2I\07 Analysis\Yerong Creek\610.031317 A2I CNVIS - Yerong Creek - BNK.qgz



0 250 500 m

Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

Data Source:
ESRI World Imagery

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Document No: 6-0052-210-EEC-G3-AS-0001_1

W.009 - Level Crossing Work - Peak - Out of Hours Night-time

APPENDIX C-30

H:\Projects-SLR\610-SrvSYD\610-SYD\610.031317.00001 Inland Rail A2P Enhancement\06 SLR Data\05 Modelling\90 CNVIS\02 A2I\07 Analysis\Yerong Creek\610.031317 A2I CNVIS - Yerong Creek - BNK.qgz



0 250 500 m

Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

Data Source:
ESRI World Imagery

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Document No: 6-0052-210-EEC-G3-AS-0001_1

W.010 - Level Crossing Work - Typical - Approved Daytime Hours

APPENDIX C-31

H:\Projects-SLR\610-SrvSYD\610-SYD\610.031317.00001 Inland Rail A2P Enhancement\06 SLR Data\05 Modelling\90 CNVIS\02 A2I\07 Analysis\Yerong Creek\610.031317 A2I CNVIS - Yerong Creek - BNK.qgz



0 250 500 m

Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

Data Source:
ESRI World Imagery

DISCLAIMER: All information within this document maybe based on external sources. SLR Consulting Pty Ltd makes no warranty regarding the data's accuracy or reliability for any purpose .

Document No: 6-0052-210-EEC-G3-AS-0001_1

W.010 - Level Crossing Work - Typical - Out of Hours Daytime

APPENDIX C-32

H:\Projects-SLR\610-SrvSYD\610-SYD\610.031317.00001 Inland Rail A2P Enhancement\06 SLR Data\05 Modelling\90 CNVIS\02 A2I\07 Analysis\Yerong Creek\610.031317 A2I CNVIS - Yerong Creek - BNK.qgz



0 250 500 m

Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

Data Source:
ESRI World Imagery

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Document No: 6-0052-210-EEC-G3-AS-0001_1

W.010 - Level Crossing Work - Typical - Out of Hours Evening

APPENDIX C-33

H:\Projects-SLR\610-SrvSYD\610-SYD\610.031317.00001 Inland Rail A2P Enhancement\06 SLR Data\05 Modelling\90 CNVIS\02 A2I\07 Analysis\Yerong Creek\610.031317 A2I CNVIS - Yerong Creek - BNK.qgz



Scale: 1:13,000
Coordinate System: GDA2020 / MGA zone 55

Drawn Date: 28-Apr-2025
Project Number: 610.031317

Data Source:
ESRI World Imagery

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Document No: 6-0052-210-EEC-G3-AS-0001_1

W.010 - Level Crossing Work - Typical - Out of Hours Night-time

APPENDIX C-34

H:\Projects-SLR\610-SrvSYD\610-SYD\610.031317.00001 Inland Rail A2P Enhancement\06 SLR Data\05 Modelling\90 CNVIS\02 A2I\07 Analysis\Yerong Creek\610.031317 A2I CNVIS - Yerong Creek - BNK.qgz

Appendix D Receivers Triggering Additional Mitigation

A2I | Albury to Illabo – Yerong Creek Yard Clearances

Construction Noise and Vibration Impact Statement

Martinus Rail

SLR Project No.: 610.031317.00001

28 July 2026

Document No: 6-0052-210-EEC-G3-AS-0001_1

W.001 - Site Establishment/ Demobilisation

SLR ID	ADDRESS	NML Daytime	NML Daytime OOH	NML Evening	NML Night-time	Predicted Level LAeq(15min)	Additional Mitigation Daytime OOH	Additional Mitigation Evening *(>2 consecutive rest periods)	Additional Mitigation Night *(>2 consecutive sleep periods)
199596	12-14 COX ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	-	-
199603	32 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	-	-
199605	28 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	51	CO1	-	-
199609	20 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	51	CO1	-	-
199611	18 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	-	-
199616	16 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	66	CO1, CO2	-	-
199617	12 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	55	CO1	-	-
199618	8 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	-	-
199619	1-3 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	-	-
199621	2 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	-	-
199628	14 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	69	CO1, CO2	-	-
199635	20 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	51	CO1	-	-
199638	30 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	-	-
199639	15 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	-	-
199641	26 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	-	-
199649	LOT 2 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	-	-
199651	17 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	-	-
199653	26 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	-	-
199655	10 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	70	CO1, CO2	-	-
199663	21 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	-	-
199664	23 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	-	-
199666	18 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	-	-
199668	LOT 2, COX STREET, YERONG CREEK NSW 2642	55	55	55	-	68	CO1	-	-
199669	14 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	-	-
199670	10 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	-	-
199673	10 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	-	-
199674	6 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	-	-
199675	2 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	-	-
199678	LOT 2, COX STREET, YERONG CREEK NSW 2642	55	55	55	-	67	CO1	-	-
199681	29 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	-	-
199683	25 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	-	-
199684	1-3 PLUNKETT ST, YERONG CREEK NSW 2642	70	70	-	-	74	CO1	-	-
199685	19 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	-	-
199686	23 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	51	CO1	-	-
199690	13-15 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	-	-
199691	15 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	55	CO1	-	-
199692	13 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	-	-
199697	11 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	-	-
199700	11 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	55	CO1	-	-
199702	7 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	-	-
199704	5 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	-	-
199705	3 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	60	CO1, CO2	-	-
199709	21 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	-	-
199713	LOT 5557 ORANGE FLAT LANE, YERONG CREEK NSW 2642	75	75	-	-	76	CO1	-	-
199715	23 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	-	-
199717	2 PLUNKETT ST, YERONG CREEK NSW 2642	70	70	-	-	72	CO1	-	-
199719	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	63	CO1	-	-
199726	LOT 5557 ORANGE FLAT LANE, YERONG CREEK NSW 2642	75	75	-	-	79	CO1	-	-
199728	27-39 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	-	-
199729	10 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	-	-
199732	6 PLUNKETT ST, YERONG CREEK NSW 2642	60	60	60	-	63	CO1	-	-
199733	17 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	-	-
199734	15 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	49	CO1	-	-
199737	15 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	-	-
199740	15-23 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	-	-
199742	5 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	-	-
199745	5-9 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	-	-
199749	3 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	-	-
199750	1 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	60	CO1, CO2	-	-
199752	5 WARATAH ST, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	-	-
199753	2 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	71	CO1, CO2	-	-
199754	15 COX ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	-	-
199773	19 COX ST, YERONG CREEK NSW 2642	49	44	44	35	66	CO1, CO2	-	-
199774	51 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	49	CO1	-	-
199776	51 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	46	CO1	-	-
199778	53 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	46	CO1	-	-
199779	67 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	46	CO1	-	-
199785	13 COX ST, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	-	-
199786	5 MACKIE ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	-	-
199790	11 COX ST, YERONG CREEK NSW 2642	49	44	44	35	65	CO1, CO2	-	-
199792	63 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	45	CO1	-	-
199799	7 COX ST, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	-	-
199801	5 COX ST, YERONG CREEK NSW 2642	49	44	44	35	68	CO1, CO2	-	-
199802	3 COX ST, YERONG CREEK NSW 2642	49	44	44	35	67	CO1, CO2	-	-
199804	1 PATTON ST, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	-	-
1000504	13 Queen St, Yerong Creek NSW 2642	49	44	44	35	58	CO1	-	-
1000506	28 Cox St, Yerong Creek NSW 2642	49	44	44	35	57	CO1	-	-
1000891	2-4 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	-	-
1100030	25 Plunkett St, Yerong Creek NSW 2642	49	44	44	35	55	CO1	-	-
1100032	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	61	CO1	-	-
1100033	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	64	CO1	-	-

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W.002 - Compound Operation

SLR ID	ADDRESS	NML Daytime	NML Daytime OOH	NML Evening	NML Night-time	Predicted Level LAeq(15min)	Additional Mitigation Daytime OOH	Additional Mitigation Evening *(>2 consecutive rest periods)	Additional Mitigation Night *(>2 consecutive sleep periods)
199596	12-14 COX ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199603	32 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	44	-	-	CO1
199605	28 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	46	CO1	CO1	CO1
199609	20 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	46	CO1	CO1	CO1
199611	18 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	49	CO1	CO1	CO1
199616	16 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199617	12 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	CO1	CO1
199618	8 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199619	1-3 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199621	2 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199628	14 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199635	20 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	46	CO1	CO1	CO1
199638	30 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	43	-	-	CO1
199639	15 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	CO1	CO1
199641	26 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	45	CO1	CO1	CO1
199649	LOT 2 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199651	17 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	49	CO1	CO1	CO1
199653	26 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	45	CO1	CO1	CO1
199655	10 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199663	21 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	49	CO1	CO1	CO1
199664	23 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	CO1	CO1
199666	18 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	CO1	CO1
199668	LOT 2, COX STREET, YERONG CREEK NSW 2642	55	55	55	-	63	CO1	CO1	-
199669	14 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	49	CO1	CO1	CO1
199670	10 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	49	CO1	CO1	CO1
199673	10 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	51	CO1	CO1	CO1, CO2, (RO,AO)*
199674	6 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199675	2 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199678	LOT 2, COX STREET, YERONG CREEK NSW 2642	55	55	55	-	62	CO1	CO1	-
199681	29 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	45	CO1	CO1	CO1
199683	25 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	CO1	CO1
199685	19 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	CO1	CO1
199686	23 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	46	CO1	CO1	CO1
199690	13-15 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199691	15 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	CO1	CO1
199692	13 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	47	CO1	CO1	CO1
199697	11 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
199700	11 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	CO1	CO1
199702	7 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199704	5 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199705	3 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	55	CO1	CO1	CO1, CO2, (RO,AO)*
199709	21 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199715	23 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	51	CO1	CO1	CO1, CO2, (RO,AO)*
199719	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	58	CO1	-	-
199728	27-39 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	47	CO1	CO1	CO1
199729	10 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
199733	17 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	43	-	-	CO1
199734	15 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	44	-	-	CO1
199737	15 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	46	CO1	CO1	CO1
199740	15-23 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	CO1	CO1
199742	5 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	51	CO1	CO1	CO1, CO2, (RO,AO)*
199745	5-9 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	CO1	CO1, CO2, (RO,AO)*
199749	3 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	CO1	CO1, CO2, (RO,AO)*
199750	1 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	55	CO1	CO1	CO1, CO2, (RO,AO)*
199752	5 WARATAH ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
199753	2 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	66	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199754	15 COX ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199773	19 COX ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199774	51 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	44	-	-	CO1
199776	51 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	41	-	-	CO1
199778	53 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	41	-	-	CO1
199779	67 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	41	-	-	CO1
199785	13 COX ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199786	5 MACKIE ST, YERONG CREEK NSW 2642	49	44	44	35	51	CO1	CO1	CO1, CO2, (RO,AO)*
199790	11 COX ST, YERONG CREEK NSW 2642	49	44	44	35	60	CO1, CO2	CO1, CO2	CO1, CO2, (RO,AO)*
199792	63 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	40	-	-	CO1
199795	65 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	38	-	-	CO1
199798	83-85 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	38	-	-	CO1
199799	7 COX ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199801	5 COX ST, YERONG CREEK NSW 2642	49	44	44	35	63	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199802	3 COX ST, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199804	1 PATTON ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
1000504	13 Queen St, Yerong Creek NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
1000506	28 Cox St, Yerong Creek NSW 2642	49	44	44	35	52	CO1	CO1	CO1, CO2, (RO,AO)*
1000891	2-4 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
1100030	25 Plunkett St, Yerong Creek NSW 2642	49	44	44	35	50	CO1	CO1	CO1
1100031	LOT 1,34 MACCONOCHIE STREET, YERONG CREEK NSW 2642	49	44	44	35	39	-	-	CO1
1100032	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	56	CO1	-	-
1100033	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	59	CO1	-	-

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W.003 - Geotechnical Investigation

SLR ID	ADDRESS	NML Daytime	NML Daytime OOH	NML Evening	NML Night-time	Predicted Level LAeq(15min)	Additional Mitigation Daytime OOH	Additional Mitigation Evening *(>2 consecutive rest periods)	Additional Mitigation Night *(>2 consecutive sleep periods)
199596	12-14 COX ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	-	-
199603	32 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	45	CO1	-	-
199605	28 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	47	CO1	-	-
199609	20 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	-	-
199611	18 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	51	CO1	-	-
199616	16 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	-	-
199617	12 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	-	-
199618	8 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	-	-
199619	1-3 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	-	-
199621	2 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	60	CO1, CO2	-	-
199628	14 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	-	-
199635	20 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	-	-
199638	30 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	45	CO1	-	-
199639	15 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	51	CO1	-	-
199641	26 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	-	-
199649	LOT 2 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	-	-
199651	17 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	-	-
199653	26 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	49	CO1	-	-
199655	10 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	-	-
199663	21 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	49	CO1	-	-
199664	23 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	-	-
199666	18 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	-	-
199668	LOT 2, COX STREET, YERONG CREEK NSW 2642	55	55	55	-	67	CO1	-	-
199669	14 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	-	-
199670	10 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	-	-
199673	10 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	55	CO1	-	-
199674	6 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	-	-
199675	2 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	-	-
199678	LOT 2, COX STREET, YERONG CREEK NSW 2642	55	55	55	-	66	CO1	-	-
199681	29 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	47	CO1	-	-
199683	25 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	49	CO1	-	-
199685	19 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	51	CO1	-	-
199686	23 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	47	CO1	-	-
199690	13-15 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	-	-
199691	15 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	-	-
199692	13 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	-	-
199697	11 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	-	-
199700	11 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	-	-
199702	7 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	-	-
199704	5 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	-	-
199705	3 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	60	CO1, CO2	-	-
199709	21 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	-	-
199713	LOT 5557 ORANGE FLAT LANE, YERONG CREEK NSW 2642	75	75	-	-	89	CO1	-	-
199715	23 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	51	CO1	-	-
199719	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	63	CO1	-	-
199726	LOT 5557 ORANGE FLAT LANE, YERONG CREEK NSW 2642	75	75	-	-	85	CO1	-	-
199728	27-39 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	49	CO1	-	-
199729	10 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	-	-
199733	17 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	47	CO1	-	-
199734	15 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	-	-
199737	15 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	-	-
199740	15-23 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	51	CO1	-	-
199742	5 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	-	-
199745	5-9 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	-	-
199749	3 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	-	-
199750	1 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	-	-
199752	5 WARATAH ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	-	-
199753	2 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	-	-
199754	15 COX ST, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	-	-
199773	19 COX ST, YERONG CREEK NSW 2642	49	44	44	35	69	CO1, CO2	-	-
199785	13 COX ST, YERONG CREEK NSW 2642	49	44	44	35	67	CO1, CO2	-	-
199786	5 MACKIE ST, YERONG CREEK NSW 2642	49	44	44	35	55	CO1	-	-
199790	11 COX ST, YERONG CREEK NSW 2642	49	44	44	35	68	CO1, CO2	-	-
199799	7 COX ST, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	-	-
199801	5 COX ST, YERONG CREEK NSW 2642	49	44	44	35	68	CO1, CO2	-	-
199802	3 COX ST, YERONG CREEK NSW 2642	49	44	44	35	68	CO1, CO2	-	-
199804	1 PATTON ST, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	-	-
199811	26 FINLAYSON LANE, YERONG CREEK NSW 2642	75	75	-	-	84	CO1	-	-
1000504	13 Queen St, Yerong Creek NSW 2642	49	44	44	35	55	CO1	-	-
1000506	28 Cox St, Yerong Creek NSW 2642	49	44	44	35	55	CO1	-	-
1000891	2-4 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	-	-
1100030	25 Plunkett St, Yerong Creek NSW 2642	49	44	44	35	50	CO1	-	-
1100032	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	60	CO1	-	-
1100033	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	64	CO1	-	-

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W.004 - Track Work - Peak

SLR ID	ADDRESS	NML Daytime	NML Daytime OOH	NML Evening	NML Night-time	Predicted Level LAeq(15min)	Additional Mitigation Daytime OOH	Additional Mitigation Evening *(>2 consecutive rest periods)	Additional Mitigation Night *(>2 consecutive sleep periods)
199582	HILLTOP 96 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	42	-	-	CO1
199586	PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	37	-	-	CO1
199592	PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	38	-	-	CO1
199596	12-14 COX ST, YERONG CREEK NSW 2642	49	44	44	35	66	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199603	32 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199605	28 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	55	CO1	CO1	CO1, CO2, (RO,AO)*
199609	20 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199611	18 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199616	16 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	69	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199617	12 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199618	8 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199619	1-3 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	67	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199621	2 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	68	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199628	14 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	69	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199635	20 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199638	30 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199639	15 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199641	26 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199649	LOT 2 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199651	17 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
199653	26 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
199655	10 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	70	CO1, CO2	CO1, CO2, (RO)*	CO1, CO2, RO, (AO, AltA)*
199663	21 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
199664	23 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199666	18 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	60	CO1, CO2	CO1, CO2	CO1, CO2, (RO,AO)*
199668	LOT 2, COX STREET, YERONG CREEK NSW 2642	55	55	55	-	75	CO1, CO2	CO1, CO2	-
199669	14 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199670	10 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199673	10 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	63	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199674	6 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199675	2 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199678	LOT 2, COX STREET, YERONG CREEK NSW 2642	55	55	55	-	74	CO1, CO2	CO1, CO2	-
199681	29 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	55	CO1	CO1	CO1, CO2, (RO,AO)*
199683	25 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
199684	1-3 PLUNKETT ST, YERONG CREEK NSW 2642	70	70	-	-	72	CO1	-	-
199685	19 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199686	23 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	55	CO1	CO1	CO1, CO2, (RO,AO)*
199690	13-15 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199691	15 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199692	13 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
199697	11 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199700	11 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199702	7 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199704	5 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	65	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199705	3 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	68	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199709	21 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199713	LOT 5557 ORANGE FLAT LANE, YERONG CREEK NSW 2642	75	75	-	-	97	CO1, CO2	-	-
199715	23 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199717	2 PLUNKETT ST, YERONG CREEK NSW 2642	70	70	-	-	72	CO1	-	-
199719	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	71	CO1, CO2	-	-
199726	LOT 5557 ORANGE FLAT LANE, YERONG CREEK NSW 2642	75	75	-	-	93	CO1, CO2	-	-
199728	27-39 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
199729	10 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	65	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199732	6 PLUNKETT ST, YERONG CREEK NSW 2642	60	60	60	-	66	CO1	CO1	-
199733	17 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	55	CO1	CO1	CO1, CO2, (RO,AO)*
199734	15 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199737	15 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
199740	15-23 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199742	5 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199745	5-9 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199749	3 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199750	1 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	66	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199752	5 WARATAH ST, YERONG CREEK NSW 2642	49	44	44	35	66	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199753	2 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	70	CO1, CO2	CO1, CO2, (RO)*	CO1, CO2, RO, (AO, AltA)*
199754	15 COX ST, YERONG CREEK NSW 2642	49	44	44	35	70	CO1, CO2	CO1, CO2, (RO)*	CO1, CO2, RO, (AO, AltA)*
199773	19 COX ST, YERONG CREEK NSW 2642	49	44	44	35	77	CO1, CO2	CO1, CO2, (RO)*	CO1, CO2, RO, (AO, AltA)*
199774	51 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	CO1	CO1, CO2, (RO,AO)*
199776	51 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	49	CO1	CO1	CO1
199778	53 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	CO1	CO1
199779	67 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	CO1	CO1
199785	13 COX ST, YERONG CREEK NSW 2642	49	44	44	35	75	CO1, CO2	CO1, CO2, (RO)*	CO1, CO2, RO, (AO, AltA)*
199786	5 MACKIE ST, YERONG CREEK NSW 2642	49	44	44	35	63	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199790	11 COX ST, YERONG CREEK NSW 2642	49	44	44	35	76	CO1, CO2	CO1, CO2, (RO)*	CO1, CO2, RO, (AO, AltA)*
199792	63 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	CO1	CO1
199795	65 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	47	CO1	CO1	CO1
199798	83-85 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	46	CO1	CO1	CO1
199799	7 COX ST, YERONG CREEK NSW 2642	49	44	44	35	72	CO1, CO2	CO1, CO2, (RO)*	CO1, CO2, RO, (AO, AltA)*
199801	5 COX ST, YERONG CREEK NSW 2642	49	44	44	35	76	CO1, CO2	CO1, CO2, (RO)*	CO1, CO2, RO, (AO, AltA)*
199802	3 COX ST, YERONG CREEK NSW 2642	49	44	44	35	76	CO1, CO2	CO1, CO2, (RO)*	CO1, CO2, RO, (AO, AltA)*
199804	1 PATTON ST, YERONG CREEK NSW 2642	49	44	44	35	70	CO1, CO2	CO1, CO2, (RO)*	CO1, CO2, RO, (AO, AltA)*
199811	26 FINLAYSON LANE, YERONG CREEK NSW 2642	75	75	-	-	92	CO1, CO2	-	-
199813	WINDANA 3455 OSBORNE YERONG CREEK RD, YERONG CREEK NSW 2	49	44	44	35	43	-	-	CO1
199819	26 FINLAYSON LANE, YERONG CREEK NSW 2642	75	75	-	-	82	CO1	-	-
199829	YERONG CREEK-MANGOPLAH ROAD YERONG CREEK NSW 2642	49	44	44	35	38	-	-	CO1
199835	3308 OLYMPIC HWY, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	CO1	CO1
199837	3308 OLYMPIC HWY, YERONG CREEK NSW 2642	49	44	44	35	44	-	-	CO1
199848	3308 OLYMPIC HWY, YERONG CREEK NSW 2642	49	44	44	35	44	-	-	CO1
1000504	13 Queen St, Yerong Creek NSW 2642	49	44	44	35	63	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
1000506	28 Cox St, Yerong Creek NSW 2642	49	44	44	35	63	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
1000891	2-4 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	66	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
1100030	25 Plunkett St, Yerong Creek NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
1100031	LOT 1,34 MACCONOCHIE STREET, YERONG CREEK NSW 2642	49	44	44	35	49	CO1	CO1	CO1
1100032	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	68	CO1	-	-
1100033	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	72	CO1, CO2	-	-

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accuracy or reliability for any purpose.

W.005 - Track Work - Typical

SLR ID	ADDRESS	NML Daytime	NML Daytime OOH	NML Evening	NML Night-time	Predicted Level LAeq(15min)	Additional Mitigation Daytime OOH	Additional Mitigation Evening *(>2 consecutive rest periods)	Additional Mitigation Night *(>2 consecutive sleep periods)
199582	HILLTOP 96 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	36	-	-	CO1
199596	12-14 COX ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199603	32 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	CO1	CO1
199605	28 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	CO1	CO1
199609	20 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	51	CO1	CO1	CO1, CO2, (RO,AO)*
199611	18 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199616	16 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199617	12 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199618	8 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199619	1-3 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199621	2 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	63	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199628	14 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199635	20 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	51	CO1	CO1	CO1, CO2, (RO,AO)*
199638	30 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	CO1	CO1
199639	15 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199641	26 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	51	CO1	CO1	CO1, CO2, (RO,AO)*
199649	LOT 2 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199651	17 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199653	26 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	CO1	CO1, CO2, (RO,AO)*
199655	10 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	65	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199663	21 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	CO1	CO1, CO2, (RO,AO)*
199664	23 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	51	CO1	CO1	CO1, CO2, (RO,AO)*
199666	18 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	55	CO1	CO1	CO1, CO2, (RO,AO)*
199668	LOT 2, COX STREET, YERONG CREEK NSW 2642	55	55	55	-	70	CO1	CO1	-
199669	14 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199670	10 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
199673	10 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
199674	6 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199675	2 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199678	LOT 2, COX STREET, YERONG CREEK NSW 2642	55	55	55	-	69	CO1	CO1	-
199681	29 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	CO1	CO1
199683	25 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	CO1	CO1, CO2, (RO,AO)*
199685	19 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199686	23 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	CO1	CO1
199690	13-15 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	60	CO1, CO2	CO1, CO2	CO1, CO2, (RO,AO)*
199691	15 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199692	13 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199697	11 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199700	11 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
199702	7 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199704	5 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	60	CO1, CO2	CO1, CO2	CO1, CO2, (RO,AO)*
199705	3 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	63	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199709	21 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199713	LOT 5557 ORANGE FLAT LANE, YERONG CREEK NSW 2642	75	75	-	-	92	CO1, CO2	-	-
199715	23 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199719	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	66	CO1	-	-
199726	LOT 5557 ORANGE FLAT LANE, YERONG CREEK NSW 2642	75	75	-	-	88	CO1	-	-
199728	27-39 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	CO1	CO1, CO2, (RO,AO)*
199729	10 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	60	CO1, CO2	CO1, CO2	CO1, CO2, (RO,AO)*
199732	6 PLUNKETT ST, YERONG CREEK NSW 2642	60	60	60	-	61	CO1	CO1	-
199733	17 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	CO1	CO1
199734	15 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	51	CO1	CO1	CO1, CO2, (RO,AO)*
199737	15 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199740	15-23 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199742	5 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199745	5-9 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
199749	3 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199750	1 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199752	5 WARATAH ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199753	2 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	65	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199754	15 COX ST, YERONG CREEK NSW 2642	49	44	44	35	65	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199773	19 COX ST, YERONG CREEK NSW 2642	49	44	44	35	72	CO1, CO2	CO1, CO2, (RO)*	CO1, CO2, RO, (AO, AltA)*
199774	51 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	46	CO1	CO1	CO1
199776	51 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	44	-	-	CO1
199778	53 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	45	CO1	CO1	CO1
199779	67 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	45	CO1	CO1	CO1
199785	13 COX ST, YERONG CREEK NSW 2642	49	44	44	35	70	CO1, CO2	CO1, CO2, (RO)*	CO1, CO2, RO, (AO, AltA)*
199786	5 MACKIE ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
199790	11 COX ST, YERONG CREEK NSW 2642	49	44	44	35	72	CO1, CO2	CO1, CO2, (RO)*	CO1, CO2, RO, (AO, AltA)*
199792	63 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	43	-	-	CO1
199795	65 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	42	-	-	CO1
199798	83-85 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	41	-	-	CO1
199799	7 COX ST, YERONG CREEK NSW 2642	49	44	44	35	67	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199801	5 COX ST, YERONG CREEK NSW 2642	49	44	44	35	71	CO1, CO2	CO1, CO2, (RO)*	CO1, CO2, RO, (AO, AltA)*
199802	3 COX ST, YERONG CREEK NSW 2642	49	44	44	35	71	CO1, CO2	CO1, CO2, (RO)*	CO1, CO2, RO, (AO, AltA)*
199804	1 PATTON ST, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199811	26 FINLAYSON LANE, YERONG CREEK NSW 2642	75	75	-	-	87	CO1	-	-
199813	WINDANA 3455 OSBORNE YERONG CREEK RD, YERONG CREEK NSW 2	49	44	44	35	38	-	-	CO1
199819	26 FINLAYSON LANE, YERONG CREEK NSW 2642	75	75	-	-	77	CO1	-	-
199835	3308 OLYMPIC HWY, YERONG CREEK NSW 2642	49	44	44	35	43	-	-	CO1
199837	3308 OLYMPIC HWY, YERONG CREEK NSW 2642	49	44	44	35	39	-	-	CO1
199848	3308 OLYMPIC HWY, YERONG CREEK NSW 2642	49	44	44	35	39	-	-	CO1
1000504	13 Queen St, Yerong Creek NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
1000506	28 Cox St, Yerong Creek NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
1000891	2-4 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
1100030	25 Plunkett St, Yerong Creek NSW 2642	49	44	44	35	52	CO1	CO1	CO1, CO2, (RO,AO)*
1100031	LOT 1,34 MACCONOCHIE STREET, YERONG CREEK NSW 2642	49	44	44	35	44	-	-	CO1
1100032	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	63	CO1	-	-
1100033	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	67	CO1	-	-

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W.006 - Track Tamping

SLR ID	ADDRESS	NML Daytime	NML Daytime OOH	NML Evening	NML Night-time	Predicted Level LAeq(15min)	Additional Mitigation Daytime OOH	Additional Mitigation Evening *(>2 consecutive rest periods)	Additional Mitigation Night *(>2 consecutive sleep periods)
199582	HILLTOP 96 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	38	-	-	CO1
199596	12-14 COX ST, YERONG CREEK NSW 2642	49	44	44	35	63	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199603	32 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	CO1	CO1
199605	28 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	CO1	CO1, CO2, (RO,AO)*
199609	20 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199611	18 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199616	16 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	66	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199617	12 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
199618	8 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199619	1-3 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199621	2 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	65	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199628	14 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	66	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199635	20 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199638	30 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	CO1	CO1
199639	15 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199641	26 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199649	LOT 2 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199651	17 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	55	CO1	CO1	CO1, CO2, (RO,AO)*
199653	26 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199655	10 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	67	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199663	21 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199664	23 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199666	18 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
199668	LOT 2, COX STREET, YERONG CREEK NSW 2642	55	55	55	-	72	CO1, CO2	CO1, CO2	-
199669	14 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
199670	10 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199673	10 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	60	CO1, CO2	CO1, CO2	CO1, CO2, (RO,AO)*
199674	6 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199675	2 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199678	LOT 2, COX STREET, YERONG CREEK NSW 2642	55	55	55	-	71	CO1, CO2	CO1, CO2	-
199681	29 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	CO1	CO1, CO2, (RO,AO)*
199683	25 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199685	19 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199686	23 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	CO1	CO1, CO2, (RO,AO)*
199690	13-15 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199691	15 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
199692	13 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	55	CO1	CO1	CO1, CO2, (RO,AO)*
199697	11 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199700	11 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199702	7 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199704	5 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199705	3 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	65	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199709	21 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
199713	LOT 5557 ORANGE FLAT LANE, YERONG CREEK NSW 2642	75	75	-	-	94	CO1, CO2	-	-
199715	23 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199719	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	68	CO1	-	-
199726	LOT 5557 ORANGE FLAT LANE, YERONG CREEK NSW 2642	75	75	-	-	90	CO1	-	-
199728	27-39 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199729	10 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199732	6 PLUNKETT ST, YERONG CREEK NSW 2642	60	60	60	-	63	CO1	CO1	-
199733	17 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	CO1	CO1, CO2, (RO,AO)*
199734	15 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199737	15 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	55	CO1	CO1	CO1, CO2, (RO,AO)*
199740	15-23 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199742	5 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
199745	5-9 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	60	CO1, CO2	CO1, CO2	CO1, CO2, (RO,AO)*
199749	3 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199750	1 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	63	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199752	5 WARATAH ST, YERONG CREEK NSW 2642	49	44	44	35	63	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199753	2 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	67	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199754	15 COX ST, YERONG CREEK NSW 2642	49	44	44	35	67	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199773	19 COX ST, YERONG CREEK NSW 2642	49	44	44	35	74	CO1, CO2	CO1, CO2, (RO)*	CO1, CO2, RO, (AO, AltA)*
199774	51 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	CO1	CO1
199776	51 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	46	CO1	CO1	CO1
199778	53 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	47	CO1	CO1	CO1
199779	67 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	47	CO1	CO1	CO1
199785	13 COX ST, YERONG CREEK NSW 2642	49	44	44	35	72	CO1, CO2	CO1, CO2, (RO)*	CO1, CO2, RO, (AO, AltA)*
199786	5 MACKIE ST, YERONG CREEK NSW 2642	49	44	44	35	60	CO1, CO2	CO1, CO2	CO1, CO2, (RO,AO)*
199790	11 COX ST, YERONG CREEK NSW 2642	49	44	44	35	74	CO1, CO2	CO1, CO2, (RO)*	CO1, CO2, RO, (AO, AltA)*
199792	63 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	45	CO1	CO1	CO1
199795	65 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	44	-	-	CO1
199798	83-85 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	43	-	-	CO1
199799	7 COX ST, YERONG CREEK NSW 2642	49	44	44	35	69	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199801	5 COX ST, YERONG CREEK NSW 2642	49	44	44	35	73	CO1, CO2	CO1, CO2, (RO)*	CO1, CO2, RO, (AO, AltA)*
199802	3 COX ST, YERONG CREEK NSW 2642	49	44	44	35	73	CO1, CO2	CO1, CO2, (RO)*	CO1, CO2, RO, (AO, AltA)*
199804	1 PATTON ST, YERONG CREEK NSW 2642	49	44	44	35	66	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199811	26 FINLAYSON LANE, YERONG CREEK NSW 2642	75	75	-	-	89	CO1	-	-
199813	WINDANA 3455 OSBORNE YERONG CREEK RD, YERONG CREEK NSW 2	49	44	44	35	40	-	-	CO1
199819	26 FINLAYSON LANE, YERONG CREEK NSW 2642	75	75	-	-	79	CO1	-	-
199835	3308 OLYMPIC HWY, YERONG CREEK NSW 2642	49	44	44	35	45	CO1	CO1	CO1
199837	3308 OLYMPIC HWY, YERONG CREEK NSW 2642	49	44	44	35	41	-	-	CO1
199848	3308 OLYMPIC HWY, YERONG CREEK NSW 2642	49	44	44	35	41	-	-	CO1
1000504	13 Queen St, Yerong Creek NSW 2642	49	44	44	35	60	CO1, CO2	CO1, CO2	CO1, CO2, (RO,AO)*
1000506	28 Cox St, Yerong Creek NSW 2642	49	44	44	35	60	CO1, CO2	CO1, CO2	CO1, CO2, (RO,AO)*
1000891	2-4 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	63	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
1100030	25 Plunkett St, Yerong Creek NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
1100031	LOT 1,34 MACCONOCHIE STREET, YERONG CREEK NSW 2642	49	44	44	35	46	CO1	CO1	CO1
1100032	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	65	CO1	-	-
1100033	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	69	CO1	-	-

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accuracy or reliability for any purpose.

W.007 - Drainage Works

SLR ID	ADDRESS	NML Daytime	NML Daytime OOH	NML Evening	NML Night-time	Predicted Level LAeq(15min)	Additional Mitigation Daytime OOH	Additional Mitigation Evening *(>2 consecutive rest periods)	Additional Mitigation Night *(>2 consecutive sleep periods)
199596	12-14 COX ST, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	-	-
199603	32 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	-	-
199605	28 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	-	-
199609	20 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	-	-
199611	18 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	-	-
199616	16 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	-	-
199617	12 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	-	-
199618	8 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	63	CO1, CO2	-	-
199619	1-3 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	-	-
199621	2 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	65	CO1, CO2	-	-
199628	14 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	65	CO1, CO2	-	-
199635	20 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	55	CO1	-	-
199638	30 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	-	-
199639	15 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	-	-
199641	26 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	-	-
199649	LOT 2 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	-	-
199651	17 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	-	-
199653	26 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	-	-
199655	10 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	67	CO1, CO2	-	-
199663	21 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	-	-
199664	23 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	-	-
199666	18 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	60	CO1, CO2	-	-
199668	LOT 2, COX STREET, YERONG CREEK NSW 2642	55	55	55	-	75	CO1, CO2	-	-
199669	14 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	-	-
199670	10 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	-	-
199673	10 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	63	CO1, CO2	-	-
199674	6 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	-	-
199675	2 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	-	-
199678	LOT 2, COX STREET, YERONG CREEK NSW 2642	55	55	55	-	74	CO1, CO2	-	-
199681	29 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	55	CO1	-	-
199683	25 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	-	-
199684	1-3 PLUNKETT ST, YERONG CREEK NSW 2642	70	70	-	-	72	CO1	-	-
199685	19 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	-	-
199686	23 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	55	CO1	-	-
199690	13-15 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	-	-
199691	15 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	-	-
199692	13 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	-	-
199697	11 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	-	-
199700	11 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	-	-
199702	7 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	-	-
199704	5 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	65	CO1, CO2	-	-
199705	3 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	68	CO1, CO2	-	-
199709	21 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	-	-
199713	LOT 5557 ORANGE FLAT LANE, YERONG CREEK NSW 2642	75	75	-	-	97	CO1, CO2	-	-
199715	23 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	-	-
199717	2 PLUNKETT ST, YERONG CREEK NSW 2642	70	70	-	-	72	CO1	-	-
199719	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	71	CO1, CO2	-	-
199726	LOT 5557 ORANGE FLAT LANE, YERONG CREEK NSW 2642	75	75	-	-	93	CO1, CO2	-	-
199728	27-39 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	-	-
199729	10 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	65	CO1, CO2	-	-
199732	6 PLUNKETT ST, YERONG CREEK NSW 2642	60	60	60	-	66	CO1	-	-
199733	17 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	55	CO1	-	-
199734	15 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	-	-
199737	15 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	-	-
199740	15-23 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	-	-
199742	5 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	-	-
199745	5-9 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	-	-
199749	3 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	-	-
199750	1 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	66	CO1, CO2	-	-
199752	5 WARATAH ST, YERONG CREEK NSW 2642	49	44	44	35	66	CO1, CO2	-	-
199753	2 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	70	CO1, CO2	-	-
199754	15 COX ST, YERONG CREEK NSW 2642	49	44	44	35	69	CO1, CO2	-	-
199773	19 COX ST, YERONG CREEK NSW 2642	49	44	44	35	75	CO1, CO2	-	-
199774	51 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	-	-
199776	51 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	49	CO1	-	-
199778	53 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	49	CO1	-	-
199779	67 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	-	-
199785	13 COX ST, YERONG CREEK NSW 2642	49	44	44	35	74	CO1, CO2	-	-
199786	5 MACKIE ST, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	-	-
199790	11 COX ST, YERONG CREEK NSW 2642	49	44	44	35	75	CO1, CO2	-	-
199792	63 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	-	-
199795	65 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	47	CO1	-	-
199798	83-85 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	46	CO1	-	-
199799	7 COX ST, YERONG CREEK NSW 2642	49	44	44	35	71	CO1, CO2	-	-
199801	5 COX ST, YERONG CREEK NSW 2642	49	44	44	35	72	CO1, CO2	-	-
199802	3 COX ST, YERONG CREEK NSW 2642	49	44	44	35	69	CO1, CO2	-	-
199804	1 PATTON ST, YERONG CREEK NSW 2642	49	44	44	35	63	CO1, CO2	-	-
1000504	13 Queen St, Yerong Creek NSW 2642	49	44	44	35	58	CO1	-	-
1000506	28 Cox St, Yerong Creek NSW 2642	49	44	44	35	58	CO1	-	-
1000891	2-4 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	63	CO1, CO2	-	-
1100030	25 Plunkett St, Yerong Creek NSW 2642	49	44	44	35	57	CO1	-	-
1100031	LOT 1,34 MACCONOCHIE STREET, YERONG CREEK NSW 2642	49	44	44	35	49	CO1	-	-
1100032	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	68	CO1	-	-
1100033	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	72	CO1, CO2	-	-

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W.008 - Signalling Work

SLR ID	ADDRESS	NML Daytime	NML Daytime OOH	NML Evening	NML Night-time	Predicted Level LAeq(15min)	Additional Mitigation Daytime OOH	Additional Mitigation Evening *(>2 consecutive rest periods)	Additional Mitigation Night *(>2 consecutive sleep periods)
199596	12-14 COX ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199603	32 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	43	-	-	CO1
199605	28 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	46	CO1	CO1	CO1
199609	20 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	49	CO1	CO1	CO1
199611	18 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	CO1	CO1
199616	16 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199617	12 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	51	CO1	CO1	CO1, CO2, (RO,AO)*
199618	8 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199619	1-3 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	CO1	CO1
199621	2 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	55	CO1	CO1	CO1, CO2, (RO,AO)*
199628	14 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199635	20 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	45	CO1	CO1	CO1
199638	30 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	43	-	-	CO1
199639	15 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	CO1	CO1
199641	26 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	47	CO1	CO1	CO1
199649	LOT 2 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199651	17 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	43	-	-	CO1
199653	26 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	CO1	CO1
199655	10 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
199663	21 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	42	-	-	CO1
199664	23 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	43	-	-	CO1
199666	18 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	51	CO1	CO1	CO1, CO2, (RO,AO)*
199668	LOT 2, COX STREET, YERONG CREEK NSW 2642	55	55	55	-	64	CO1	CO1	-
199669	14 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	CO1	CO1, CO2, (RO,AO)*
199670	10 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199673	10 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199674	6 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	55	CO1	CO1	CO1, CO2, (RO,AO)*
199675	2 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
199678	LOT 2, COX STREET, YERONG CREEK NSW 2642	55	55	55	-	66	CO1	CO1	-
199681	29 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	46	CO1	CO1	CO1
199683	25 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	CO1	CO1
199685	19 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	CO1	CO1
199686	23 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	46	CO1	CO1	CO1
199690	13-15 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199691	15 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	CO1	CO1, CO2, (RO,AO)*
199692	13 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	45	CO1	CO1	CO1
199697	11 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	49	CO1	CO1	CO1
199700	11 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199702	7 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199704	5 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
199705	3 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199709	21 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199713	LOT 5557 ORANGE FLAT LANE, YERONG CREEK NSW 2642	75	75	-	-	79	CO1	-	-
199715	23 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	CO1	CO1, CO2, (RO,AO)*
199719	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	62	CO1	-	-
199728	27-39 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	CO1	CO1
199729	10 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199733	17 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	43	-	-	CO1
199734	15 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	44	-	-	CO1
199737	15 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	44	-	-	CO1
199740	15-23 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	47	CO1	CO1	CO1
199742	5 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	CO1	CO1
199745	5-9 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	CO1	CO1
199749	3 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199750	1 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199752	5 WARATAH ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199753	2 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
199754	15 COX ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
199773	19 COX ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
199774	51 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	42	-	-	CO1
199776	51 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	41	-	-	CO1
199778	53 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	43	-	-	CO1
199779	67 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	41	-	-	CO1
199785	13 COX ST, YERONG CREEK NSW 2642	49	44	44	35	60	CO1, CO2	CO1, CO2	CO1, CO2, (RO,AO)*
199786	5 MACKIE ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199790	11 COX ST, YERONG CREEK NSW 2642	49	44	44	35	60	CO1, CO2	CO1, CO2	CO1, CO2, (RO,AO)*
199792	63 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	39	-	-	CO1
199795	65 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	39	-	-	CO1
199798	83-85 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	38	-	-	CO1
199799	7 COX ST, YERONG CREEK NSW 2642	49	44	44	35	60	CO1, CO2	CO1, CO2	CO1, CO2, (RO,AO)*
199801	5 COX ST, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199802	3 COX ST, YERONG CREEK NSW 2642	49	44	44	35	66	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199804	1 PATTON ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199813	WINDANA 3455 OSBORNE YERONG CREEK RD, YERONG CREEK NSW 2	49	44	44	35	36	-	-	CO1
1000504	13 Queen St, Yerong Creek NSW 2642	49	44	44	35	51	CO1	CO1	CO1, CO2, (RO,AO)*
1000506	28 Cox St, Yerong Creek NSW 2642	49	44	44	35	50	CO1	CO1	CO1
1000891	2-4 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
1100030	25 Plunkett St, Yerong Creek NSW 2642	49	44	44	35	50	CO1	CO1	CO1
1100031	LOT 1,34 MACCONOCHIE STREET, YERONG CREEK NSW 2642	49	44	44	35	40	-	-	CO1
1100032	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	58	CO1	-	-
1100033	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	61	CO1	-	-

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W.009 - Level Crossing Work - Peak

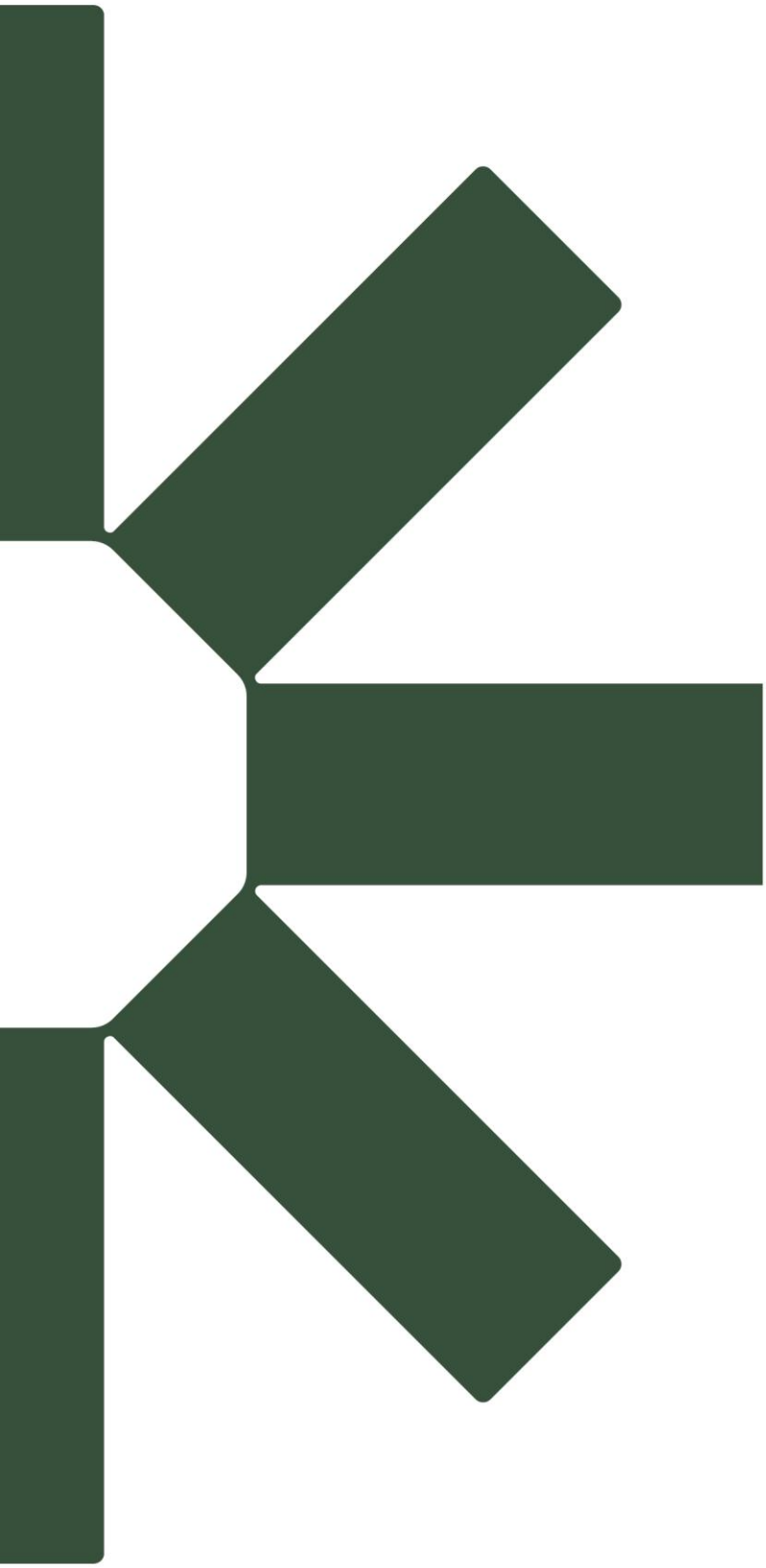
SLR ID	ADDRESS	NML Daytime	NML Daytime OOH	NML Evening	NML Night-time	Predicted Level LAeq(15min)	Additional Mitigation Daytime OOH	Additional Mitigation Evening *(>2 consecutive rest periods)	Additional Mitigation Night *(>2 consecutive sleep periods)
199582	HILLTOP 96 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	40	-	-	CO1
199592	PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	36	-	-	CO1
199596	12-14 COX ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199603	32 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	CO1	CO1, CO2, (RO,AO)*
199605	28 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199609	20 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199611	18 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
199616	16 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199617	12 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
199618	8 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199619	1-3 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199621	2 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199628	14 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	63	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199635	20 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199638	30 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	CO1	CO1
199639	15 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
199641	26 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199649	LOT 2 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	63	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199651	17 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199653	26 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	55	CO1	CO1	CO1, CO2, (RO,AO)*
199655	10 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	65	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199663	21 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199664	23 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	CO1	CO1
199666	18 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
199668	LOT 2, COX STREET, YERONG CREEK NSW 2642	55	55	55	-	73	CO1, CO2	CO1, CO2	-
199669	14 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199670	10 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	60	CO1, CO2	CO1, CO2	CO1, CO2, (RO,AO)*
199673	10 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199674	6 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199675	2 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199678	LOT 2, COX STREET, YERONG CREEK NSW 2642	55	55	55	-	74	CO1, CO2	CO1, CO2	-
199681	29 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199683	25 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
199684	1-3 PLUNKETT ST, YERONG CREEK NSW 2642	70	70	-	-	72	CO1	-	-
199685	19 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
199686	23 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199690	13-15 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	63	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199691	15 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	60	CO1, CO2	CO1, CO2	CO1, CO2, (RO,AO)*
199692	13 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199697	11 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
199700	11 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199702	7 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	63	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199704	5 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	65	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199705	3 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	66	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199709	21 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199713	LOT 5557 ORANGE FLAT LANE, YERONG CREEK NSW 2642	75	75	-	-	86	CO1	-	-
199715	23 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199717	2 PLUNKETT ST, YERONG CREEK NSW 2642	70	70	-	-	71	CO1	-	-
199719	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	71	CO1, CO2	-	-
199728	27-39 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
199729	10 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	65	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199732	6 PLUNKETT ST, YERONG CREEK NSW 2642	60	60	60	-	63	CO1	CO1	-
199733	17 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	51	CO1	CO1	CO1, CO2, (RO,AO)*
199734	15 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	CO1	CO1, CO2, (RO,AO)*
199737	15 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	CO1	CO1, CO2, (RO,AO)*
199740	15-23 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199742	5 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199745	5-9 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
199749	3 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199750	1 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	63	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199752	5 WARATAH ST, YERONG CREEK NSW 2642	49	44	44	35	63	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199753	2 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	65	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199754	15 COX ST, YERONG CREEK NSW 2642	49	44	44	35	65	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199773	19 COX ST, YERONG CREEK NSW 2642	49	44	44	35	64	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199774	51 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	51	CO1	CO1	CO1, CO2, (RO,AO)*
199776	51 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	49	CO1	CO1	CO1
199778	53 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	49	CO1	CO1	CO1
199779	67 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	CO1	CO1
199785	13 COX ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	CO1	CO1, CO2, (RO,AO)*
199786	5 MACKIE ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
199790	11 COX ST, YERONG CREEK NSW 2642	49	44	44	35	60	CO1, CO2	CO1, CO2	CO1, CO2, (RO,AO)*
199792	63 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	47	CO1	CO1	CO1
199795	65 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	47	CO1	CO1	CO1
199798	83-85 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	45	CO1	CO1	CO1
199799	7 COX ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199801	5 COX ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
199802	3 COX ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	CO1	CO1, CO2, (RO,AO)*
199804	1 PATTON ST, YERONG CREEK NSW 2642	49	44	44	35	51	CO1	CO1	CO1, CO2, (RO,AO)*
199813	WINDANA 3455 OSBORNE YERONG CREEK RD, YERONG CREEK NSW 2	49	44	44	35	39	-	-	CO1
199835	3308 OLYMPIC HWY, YERONG CREEK NSW 2642	49	44	44	35	39	-	-	CO1
199837	3308 OLYMPIC HWY, YERONG CREEK NSW 2642	49	44	44	35	38	-	-	CO1
199848	3308 OLYMPIC HWY, YERONG CREEK NSW 2642	49	44	44	35	36	-	-	CO1
1000504	13 Queen St, Yerong Creek NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
1000506	28 Cox St, Yerong Creek NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
1000891	2-4 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
1100030	25 Plunkett St, Yerong Creek NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
1100031	LOT 1,34 MACCONOCHIE STREET, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	CO1	CO1
1100032	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	67	CO1	-	-
1100033	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	70	CO1	-	-

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accuracy or reliability for any purpose.

W.010 - Level Crossing Work - Typical

SLR ID	ADDRESS	NML Daytime	NML Daytime OOH	NML Evening	NML Night-time	Predicted Level LAeq(15min)	Additional Mitigation Daytime OOH	Additional Mitigation Evening *(>2 consecutive rest periods)	Additional Mitigation Night *(>2 consecutive sleep periods)
199582	HILLTOP 96 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	36	-	-	CO1
199596	12-14 COX ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
199603	32 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	CO1	CO1
199605	28 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	CO1	CO1
199609	20 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	CO1	CO1, CO2, (RO,AO)*
199611	18 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199616	16 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
199617	12 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199618	8 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
199619	1-3 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	CO1	CO1, CO2, (RO,AO)*
199621	2 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	60	CO1, CO2	CO1, CO2	CO1, CO2, (RO,AO)*
199628	14 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199635	20 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	CO1	CO1
199638	30 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	46	CO1	CO1	CO1
199639	15 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199641	26 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	CO1	CO1
199649	LOT 2 MACCONOCHIE ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199651	17 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	CO1	CO1, CO2, (RO,AO)*
199653	26 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	51	CO1	CO1	CO1, CO2, (RO,AO)*
199655	10 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199663	21 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	49	CO1	CO1	CO1
199664	23 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	46	CO1	CO1	CO1
199666	18 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199668	LOT 2, COX STREET, YERONG CREEK NSW 2642	55	55	55	-	69	CO1	CO1	-
199669	14 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	55	CO1	CO1	CO1, CO2, (RO,AO)*
199670	10 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199673	10 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
199674	6 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
199675	2 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	60	CO1, CO2	CO1, CO2	CO1, CO2, (RO,AO)*
199678	LOT 2, COX STREET, YERONG CREEK NSW 2642	55	55	55	-	70	CO1	CO1	-
199681	29 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	49	CO1	CO1	CO1
199683	25 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199685	19 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199686	23 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	49	CO1	CO1	CO1
199690	13-15 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199691	15 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199692	13 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	CO1	CO1
199697	11 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199700	11 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
199702	7 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199704	5 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199705	3 COLE ST, YERONG CREEK NSW 2642	49	44	44	35	62	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199709	21 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
199713	LOT 5557 ORANGE FLAT LANE, YERONG CREEK NSW 2642	75	75	-	-	82	CO1	-	-
199715	23 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	55	CO1	CO1	CO1, CO2, (RO,AO)*
199719	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	67	CO1	-	-
199728	27-39 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199729	10 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199733	17 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	47	CO1	CO1	CO1
199734	15 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	CO1	CO1
199737	15 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	CO1	CO1
199740	15-23 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	50	CO1	CO1	CO1
199742	5 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	52	CO1	CO1	CO1, CO2, (RO,AO)*
199745	5-9 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
199749	3 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	57	CO1	CO1	CO1, CO2, (RO,AO)*
199750	1 HAY ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199752	5 WARATAH ST, YERONG CREEK NSW 2642	49	44	44	35	59	CO1	CO1	CO1, CO2, (RO,AO)*
199753	2 FINLAYSON LANE, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199754	15 COX ST, YERONG CREEK NSW 2642	49	44	44	35	61	CO1, CO2	CO1, CO2	CO1, CO2, RO, (AO, AltA)*
199773	19 COX ST, YERONG CREEK NSW 2642	49	44	44	35	60	CO1, CO2	CO1, CO2	CO1, CO2, (RO,AO)*
199774	51 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	47	CO1	CO1	CO1
199776	51 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	45	CO1	CO1	CO1
199778	53 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	45	CO1	CO1	CO1
199779	67 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	44	-	-	CO1
199785	13 COX ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	CO1	CO1
199786	5 MACKIE ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199790	11 COX ST, YERONG CREEK NSW 2642	49	44	44	35	56	CO1	CO1	CO1, CO2, (RO,AO)*
199792	63 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	43	-	-	CO1
199795	65 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	43	-	-	CO1
199798	83-85 PLUNKETT ST, YERONG CREEK NSW 2642	49	44	44	35	41	-	-	CO1
199799	7 COX ST, YERONG CREEK NSW 2642	49	44	44	35	49	CO1	CO1	CO1
199801	5 COX ST, YERONG CREEK NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
199802	3 COX ST, YERONG CREEK NSW 2642	49	44	44	35	48	CO1	CO1	CO1
199804	1 PATTON ST, YERONG CREEK NSW 2642	49	44	44	35	47	CO1	CO1	CO1
1000504	13 Queen St, Yerong Creek NSW 2642	49	44	44	35	54	CO1	CO1	CO1, CO2, (RO,AO)*
1000506	28 Cox St, Yerong Creek NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
1000891	2-4 QUEEN ST, YERONG CREEK NSW 2642	49	44	44	35	58	CO1	CO1	CO1, CO2, (RO,AO)*
1100030	25 Plunkett St, Yerong Creek NSW 2642	49	44	44	35	53	CO1	CO1	CO1, CO2, (RO,AO)*
1100031	LOT 1,34 MACCONOCHIE STREET, YERONG CREEK NSW 2642	49	44	44	35	44	-	-	CO1
1100032	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	63	CO1	-	-
1100033	YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 26	55	55	-	-	66	CO1	-	-

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Making Sustainability Happen

Appendix B Construction Noise and Vibration Impact Statement - Addendum

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INLAND RAIL



YERONG CREEK – CONSTRUCTION NOISE AND VIBRATION IMPACT STATEMENT ADDENDUM 2

A2I I Albury to Illabo

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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
CA	Consistency Assessment
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
W.001	Work Scenario 1 – Site establishment activities
W.006	Work Scenario 6 – Track tamping
Yerong Creek CNVIS	Yerong Creek Yard Clearances Construction Noise and Vibration Impact Statement (Doc No. 6-0052-210-EEC-G3-AS-0001)

1 INTRODUCTION

1.1 Purpose of this Addendum

This Construction Noise and Vibration Impact Statement Addendum (CNVIS Addendum) has been prepared to identify and assess the revised work areas and amended plant and equipment required to support and enable the wider scope of activities associated with the Yerong Creek Yard clearances enhancement site (Yerong Creek), as shown in Figures 1 and 2 below.

This Addendum will form part of the endorsed Construction Noise and Vibration Impact Statement (CNVIS) (Doc No: 6-0052-210-EEC-G3-AS-0001) for Yerong Creek. This Addendum should be reviewed in conjunction with the CNVIS for Yerong Creek, including adopted Rating Background Levels (RBL), Noise Management Levels (NML) and assessment criteria in accordance with the Conditions of Approval (CoA) (SSI-10055).

The following figures identify the scenarios assessed in this CNVIS Addendum:

Figure 1:

- W.009 – revised work area and inclusion of additional equipment for level crossing works activities. The assessed area includes the area assessed in the endorsed CNVIS.

Figure 2:

- W.005 – revised work area and amended equipment for track works activities. The assessed area includes the area assessed in the endorsed CNVIS.

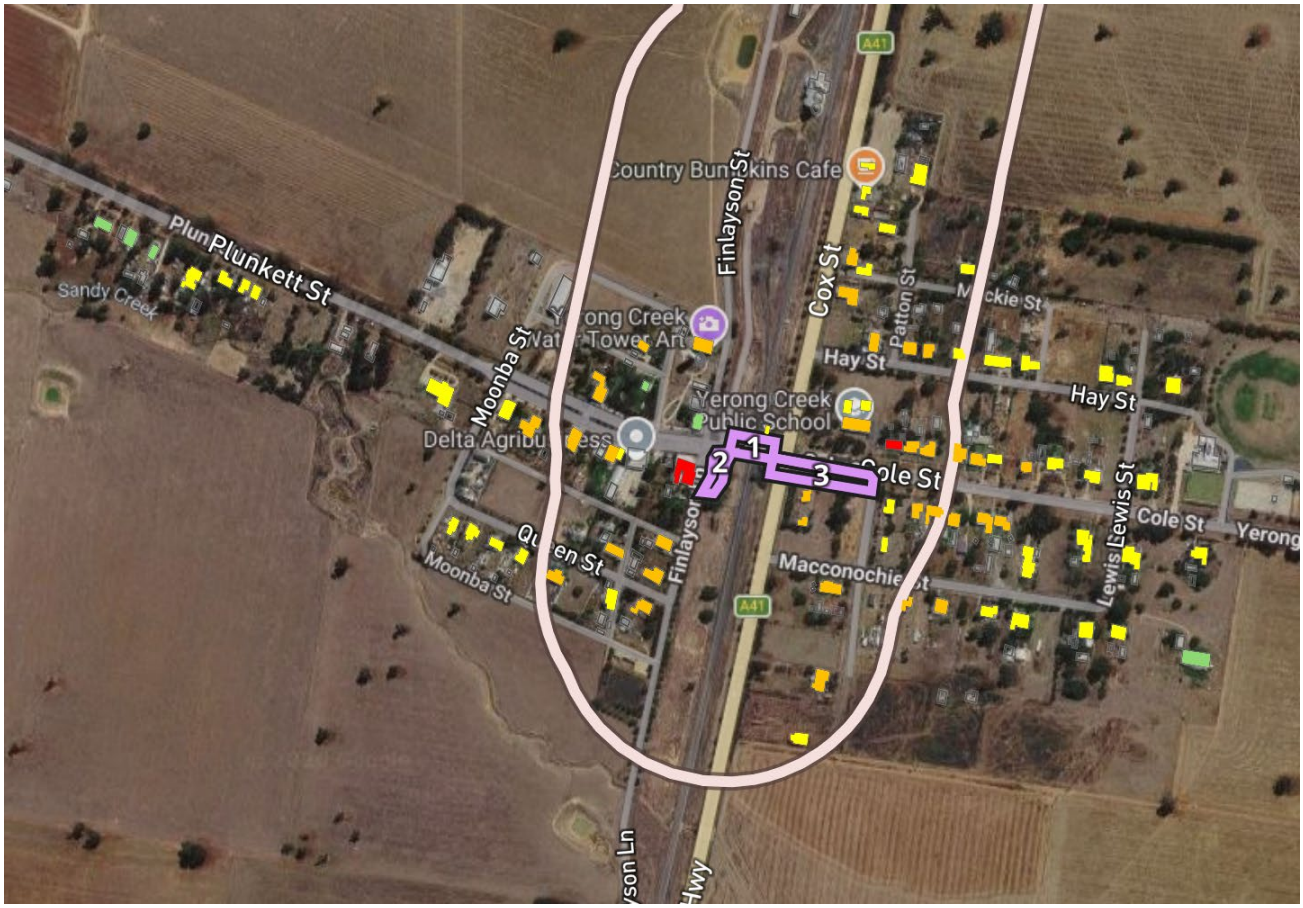


FIGURE 1: REVISED WORK AREA FOR W.009 (YERONG CREEK CNVIS ADDENDUM 2)

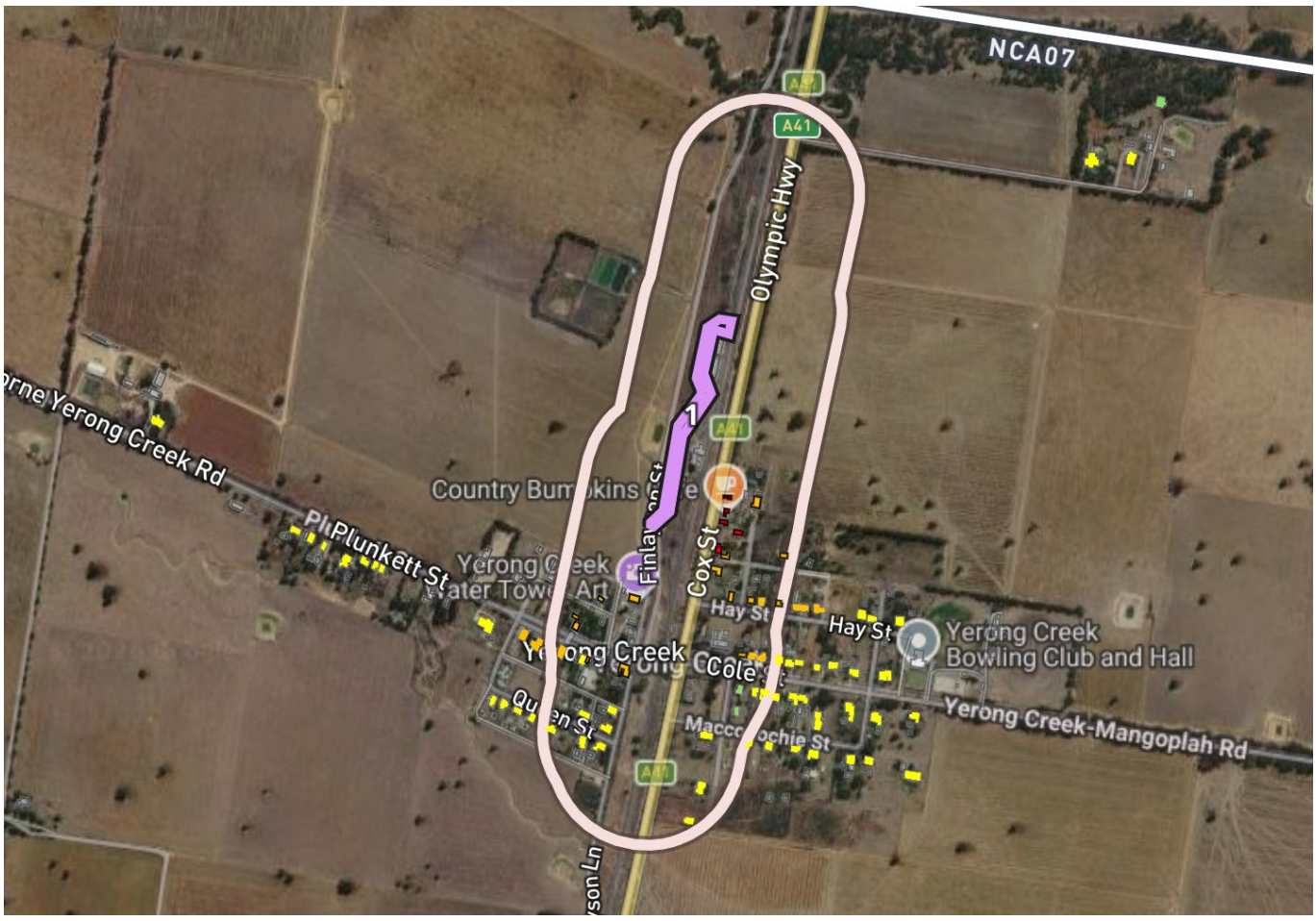


FIGURE 2: REVISED WORK AREA FOR W.005 (YERONG CREEK CNVIS ADDENDUM 2)

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.009	Level Crossing Work - Peak	▪ Relocation of existing watermain to outside of the level crossing works footprint	120.5
W.005	Track Work - Typical	▪ Access to / from the rail alignment by heavy and light vehicles, and road mobile plant	112

2.1 Level Crossing Work - Peak (W.009)

2.1.1 Scope

The additional work area required at Yerong Creek forms part of the wider scope of work associated with the Yerong Creek Yard clearances enhancement site (Yerong Creek) and will form a key part of the level crossing works, via the relocation of an existing watermain to outside of the level crossing works footprint.

This CNVIS addendum has assessed an additional work area and additional plant/equipment identified in Yerong Creek Supporting Works (565.350) Consistency Assessment (CA) (Doc No: 6-0052-210-EAP-G3-AS-0001), as well as the area originally assessed in the endorsed CNVIS.

The revised work area and additional plant/equipment (Tracked Hydraulic Drilling Rig, Truck - Vacuum (NDD) and Hydrema / Moxy) will be assessed using SLR Predict, the A2I noise and vibration management tool, with the following noted (as per the endorsed CNVIS):

Activity

- Level crossing work including highly noise intensive work

Plant and equipment

- Asphalt Paving Machine
- Crane (mobile)
- Excavator - Tracked (20 tonne)
- Front End Loader
- Hand tools (electric)
- Light Vehicle
- Lighting Tower
- Pavement Profiler
- Roller – Static
- Roller – Vibratory
- Saw – Concrete
- Telescopic Handler
- Truck - Medium Rigid (20 tonne)
- Truck - Truck & Dog
- Tracked Hydraulic Drilling Rig
- Truck - Vacuum (NDD)
- Hydrema / Moxy

Construction hours

- Standard approved construction hours:
  - 7am to 6pm Monday to Friday, inclusive
  - 7am to 6pm Saturday.
- Daytime out-of-hours (OOH):
  - 8am to 6pm Sunday and Public Holidays.

2.1.2 Assessment

The revised work area has been assessed utilising SLR Predict. The full plant and equipment list (as per the endorsed CNVIS) has been considered as a worst-case scenario within a 15-minute assessment period. The operating time (utilisation %) of each plant and equipment has remained the same as per the endorsed CNVIS.

2.1.3 Results

The SLR Predict results are presented in Appendix A, for daytime out of hours, as the most affected period, noting there is no Evening or Night OOHW proposed.

Table 3 provides a summary of the exceedances identified through various assessments. It compares the following:

- W.009 exceedances identified in the Yerong Creek CNVIS
- W.009 exceedances identified in the SLR Predict results for the revised work area shown in Figure 1, including the plant and equipment identified in Section 2.1.1.

TABLE 3: EXCEEDANCE COMPARISONS FOR W.009 (DAY OOH)

ASSESSMENT RESULTS	NUMBER OF RESIDENTIAL RECEIVERS WITH NML EXCEEDANCE	
	CNVIS – W.009	SLR Predict – W.009 (revised work area and reduced plant/equipment list)
Total Lw (dBA)	119	120.5
Noticeable (1-5 dB)	7	4
Clearly Audible (6-15 dB)	40	38
Moderately Intrusive (16-25 dB)	27	30
Highly Intrusive (>25 dB)	0	2

Table 3 shows an increase in the total Sound Power Level (Lw) and intensity of impacts resulting from the current proposed scenario (last column) for the Clearly Audible, Moderately Intrusive and Highly Intrusive noise categories. This increase in impacts is likely due to the increased size of the work area, closer proximity to receivers for the additional areas, and as a result of the additional plant and equipment being utilised in these revised areas (Tracked Hydraulic Drilling Rig, Truck - Vacuum (NDD) and Hydrema / Moxy).

2.2 Track Work – Typical (W.005)

2.2.1 Scope

The additional work area required at Yerong Creek forms part of the wider scope of work associated with the Yerong Creek Yard clearances enhancement site (Yerong Creek) and will form a key part of the track works scope, via the ability for heavy and light vehicles, and road mobile plant involved in the activity to access the rail alignment from Finlayson Street.

This CNVIS addendum has assessed an additional work area and reduced plant/equipment identified in Yerong Creek Supporting Works (565.350) Consistency Assessment (CA) (Doc No: 6-0052-210-EAP-G3-AS-0001), as well as the area originally assessed in the endorsed CNVIS.

The revised work area and reduced plant/equipment (comprising only heavy and light vehicles, and road mobile plant) will be assessed using SLR Predict, the A2I noise and vibration management tool, with the following noted (as per the endorsed CNVIS):

Activity

- Track work excluding highly noise intensive work

Plant and equipment

- Centrifugal fan
- Compressor
- Crane (mobile)
- Elevated Work Platform
- Front End Loader
- Generator
- Hand tools (electric)
- Hi-Rail Crane
- Hi-Rail Excavator
- Hi-Rail Truck/Trolley

- Light Vehicle
- PEM-LEM
- Plate Compactor
- Telescopic Handler
- Truck - Medium Rigid (20 tonne)
- Truck - Truck & Dog
- Watercart

Construction hours

- Standard approved construction hours:
  - 7am to 6pm Monday to Friday, inclusive
  - 7am to 6pm Saturday.
- Daytime 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)

2.2.2 Assessment

The revised work area has been assessed utilising SLR Predict. The full plant and equipment list (as per the endorsed CNVIS) has been considered as a worst-case scenario within a 15-minute assessment period. The operating time (utilisation %) of each plant and equipment has remained the same as per the endorsed CNVIS.

2.2.3 Results

The SLR Predict results are presented in Appendix A, for night out of hours, as the most affected period.

Table 4 provides a summary of the exceedances identified through various assessments. It compares the following:

- W.005 exceedances identified in the Yerong Creek CNVIS
- W.005 exceedances identified in the SLR Predict results for the revised work area shown in Figure 2, including the reduced plant and equipment identified in Section 2.2.1.

TABLE 4: EXCEEDANCE COMPARISONS FOR W.005 (NIGHT OOH)

ASSESSMENT RESULTS	NUMBER OF RESIDENTIAL RECEIVERS WITH NML EXCEEDANCE	
	CNVIS – W.005	SLR Predict – W.005 (revised work area and reduced plant/equipment list)
Total Lw (dBA)	119	112
Noticeable (1-5 dB)	4	13
Clearly Audible (6-15 dB)	15	51
Moderately Intrusive (16-25 dB)	41	14
Highly Intrusive (>25 dB)	19	0
Above sleep disturbance	67	18
Above sleep awake	29	0

Table 4 shows a decrease in the total Sound Power Level (Lw) and corresponding intensity of impacts resulting from the current proposed scenario (last column) for the Moderately Intrusive and Highly Intrusive noise categories. In addition, there is a marked reduction in receivers who may be sleep disturbed and beyond the sleep awakening criterion. This decrease in impacts is almost certainly due to the additional work area being further away from the cluster of receivers east of the rail corridor, and as a result of the reduced number of noise generating equipment which is limited to heavy and light vehicles, and road mobile plant.

3 VIBRATION ASSESSMENT

3.1 Level Crossing Work - Peak (W.009)

A summary of predicted vibration impacts attributable to the W.009 activity is provided in Tables 5 and 6 below. The full SLR Predict results for vibration are presented under Appendix C.

TABLE 5: VIBRATION INTENSIVE PLANT MINIMUM WORKING DISTANCES FOR W.009

STRUCTURE TYPE	EQUIPMENT TYPE & APPROX. SIZE / WEIGHT	NUMBER OF STRUCTURES IDENTIFIED IN COSMETIC DAMAGE ZONE
	Vibratory Roller 13-18 tonne, 300kN (TfNSW CNVG (PTI) & DIN 4150: Part 3)	SLR Predict – W.009
Residential and Light Commercial)	20m	1 property
Unsound Heritage	40m	0 properties
Industrial and Heavy Commercial	10m	0 properties

Table 5 shows one structure (signal hut (refer Appendix C)) which has been identified as within the minimum working distance for the vibratory roller proposed for the activity and thus being at risk of cosmetic damage. The structure (non-heritage) identified in this CNVIS Addendum was also identified in the endorsed CNVIS as having the potential to fall within the cosmetic damage minimum working distance for light-framed structures. As noted in the endorsed CNVIS, prior to commencement of any work, a structural engineer must undertake condition surveys of all buildings, structures, utilities and the like identified as being at risk of damage.

After completion of construction, condition surveys must be undertaken by a structural engineer for all items for which pre-condition surveys were undertaken.

The results of the surveys must be documented in a Condition Survey Report for each item surveyed. Copies of Condition Survey Reports must be provided to the landowners of the items surveyed, and no later than one month before the commencement of construction and three months following the completion of construction.

TABLE 6: HUMAN COMFORT VIBRATION CRITERIA EXCEEDANCES FOR W.009

VIBRATION CRITERIA	EQUIPMENT TYPE & APPROX. SIZE / WEIGHT	NUMBER OF RECEIVERS WITH VIBRATION CRITERIA EXCEEDANCE[1]
	Vibratory Roller 13-18 tonne, 300kN (TfNSW CNVG (PTI) & DIN 4150: Part 3)	SLR Predict – W.009
Human Comfort (Residential)	100m	1 property
Human Comfort (Non-Residential)	100m	13 properties

Note 1: Some addresses have both residential and non-residential uses and therefore have been accounted for in each vibration criteria category triggered.

Table 6 shows one residential receiver and thirteen non-residential receivers with potential to exceed the vibration criteria for human comfort as a result of the vibratory roller proposed for the activity. The structures identified in this CNVIS Addendum for potential exceedance of the human comfort criteria were also identified in the endorsed CNVIS.

3.2 Track Work – Typical (W.005)

There are no vibration intensive plant proposed as part of the reduced scope W.005 within the additional work area; therefore, no vibration impacts are expected.

4 CONCLUSION

4.1 Mitigation and Management Measures

As this an addendum to the endorsed CNVIS for Yerong Creek, the same mitigation and management measures apply as noted in Section 8 of the CNVIS.

4.2 Additional mitigation measures

As noted in Figure 3 to Figure 5, and under Appendices A to C, the SLR Predict noise and vibration results include a section on all applicable additional mitigation measures. These additional mitigation measures will be implemented where appropriate.

Airborne Noise - Additional Mitigation Measures Matrix				
Time Period	Exceedance of NML	Perception	Duration	Communication Category/Management Measure
OOHW Daytime PeriodSunday 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 PeriodMonday - 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 PeriodMonday - 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 3: ADDITIONAL MITIGATION MEASURES MATRIX – NOISE

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

FIGURE 4: ADDITIONAL MITIGATION MEASURES MATRIX - VIBRATION

Additional Mitigation Measures	
Measure	**Abbreviation**
Communication (Category 1)[1]	CO1
Communication (Category 2)[2]	CO2
Respite Offer[3]	RO
Alternative Accommodation	AltA
Agreement with Owners	AO

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.

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

FIGURE 5: ADDITIONAL MITIGATION MEASURES MATRIX – NOTES

APPENDICES

APPENDIX A

SLR Predict (W.009) Noise

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.

Predicted Noise Levels

The assessment presents the highest predicted level at each receiver building, considering predictions at each floor and façade from all potential work areas. The assessment is generally considered conservative as the calculations assume several items of construction equipment are in use at the same time within each work area. The assessment uses ‘realistic worst-case’ scenarios to determine the impacts from the noisiest 15-minute period that is likely to occur for each work scenario.

Assessment Details

Author Name	
Author Email	noiseassessments@martinus.com.au
Author Organisation	Martinus Rail
Project Name	A2I - Albury to Illabo
Assessment Name	Yerong Creek CNVIS Addendum 2 (W.009)
Assessment Number	544
Stage	A2I Construction
Permit Number	N/A
Start Date	2026-08-24
End Date	2026-09-25
Assessment Period	Day - out of hours

Equipment Details

Plant/Equipment	Equipment Sound Power Level (Unadjusted), dBA	Number of Units	Temporary Noise Barrier
1: (Height: Ground)	Total: 119		
Asphalt paver 100% operation	108	1	No
Crane (mobile) 30% operation	104	1	No
Excavator - Tracked (20T) 50% operation	105	1	No
Hand tools (electric) 75% operation	102	2	No
Light Vehicle (steady state) 25% operation	87	2	No
Lighting Tower 100% operation	80	2	No
Pavement Profiler 50% operation	117	1	No
Roller - static 100% operation	107	1	No

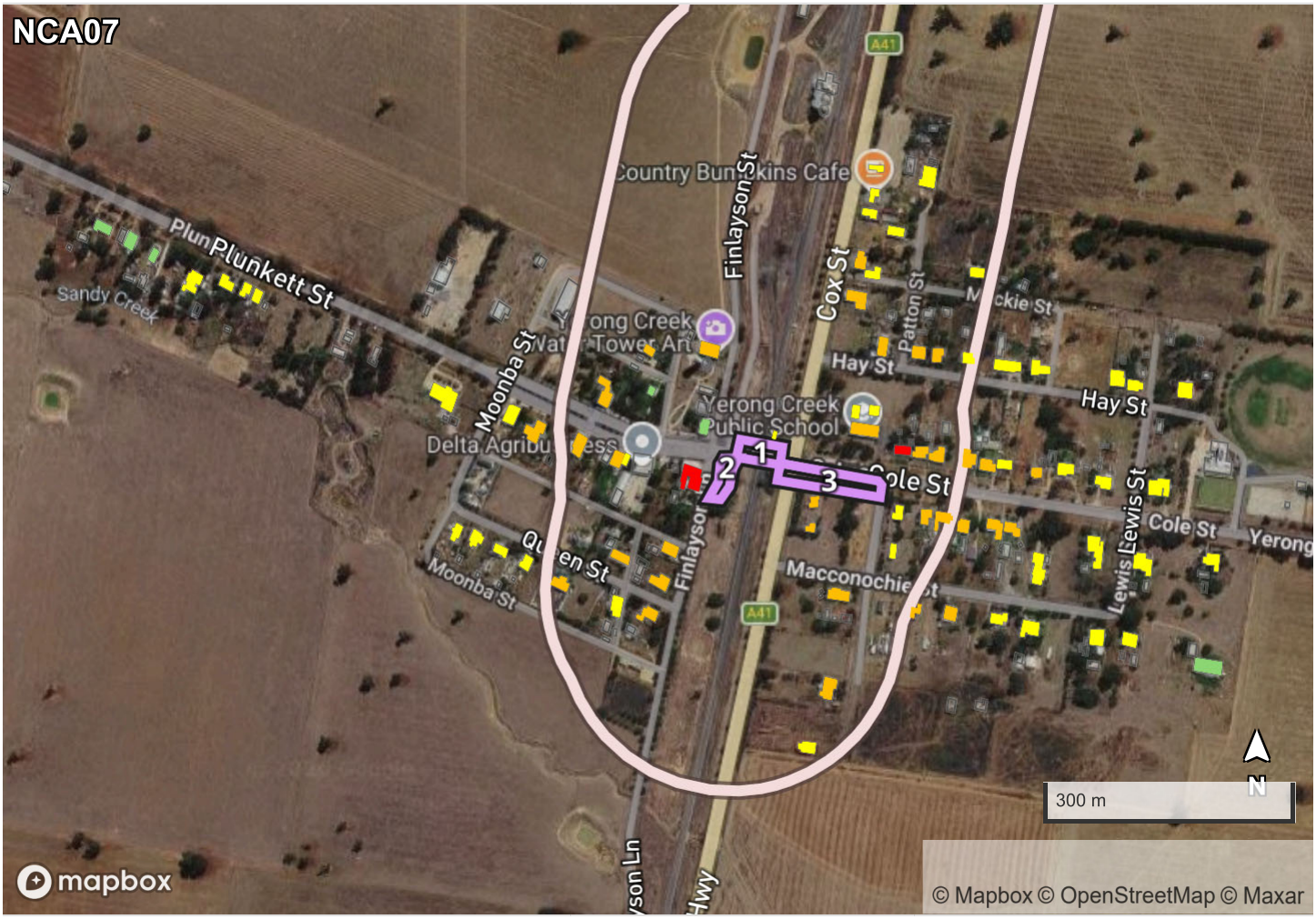
Note 1: Equipment classed as 'annoying' in the *Interim Construction Noise Guideline (DECC, 2009)* include a 5 dB correction.
Note 2: Equipment sound power levels consider the mitigation measures outlined in the overarching CNVIS to provide mitigated results.

Equipment Details

Plant/Equipment	Equipment Sound Power Level (Unadjusted), dBA	Number of Units	Temporary Noise Barrier
Roller - vibratory (13-18t) 100% operation	109	1	No
Saw - concrete 25% operation	118	1	No
Telescopic Handler 50% operation	99	1	No
Truck - medium rigid (20T) 25% operation	103	2	No
Truck - road truck/ truck & dog (30T) 25% operation	108	1	No
Front End Loader 50% operation	113	1	No
2: (Height: Ground)	Total: 112		
Excavator - Tracked (20T) 50% operation	105	1	No
Light Vehicle (steady state) 60% operation	87	3	No
Truck - medium rigid (20T) 50% operation	103	2	No
Tracked Hydraulic Drilling Rig 80% operation	109	1	No
Truck - vacuum (NDD or non-destructive digger) 40% operation	109	1	No
Hydrema / Moxy 50% operation	107	1	No
3: (Height: Ground)	Total: 112		
Excavator - Tracked (20T) 50% operation	105	1	No
Light Vehicle (steady state) 60% operation	87	3	No
Truck - medium rigid (20T) 50% operation	103	2	No
Tracked Hydraulic Drilling Rig 80% operation	109	1	No
Truck - vacuum (NDD or non-destructive digger) 40% operation	109	1	No
Hydrema / Moxy 50% operation	107	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.

Assessment Results



		Residential	Non-Residential
	Highly Intrusive	2 properties	0 property
	Moderately Intrusive	30 properties	3 properties
	Clearly Audible	38 properties	5 properties
	Noticeable	4 properties	2 properties

Legend

	Project Boundary
	Work Areas
	Barriers

Results by Receiver

Facade/Floor: Show, Minimum floor to show: 0

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
1-3 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	44	78	34	Highly Intrusive
3 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	44	70	26	Highly Intrusive
10 FINLAYSON LANE, YERONG CREEK NSW 2642	RES	NCA07	44	68	24	Moderately Intrusive
5 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	44	68	24	Moderately Intrusive
2 FINLAYSON LANE, YERONG CREEK NSW 2642	RES	NCA07	44	68	24	Moderately Intrusive
6 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	44	67	23	Moderately Intrusive
LOT 2, COX STREET, YERONG CREEK NSW 2642	OPW	NCA07	55	78	23	Moderately Intrusive
7 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	44	67	23	Moderately Intrusive
2 MACCONOCHIE ST, YERONG CREEK NSW 2642	RES	NCA07	44	66	22	Moderately Intrusive
13-15 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	44	66	22	Moderately Intrusive
10 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	44	66	22	Moderately Intrusive
15 COX ST, YERONG CREEK NSW 2642	RES	NCA07	44	66	22	Moderately Intrusive
14 FINLAYSON LANE, YERONG CREEK NSW 2642	RES	NCA07	44	65	21	Moderately Intrusive
10 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	44	65	21	Moderately Intrusive
19 COX ST, YERONG CREEK NSW 2642	RES	NCA07	44	65	21	Moderately Intrusive
8 MACCONOCHIE ST, YERONG CREEK NSW 2642	RES	NCA07	44	64	20	Moderately Intrusive
11 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	44	64	20	Moderately Intrusive
5 WARATAH ST, YERONG CREEK NSW 2642	RES	NCA07	44	64	20	Moderately Intrusive
2-4 QUEEN ST, YERONG CREEK NSW 2642	RES	NCA07	44	64	20	Moderately Intrusive
16 FINLAYSON LANE, YERONG CREEK NSW 2642	RES	NCA07	44	63	19	Moderately Intrusive
LOT 2, COX STREET, YERONG CREEK NSW 2642	OPW	NCA07	55	74	19	Moderately Intrusive
10 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	44	63	19	Moderately Intrusive
15 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	44	63	19	Moderately Intrusive
21 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	44	63	19	Moderately Intrusive
1 HAY ST, YERONG CREEK NSW 2642	RES	NCA07	44	63	19	Moderately Intrusive
12-14 COX ST, YERONG CREEK NSW 2642	RES	NCA07	44	62	18	Moderately Intrusive
14 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	44	62	18	Moderately Intrusive
3 HAY ST, YERONG CREEK NSW 2642	RES	NCA07	44	62	18	Moderately Intrusive
12 MACCONOCHIE ST, YERONG CREEK NSW 2642	RES	NCA07	44	61	17	Moderately Intrusive
23 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	44	61	17	Moderately Intrusive
11 COX ST, YERONG CREEK NSW 2642	RES	NCA07	44	61	17	Moderately Intrusive
18 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	44	60	16	Moderately Intrusive
19 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	44	60	16	Moderately Intrusive
YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 2642	OED	NCA07	55	71	16	Moderately Intrusive
13 Queen St, Yerong Creek NSW 2642	RES	NCA07	44	60	16	Moderately Intrusive

Results by Receiver

Facade/Floor: Show, Minimum floor to show: 0

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
18 MACCONOCHIE ST, YERONG CREEK NSW 2642	RES	NCA07	44	59	15	Clearly Audible
15 QUEEN ST, YERONG CREEK NSW 2642	RES	NCA07	44	59	15	Clearly Audible
25 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	44	59	15	Clearly Audible
27-39 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	44	59	15	Clearly Audible
28 Cox St, Yerong Creek NSW 2642	RES	NCA07	44	59	15	Clearly Audible
25 Plunkett St, Yerong Creek NSW 2642	RES	NCA07	44	59	15	Clearly Audible
YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 2642	OED	NCA07	55	70	15	Clearly Audible
1-3 QUEEN ST, YERONG CREEK NSW 2642	RES	NCA07	44	58	14	Clearly Audible
11 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	44	58	14	Clearly Audible
LOT 5557 ORANGE FLAT LANE, YERONG CREEK NSW 2642	IND	NCA07	75	89	14	Clearly Audible
5-9 HAY ST, YERONG CREEK NSW 2642	RES	NCA07	44	58	14	Clearly Audible
5 MACKIE ST, YERONG CREEK NSW 2642	RES	NCA07	44	58	14	Clearly Audible
5 COX ST, YERONG CREEK NSW 2642	RES	NCA07	44	58	14	Clearly Audible
20 MACCONOCHIE ST, YERONG CREEK NSW 2642	RES	NCA07	44	57	13	Clearly Audible
17 QUEEN ST, YERONG CREEK NSW 2642	RES	NCA07	44	57	13	Clearly Audible
26 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	44	57	13	Clearly Audible
2 COLE ST, YERONG CREEK NSW 2642	OHO	NCA07	60	73	13	Clearly Audible
13 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	44	57	13	Clearly Audible
5 HAY ST, YERONG CREEK NSW 2642	RES	NCA07	44	57	13	Clearly Audible
3 COX ST, YERONG CREEK NSW 2642	RES	NCA07	44	57	13	Clearly Audible
Lot 1, Plan 1/414639, Yerong Creek, NSW 2642	RES	NCA07	44	57	13	Clearly Audible
28 MACCONOCHIE ST, YERONG CREEK NSW 2642	RES	NCA07	44	56	12	Clearly Audible
26 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	44	56	12	Clearly Audible
15-23 HAY ST, YERONG CREEK NSW 2642	RES	NCA07	44	56	12	Clearly Audible
13 COX ST, YERONG CREEK NSW 2642	RES	NCA07	44	56	12	Clearly Audible
7 COX ST, YERONG CREEK NSW 2642	RES	NCA07	44	56	12	Clearly Audible
20 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	44	55	11	Clearly Audible
21 QUEEN ST, YERONG CREEK NSW 2642	RES	NCA07	44	55	11	Clearly Audible
29 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	44	55	11	Clearly Audible
23 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	44	55	11	Clearly Audible
YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 2642	OED	NCA07	55	66	11	Clearly Audible
15 HAY ST, YERONG CREEK NSW 2642	RES	NCA07	44	54	10	Clearly Audible
1 PATTON ST, YERONG CREEK NSW 2642	RES	NCA07	44	54	10	Clearly Audible
23 QUEEN ST, YERONG CREEK NSW 2642	RES	NCA07	44	53	9	Clearly Audible
15 HAY ST, YERONG CREEK NSW 2642	RES	NCA07	44	53	9	Clearly Audible

Results by Receiver

Facade/Floor: Show, Minimum floor to show: 0

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
51 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	44	53	9	Clearly Audible
32 MACCONOCHIE ST, YERONG CREEK NSW 2642	RES	NCA07	44	52	8	Clearly Audible
30 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	44	52	8	Clearly Audible
17 HAY ST, YERONG CREEK NSW 2642	RES	NCA07	44	52	8	Clearly Audible
LOT 2 MACCONOCHIE ST, YERONG CREEK NSW 2642	OHO	NCA07	60	67	7	Clearly Audible
51 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	44	51	7	Clearly Audible
53 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	44	51	7	Clearly Audible
67 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	44	50	6	Clearly Audible
2 PLUNKETT ST, YERONG CREEK NSW 2642	COM	NCA07	70	75	5	Noticeable
6 PLUNKETT ST, YERONG CREEK NSW 2642	OOP	NCA07	60	65	5	Noticeable
63 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	44	49	5	Noticeable
LOT 1,34 MACCONOCHIE STREET, YERONG CREEK NSW 2642 -	RES	NCA07	44	49	5	Noticeable
65 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	44	48	4	Noticeable
83-85 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	44	47	3	Noticeable

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

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)[1]	CO1
Communication (Category 2)[2]	CO2
Respite Offer[3]	RO
Alternative Accommodation	AltA
Agreement with Owners	AO

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.

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

APPENDIX B

SLR Predict (W.005) Noise

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.

Predicted Noise Levels

The assessment presents the highest predicted level at each receiver building, considering predictions at each floor and façade from all potential work areas. The assessment is generally considered conservative as the calculations assume several items of construction equipment are in use at the same time within each work area. The assessment uses 'realistic worst-case' scenarios to determine the impacts from the noisiest 15-minute period that is likely to occur for each work scenario.

Assessment Details

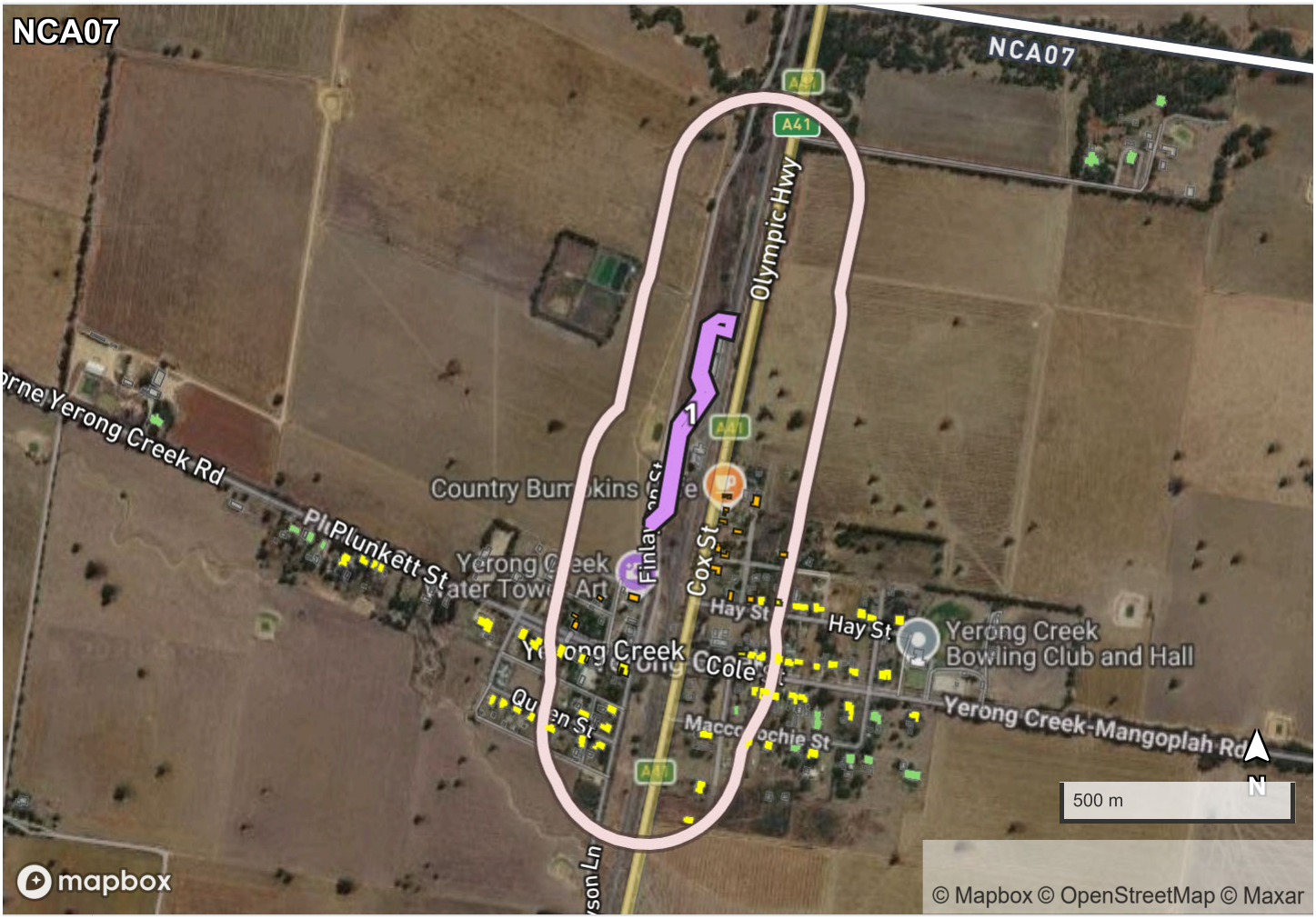
Author Name	
Author Email	noiseassessments@martinus.com.au
Author Organisation	Martinus Rail
Project Name	A2I - Albury to Illabo
Assessment Name	Yerong Creek CNVIS Addendum 2 (W.005)
Assessment Number	551
Stage	A2I Construction
Permit Number	
Start Date	2026-08-24
End Date	2027-03-31
Assessment Period	Night - out of hours

Equipment Details

Plant/Equipment	Equipment Sound Power Level (Unadjusted), dBA	Number of Units	Temporary Noise Barrier
1: (Height: Ground)	Total: 112		
Crane (mobile) 30% operation	104	1	No
Front End Loader 50% operation	113	1	No
Truck - medium rigid (20T) 25% operation	103	2	No
Truck - road truck/ truck & dog (30T) 25% operation	108	1	No
Water Cart 75% operation	105	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	14 properties	0 property
Clearly Audible	51 properties	0 property
Noticeable	13 properties	1 property
Above Sleep Disturbance	18 properties	0 property
Above Sleep Awake	0 property	0 property

Legend

	Project Boundary
	Work Areas
	Barriers

Results by Receiver

Facade/Floor: Show, Minimum floor to show: 0

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
5 COX ST, YERONG CREEK NSW 2642	RES	NCA07	35	60	25	Moderately Intrusive Above Sleep Dist
Lot 1, Plan 1/414639, Yerong Creek, NSW 2642	RES	NCA07	35	60	25	Moderately Intrusive Above Sleep Dist
3 COX ST, YERONG CREEK NSW 2642	RES	NCA07	35	59	24	Moderately Intrusive Above Sleep Dist
11 COX ST, YERONG CREEK NSW 2642	RES	NCA07	35	58	23	Moderately Intrusive Above Sleep Dist
19 COX ST, YERONG CREEK NSW 2642	RES	NCA07	35	57	22	Moderately Intrusive Above Sleep Dist
7 COX ST, YERONG CREEK NSW 2642	RES	NCA07	35	57	22	Moderately Intrusive Above Sleep Dist
13 COX ST, YERONG CREEK NSW 2642	RES	NCA07	35	56	21	Moderately Intrusive Above Sleep Dist
2 FINLAYSON LANE, YERONG CREEK NSW 2642	RES	NCA07	35	55	20	Moderately Intrusive Above Sleep Dist
1 PATTON ST, YERONG CREEK NSW 2642	RES	NCA07	35	55	20	Moderately Intrusive Above Sleep Dist
5 WARATAH ST, YERONG CREEK NSW 2642	RES	NCA07	35	53	18	Moderately Intrusive Above Sleep Dist
15 COX ST, YERONG CREEK NSW 2642	RES	NCA07	35	53	18	Moderately Intrusive Above Sleep Dist
10 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	35	52	17	Moderately Intrusive Above Sleep Dist
1 HAY ST, YERONG CREEK NSW 2642	RES	NCA07	35	51	16	Moderately Intrusive Above Sleep Dist
5 MACKIE ST, YERONG CREEK NSW 2642	RES	NCA07	35	51	16	Moderately Intrusive Above Sleep Dist
1-3 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	35	50	15	Clearly Audible Above Sleep Dist
5-9 HAY ST, YERONG CREEK NSW 2642	RES	NCA07	35	50	15	Clearly Audible Above Sleep Dist
11 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	35	49	14	Clearly Audible Above Sleep Dist
3 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	35	49	14	Clearly Audible Above Sleep Dist
7 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	35	48	13	Clearly Audible
5 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	35	48	13	Clearly Audible
23 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	35	48	13	Clearly Audible
5 HAY ST, YERONG CREEK NSW 2642	RES	NCA07	35	48	13	Clearly Audible
3 HAY ST, YERONG CREEK NSW 2642	RES	NCA07	35	48	13	Clearly Audible
11 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	35	47	12	Clearly Audible
21 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	35	47	12	Clearly Audible
27-39 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	35	47	12	Clearly Audible
15-23 HAY ST, YERONG CREEK NSW 2642	RES	NCA07	35	47	12	Clearly Audible
25 Plunkett St, Yerong Creek NSW 2642	RES	NCA07	35	47	12	Clearly Audible
15 QUEEN ST, YERONG CREEK NSW 2642	RES	NCA07	35	46	11	Clearly Audible
13-15 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	35	46	11	Clearly Audible
13 Queen St, Yerong Creek NSW 2642	RES	NCA07	35	46	11	Clearly Audible
2 MACCONOCHIE ST, YERONG CREEK NSW 2642	RES	NCA07	35	45	10	Clearly Audible
14 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	35	45	10	Clearly Audible
19 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	35	45	10	Clearly Audible
15 HAY ST, YERONG CREEK NSW 2642	RES	NCA07	35	45	10	Clearly Audible

Results by Receiver

Facade/Floor: Show, Minimum floor to show: 0

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
12-14 COX ST, YERONG CREEK NSW 2642	RES	NCA07	35	44	9	Clearly Audible
8 MACCONOCHIE ST, YERONG CREEK NSW 2642	RES	NCA07	35	44	9	Clearly Audible
6 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	35	44	9	Clearly Audible
23 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	35	44	9	Clearly Audible
17 HAY ST, YERONG CREEK NSW 2642	RES	NCA07	35	44	9	Clearly Audible
15 HAY ST, YERONG CREEK NSW 2642	RES	NCA07	35	44	9	Clearly Audible
2-4 QUEEN ST, YERONG CREEK NSW 2642	RES	NCA07	35	44	9	Clearly Audible
23 QUEEN ST, YERONG CREEK NSW 2642	RES	NCA07	35	43	8	Clearly Audible
18 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	35	43	8	Clearly Audible
10 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	35	43	8	Clearly Audible
10 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	35	43	8	Clearly Audible
25 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	35	43	8	Clearly Audible
15 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	35	43	8	Clearly Audible
53 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	35	43	8	Clearly Audible
1-3 QUEEN ST, YERONG CREEK NSW 2642	RES	NCA07	35	42	7	Clearly Audible
17 QUEEN ST, YERONG CREEK NSW 2642	RES	NCA07	35	42	7	Clearly Audible
10 FINLAYSON LANE, YERONG CREEK NSW 2642	RES	NCA07	35	42	7	Clearly Audible
21 QUEEN ST, YERONG CREEK NSW 2642	RES	NCA07	35	42	7	Clearly Audible
13 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	35	42	7	Clearly Audible
51 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	35	42	7	Clearly Audible
51 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	35	42	7	Clearly Audible
20 MACCONOCHIE ST, YERONG CREEK NSW 2642	RES	NCA07	35	41	6	Clearly Audible
16 FINLAYSON LANE, YERONG CREEK NSW 2642	RES	NCA07	35	41	6	Clearly Audible
12 MACCONOCHIE ST, YERONG CREEK NSW 2642	RES	NCA07	35	41	6	Clearly Audible
14 FINLAYSON LANE, YERONG CREEK NSW 2642	RES	NCA07	35	41	6	Clearly Audible
26 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	35	41	6	Clearly Audible
26 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	35	41	6	Clearly Audible
29 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	35	41	6	Clearly Audible
67 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	35	41	6	Clearly Audible
28 Cox St, Yerong Creek NSW 2642	RES	NCA07	35	41	6	Clearly Audible
18 MACCONOCHIE ST, YERONG CREEK NSW 2642	RES	NCA07	35	40	5	Noticeable
20 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	35	40	5	Noticeable
30 COLE ST, YERONG CREEK NSW 2642	RES	NCA07	35	40	5	Noticeable
63 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	35	40	5	Noticeable
65 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	35	40	5	Noticeable

Results by Receiver

Facade/Floor: Show, Minimum floor to show: 0

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
3308 OLYMPIC HWY, YERONG CREEK NSW 2642	RES	NCA07	35	40	5	Noticeable
28 MACCONOCHIE ST, YERONG CREEK NSW 2642	RES	NCA07	35	39	4	Noticeable
83-85 PLUNKETT ST, YERONG CREEK NSW 2642	RES	NCA07	35	39	4	Noticeable
32 MACCONOCHIE ST, YERONG CREEK NSW 2642	RES	NCA07	35	38	3	Noticeable
WINDANA 3455 OSBORNE YERONG CREEK RD, YERONG CREEK NSW 2642	RES	NCA07	35	37	2	Noticeable
3308 OLYMPIC HWY, YERONG CREEK NSW 2642	RES	NCA07	35	37	2	Noticeable
LOT 1,34 MACCONOCHIE STREET, YERONG CREEK NSW 2642 -	RES	NCA07	35	37	2	Noticeable
LOT 2 MACCONOCHIE ST, YERONG CREEK NSW 2642	OHO	NCA07	45	46	1	Noticeable
3308 OLYMPIC HWY, YERONG CREEK NSW 2642	RES	NCA07	35	36	1	Noticeable

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

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)[1]	CO1
Communication (Category 2)[2]	CO2
Respite Offer[3]	RO
Alternative Accommodation	AltA
Agreement with Owners	AO

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.

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

APPENDIX C

SLR Predict (W.009) Vibration

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.

Predicted Noise Levels

The assessment presents the highest predicted level at each receiver building, considering predictions at each floor and façade from all potential work areas. The assessment is generally considered conservative as the calculations assume several items of construction equipment are in use at the same time within each work area. The assessment uses ‘realistic worst-case’ scenarios to determine the impacts from the noisiest 15-minute period that is likely to occur for each work scenario.

Assessment Details

Author Name	
Author Email	noiseassessments@martinus.com.au
Author Organisation	Martinus Rail
Project Name	A2I - Albury to Illabo
Assessment Name	Yerong Creek CNVIS Addendum 2 (W.009)
Assessment Number	544
Stage	A2I Construction
Permit Number	N/A
Start Date	2026-08-24
End Date	2026-09-25
Assessment Period	Vibration

Equipment Details

Plant/Equipment	Equipment Sound Power Level (Unadjusted), dBA	Number of Units	Temporary Noise Barrier
1: (Height: Ground)	Total: 119		
Asphalt paver 100% operation	108	1	No
Crane (mobile) 30% operation	104	1	No
Excavator - Tracked (20T) 50% operation	105	1	No
Hand tools (electric) 75% operation	102	2	No
Light Vehicle (steady state) 25% operation	87	2	No
Lighting Tower 100% operation	80	2	No
Pavement Profiler 50% operation	117	1	No
Roller - static 100% operation	107	1	No

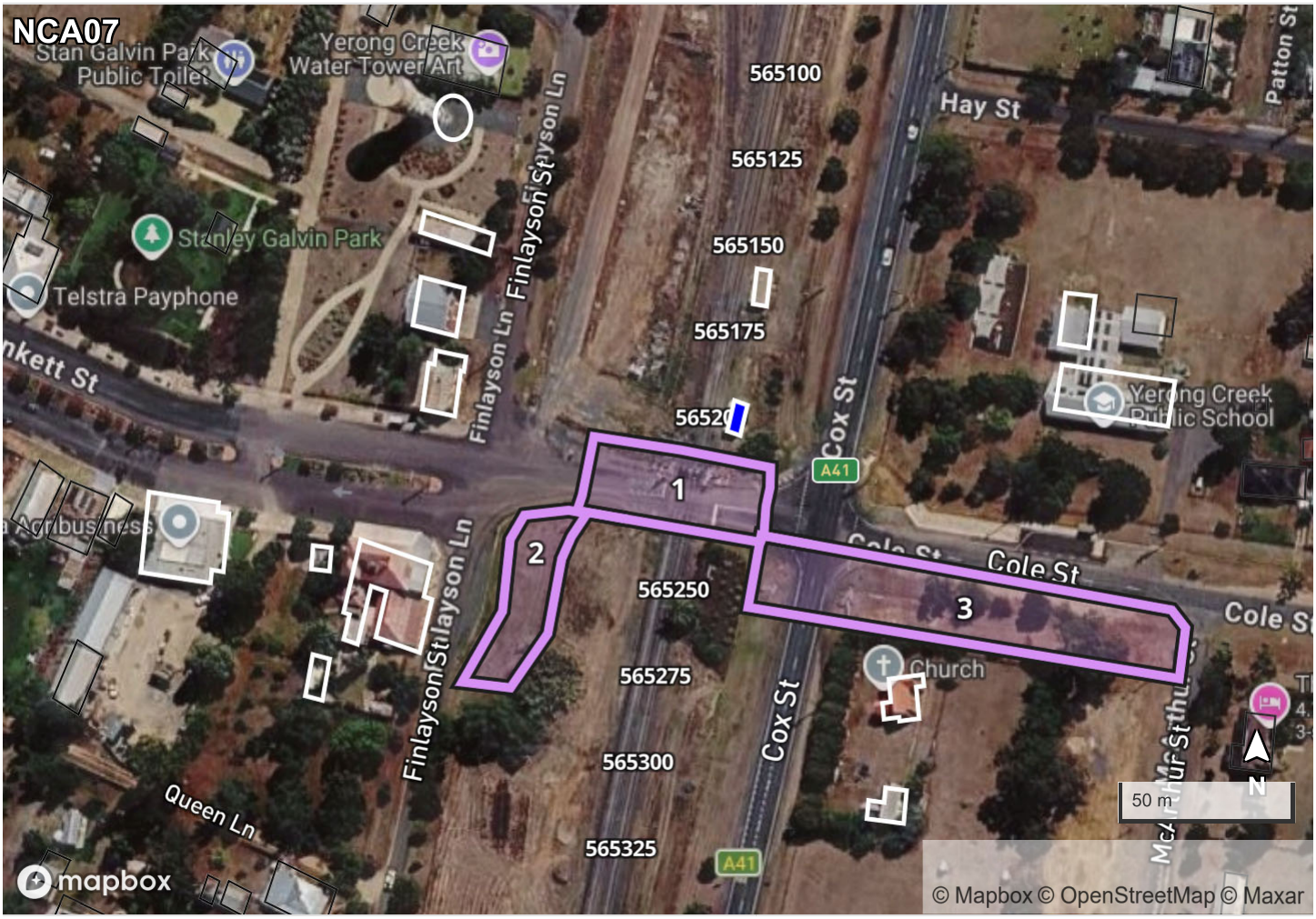
Note 1: Equipment classed as 'annoying' in the *Interim Construction Noise Guideline (DECC, 2009)* include a 5 dB correction.
Note 2: Equipment sound power levels consider the mitigation measures outlined in the overarching CNVIS to provide mitigated results.

Equipment Details

Plant/Equipment	Equipment Sound Power Level (Unadjusted), dBA	Number of Units	Temporary Noise Barrier
Roller - vibratory (13-18t) 100% operation	109	1	No
Saw - concrete 25% operation	118	1	No
Telescopic Handler 50% operation	99	1	No
Truck - medium rigid (20T) 25% operation	103	2	No
Truck - road truck/ truck & dog (30T) 25% operation	108	1	No
Front End Loader 50% operation	113	1	No
2: (Height: Ground)	Total: 112		
Excavator - Tracked (20T) 50% operation	105	1	No
Light Vehicle (steady state) 60% operation	87	3	No
Truck - medium rigid (20T) 50% operation	103	2	No
Tracked Hydraulic Drilling Rig 80% operation	109	1	No
Truck - vacuum (NDD or non-destructive digger) 40% operation	109	1	No
Hydrema / Moxy 50% operation	107	1	No
3: (Height: Ground)	Total: 112		
Excavator - Tracked (20T) 50% operation	105	1	No
Light Vehicle (steady state) 60% operation	87	3	No
Truck - medium rigid (20T) 50% operation	103	2	No
Tracked Hydraulic Drilling Rig 80% operation	109	1	No
Truck - vacuum (NDD or non-destructive digger) 40% operation	109	1	No
Hydrema / Moxy 50% operation	107	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.

Assessment Results



	Residential	Non-Residential
Cosmetic Damage	0 property	1 property
Human Comfort	1 property	13 properties
Cosmetic Damage for Unsound Heritage	0 property	0 property

Legend

Project Boundary
Work Areas
Barriers

Results by Receiver

Address	Land Use	Vibration Category
LOT 2, COX STREET, YERONG CREEK NSW 2642	OPW	Human Comfort

Results by Receiver

Address	Land Use	Vibration Category
LOT 2, COX STREET, YERONG CREEK NSW 2642	OPW	Human Comfort
1-3 PLUNKETT ST, YERONG CREEK NSW 2642	GAR	Human Comfort
1-3 PLUNKETT ST, YERONG CREEK NSW 2642	RES	Human Comfort
1-3 PLUNKETT ST, YERONG CREEK NSW 2642	GAR	Human Comfort
5-9 PLUNKETT ST, YERONG CREEK NSW 2642	COM	Human Comfort
LOT 5557 ORANGE FLAT LANE, YERONG CREEK NSW 2642	IND	Cosmetic Damage Human Comfort
2 PLUNKETT ST, YERONG CREEK NSW 2642	COM	Human Comfort
YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 2642	OED	Human Comfort
-	GAR	Human Comfort
LOT 5557 ORANGE FLAT LANE, YERONG CREEK NSW 2642	IND	Human Comfort
4 PLUNKETT ST, YERONG CREEK NSW 2642	GAR	Human Comfort
4 FINLAYSON LANE, YERONG CREEK NSW 2642	IND	Human Comfort
YERONG CREEK PUBLIC SCHOOL 1 COLE ST, YERONG CREEK NSW 2642	OED	Human Comfort

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.

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Vibration - Additional Mitigation Measures Matrix

Time Period	Duration	Exceedance of 'preferred' value	Exceedance of 'maximum' value

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OOHW Night Period Mon-Sat 10pm-7am Sun 10pm-8am	Any	CO1, CO2, RO	CO1, CO2, RO, AltA

Additional Mitigation Measures

Measure	Abbreviation
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Receiver Types

Code	Description	Code	Description
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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

Appendix C Heritage Assessment (OzArk)

OzArk Environment & Heritage
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DUBBO NSW 2830

31 July 2026

INLAND RAIL: ALBURY TO ILLABO (A2I) – YERONG CREEK
CIZ EXTENSION HERITAGE ASSESSMENT: MEMORANDUM OF FINDS

1 INTRODUCTION

OzArk Environment & Heritage (OzArk) understands that Martinus is proposing to expand the Inland Rail Albury to Illabo (A2I, the project) Construction Impact Zone (CIZ) at Yerong Creek. The additional land required for the project was not covered by previous assessments (GML 2022, OzArk 2025) (**Figure 2-1**). Yerong Creek is located in the Lockhart Local Government Area (LGA).

1.1 PREVIOUS ASSESSMENT / OTHER DOCUMENTATION

In 2022, GML prepared a *Statement of Heritage Impact* and an *Aboriginal Cultural Heritage Assessment Report* for the Albury to Illabo (A2I) section of the Inland Rail project to enable the required modification of the existing track and associated overhead structures to a sufficient height and width to support the safe running of double-stacked freight trains. The parcel of land at Yerong Creek that is the CIZ extension for this assessment, was not included in the previous studies.

As per Condition of Approval (CoA) A15 for the A2I project, ancillary facilities not specifically listed in the A2I EIS and associated documentation (as listed in CoA A1) can be established, as long as "they have no impacts on heritage items (including areas of archaeological sensitivity)" (A15(c)).

In 2025, OzArk assessed thirteen CIZ extension areas along the existing railway corridor at Yerong Creek to determine whether the proposed inclusions could meet the CoA A15. At a desktop level it was determined that there were no identifiable Aboriginal heritage constrains, however, a non-Aboriginal heritage conservation area called "Yerong Creek Urban Conservation Area" (C3) overlapped some of the extension areas. A site inspection confirmed that Aboriginal sites were not present or likely to occur within the CIZ extensions. The visual inspection also concluded that works within the CIZ extensions would not alter the heritage fabric within the "Yerong Creek Urban Conservation Area" (C3).

The following memo assesses whether CoA A15 could be met in terms of the proposed inclusion of the additional land parcels at Yerong Creek.

2 APPROACH

OzArk has prepared this Heritage Memorandum of Findings with reference to the *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW* (Due Diligence Code), Heritage Council's *Investigating Heritage Significance, A guide to identifying and examining heritage items in NSW* and the *Historical*

Archaeology Code of Practice to assess whether Aboriginal objects or items of historic significance may be harmed by the proposed CIZ extension. This assessment will inform a Consistency Assessment as per CoA A15.

3 PROPOSED ACTIVITY

The extension of the CIZ at Yerong Creek is to facilitate the approved works and comprises:

- Underboring works using a medium size underbore rig to facilitate a 400 millimetre (mm) diameter watermain enveloper pipe
- Access to / from the rail alignment by heavy and light vehicles and plant (northern areas only)
- Parking and laydown areas.

The CIZ extension covers approximately 8,711 square metres across two separate areas on the eastern and western sides of the rail corridor in Yerong Creek and two areas further north on private property (**Figure 3-1** and **Figure 3-2**).

Figure 3-1: Aerial showing two southern proposed CIZ extension areas in relation to the approved CIZ.



Figure 3-2: Aerial showing northern proposed CIZ extension areas in relation to the approved CIZ.



4 ABORIGINAL CULTURAL HERITAGE ASSESSMENT

4.1 AHIMS SEARCH

On 20 July 2026, a basic search of the Aboriginal Heritage Information Management System (AHIMS) was undertaken over a 1 kilometre (km) x 1 km area centred on the CIZ extension area (GDA, Zone: 55, Eastings: 504492 -506492, Northings : 6082984 - 6084984) (see **Appendix 1**). One previously recorded site was within the search area; however no Aboriginal sites have been registered within the CIZ extension.

There are no other sources of information to indicate that Aboriginal objects are likely in the CIZ extension.

4.2 LANDFORM

The proposed CIZ extensions are situated on a flat plain landform subject to regular maintenance and public use (**Figure 5-1**). The areas were partially assessed by OzArk in 2025, and the landform was found to be highly disturbed by the construction of the Yerong Creek village, GrainCorp facility and various elements of railway or road infrastructure. The CIZ extensions are situated approximately 210 metres (m) above sea level (Australian Height Datum), approximately 450 m south of Yerong Creek and 360 m north of Sandy Creek. The proposed CIZ extensions are not in a landform defined as archaeologically sensitive in the *Due Diligence Code of Practice*.

Figure 4-1: Views of the proposed CIZ extension.



1. View south at the proposed western CIZ extension along Finlayson Lane (image from Google Earth 2026)



2. View northwest at the proposed eastern CIZ extension along Cole Street (image from Google Earth 2026).



3. View northeast towards northern CIZ extension area and GrainCorp private land.

5 CONCLUSION – ABORIGINAL HERITAGE

The assessment for Aboriginal heritage using the Due Diligence Code has determined that the proposed CIZ extension has a low likelihood of harming Aboriginal objects or landscape features with archaeological sensitivity (see **Table 6-1**).

No previously recorded Aboriginal sites are within, or near to, the CIZ extension, and it was determined that due to land use disturbance, there is a very low likelihood of intact, subsurface archaeological deposits. As documented in **Table 6-1** no further archaeological investigation is required.

The works may proceed with caution and in the unlikely event that Aboriginal objects are encountered, refer to the Cultural Heritage Unexpected Find Procedure in Appendix B of the *Inland Rail A2P Albury to Illabo Construction Management Plan*.

The Due Diligence Code is used here to determine whether the proposed extension will have an impact to Aboriginal heritage. The applicability of the Due Diligence Code is laid out below.

Table 6-1: Due Diligence Code of Practice application.

Step	Reasoning	Answer
Step 1 Will the activity disturb the ground surface or any culturally modified trees?	The activities of ARTC will involve minor, short-term ground disturbance associated with under corridor drilling activities. The proposal activity is not an exempt activity or a low impact activity.	Yes
If the answer to Step 1 is 'yes', proceed to Step 2		
Step 2a Are there any relevant records of Aboriginal heritage on AHIMS to indicate presence of Aboriginal objects?	A search of the AHIMS database undertaken on the 20 July 2026 indicated that there are no Aboriginal sites within the CIZ extension.	No
Step 2b Are there other sources of information to indicate presence of Aboriginal objects?	There are no sources of information to indicate that Aboriginal objects are likely in the CIZ extension.	No
Step 2c Will the activity impact landforms with archaeological sensitivity as defined by the Due Diligence Code?	Landforms with identified archaeological sensitivity are not present in the CIZ extension.	No
If the answer to any stage of Step 2 is 'yes', proceed to Step 3		
Step 3 Can harm to Aboriginal objects listed on AHIMS or identified by other sources of information and/or can the carrying out of the activity at the relevant landscape features be avoided?	No AHIMS recorded sites or other sources of information indicate that Aboriginal objects are present or likely to occur within the CIZ extension. Further, the proposal will not impact landforms with archaeological sensitivity as identified in the Due Diligence Code of Practice. As such, visual inspection is not necessitated.	Yes
Conclusion		
Proceed with caution.		

6 NON-ABORIGINAL HERITAGE ASSESSMENT

6.1 DESKTOP SEARCH

A desktop search was conducted on the following databases to identify any potential previously recorded historic heritage within the CIZ extension. The results of this search are summarised in **Table 6-1**.

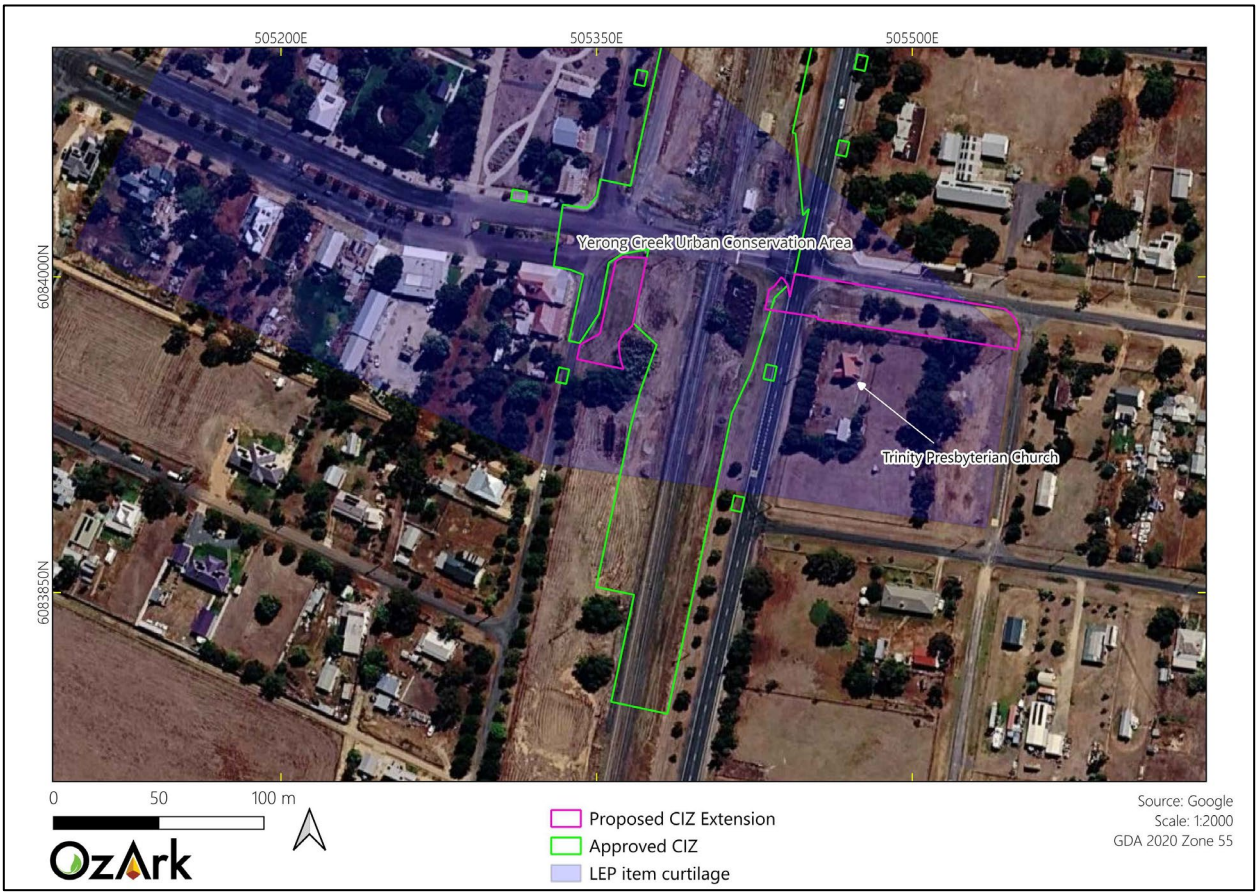
Table 6-1: Historic heritage: desktop-database search results.

Name of Database Searched	Date of Search	Type of Search	Comment
National and Commonwealth Heritage Listings	20 July 2026	Lockhart LGA	No sites within CIZ extension.
State Heritage Register	20 July 2026	NSW	No SHR sites within CIZ extension.
Local Environment Plan (LEP)	20 July 2026	Lockhart LEP 2012	One LEP conservation area overlaps the CIZ extension.

A search of the Heritage Council of NSW administered heritage databases and Lockhart LEP 2012 identified no heritage items within the CIZ extension. However, the "Yerong Creek Urban Conservation Area" (C3) overlaps with the CIZ extension as shown in **Figure 6-1**. The Yerong Creek Urban Conservation Area listed as item C3 on the Lockhart LEP 2012 encompasses structures that were part of the original development of the village to

preserve the village's character and streetscape. The local heritage significance of the Yerong Creek Urban Conservation Area relates specifically to the area's visual amenity and streetscape.

Figure 6-1: Aerial showing intersection of southern CIZ extension areas with Yerong Creek Urban Conservation Area.



Although not listed on heritage registers, the CIZ abuts the grounds of the former Trinity Presbyterian Church, positioned on the corner of Cox and Cole Streets (**Figure 6-1**). The timber building at the southern end of the site was the original church building, constructed in 1887 (**Figure 6-2**). The brick church at the northern portion of the site was erected in 1959 (**Figure 6-3**). The churches are separated from the CIZ extension area by a row of mature trees. The buildings are no longer functioning as churches and the property was sold in 2020.

Figure 6-2: 1887 Trinity Presbyterian Church



Figure 6-3: 1959 Trinity Presbyterian Church.



6.2 DISCUSSION

The proposed CIZ extensions overlap the curtilage of the Yerong Creek Urban Conservation Area (C3), which primarily encompasses structures original to the village. The proposed CIZ extensions comprise of undeveloped land parcels adjacent to sealed roads and railway infrastructure and highly modified land from the construction

of the GrainCorp. Further, most of the proposed works within the CIZ extensions consist of short-term activities which will not permanently alter the streetscape. As such, the proposed activities will avoid all structures that contribute to the streetscape and overall aesthetics of the Yerong Creek Conservation Area. It is assessed that the proposed works within the conservation area will have a negligible impact on the heritage values of the area as these activities have been previously undertaken within the curtilage with minor impact.

Similarly, the eastern CIZ extension abuts with the northern boundary of the Trinity Presbyterian Church grounds. The buildings on the site are not specifically heritage listed but are within the Yerong Creek Urban Conservation Area. Works within the eastern CIZ extension will be temporary and none of the trees that border the former church property will be impacted by the proposal. As such, it is considered that the impact on the former church property will be negligible.

7 CONCLUSION – HISTORIC HERITAGE

It is assessed in this report that there will be negligible impact to the heritage values of Yerong Creek Urban Conservation Area (C3) and the former Trinity Presbyterian Church.

It can be concluded that the proposed CIZ extension will have "no impacts on heritage items (including areas of archaeological potential) beyond the impacts approved under the terms of this approval", as long as the measures outlined in Section 6 of the CCHMP and those listed below are implemented. This will ensure that proposed works will not directly or indirectly impact any identified or potential heritage items.

8 RECOMMENDATIONS

To ensure that the activities within the proposed Yerong Creek CIZ extension do not inadvertently impact Aboriginal or non-Aboriginal heritage, the following recommendations should be adhered to:

1. Only the proposed activities outlined in this document have been assessed for their impacts to heritage within the CIZ extension. If additional activities are proposed, then further heritage impact assessment would be required.

2. If works encounter potential Aboriginal or Non-Aboriginal heritage items, the *Unexpected Heritage Finds and Human Remains Procedures,* Appendix B of the CCHMP should be followed.

3. If further extension of the CIZ is required that interacts with listed heritage places, then further assessment would be required to ensure that the provisions of CoA 15(c) can be met.

4. Other provisions as outlined in the CCHMP and *Construction Environmental Management Plan*, specifically regarding heritage inductions and awareness training for work crews, should be followed.

REFERENCES

DECCW 2010. *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW*. Department of Environment, Climate Change and Water, Sydney.

Department of Planning and Environment 2023. *Assessing heritage significance. Guidelines for assessing places and objects against the Heritage Council of NSW criteria*.

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GML Heritage 2022. *Inland Rail – Albury to Illabo, Non-Aboriginal Heritage*, *Statement of Heritage Impact*. Report prepared for ARTC.

NSW Heritage Council 2006. *Historical Archaeology Code of Practice.* Department of Planning and Environment, Sydney.

OzArk 2025. *Inland Rail: Albury to Illabo (A2I) – Yerong Creek CIZ Extension Heritage Assessment: Memorandum of Findings*. Report prepared for Martinus.

APPENDIX 1: AHIMS SEARCH

AHIMS Web Services (AWS)
Search Result

Your Ref/PO Number : A2I Yeronga Memorandum
Client Service ID : 1159910

OzArk Environmental and Heritage Management - Dubbo

Date: 20 July 2026

PO Box 2069
Dubbo New South Wales 2830

Attention: Eleanore Martin

Email: eleanore@ozarkehm.com.au

Dear Sir or Madam:

AHIMS Web Service search for the following area at Datum :GDA, Zone : 55, Eastings : 504492.0 - 506492.0, Northings : 6082984.0 - 6084984.0 with a Buffer of 0 meters, conducted by Eleanore Martin on 20 July 2026.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

1	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *

Appendix D Biodiversity Assessment Report Memo (East Coast Ecology)

Clint Dedden
Environmental Approvals Advisor
Martinus Rail Pty Ltd

5th August 2026

Biodiversity Memorandum: Inland Rail (Albury to Illabo) – Yerong Creek

Dear Clint,

Martinus Rail Pty Ltd (Martinus) on behalf of the Australian Rail Track Corporation (ARTC) propose to conduct underboring works and vegetated ground disturbance for shaft excavation in Yerong Creek to help facilitate the construction of the Albury to Illabo (A2I) Inland Rail upgrade (the Proposed Change).

The Proposed Change is located outside of the approved construction boundary of the Inland Rail program (the Project) and was not assessed as a part of the Inland Rail, Albury to Illabo Revised Technical Paper 8: Biodiversity Development Assessment Report (BDAR) (WSP, 2024).

1.1 Scope of Assessment

East Coast Ecology Pty Ltd (ECE) was commissioned by ARTC c/- Martinus to prepare a Biodiversity Memo, for the Proposed Change. The scope of this assessment was to identify and assess impacts to species and ecological communities listed as threatened under the *Biodiversity Conservation Act 2016* (NSW) (BC Act), *Fisheries Management Act 1994* (FM Act) and Matters of National Environmental Significance (MNES) listed under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) and where relevant, the requirements of the *Biosecurity Act 2015* (NSW), and relevant State Environmental Planning Policies (SEPPs).

The area assessed in this memo has been defined by representatives of Martinus, this memo has been prepared to accompany a Consistency Assessment (CA) in relation to the Proposed Change and is hereafter referred to as the Subject Land.

1.2 The Subject Land

The Subject Land is located in the suburb of Yerong Creek within the Lockhart Shire Local Government Area (LGA), covering an area of approximately 0.86ha. The location of the Subject Land is provided in **Figure 1**.



Figure 1. Location of the Subject Land.

2. METHODS

A thorough literature review of local information relevant to the Subject Land was undertaken. Searches using NSW Wildlife Atlas (BioNet) (NSW DCCEEW, 2025a), the Commonwealth Protected Matters Search Tool (PMST) (DCCEEW, 2025) and the Fisheries Spatial Data Portal (DPI, 2025) were conducted to identify all current threatened flora and fauna, as well as migratory fauna records, within a 5km radius of the Subject Land. A literature review was also undertaken of all relevant project documentation, including;

- Revised Biodiversity Development Assessment Report (WSP, 2024), and
- Environmental Impact Statement (ARTC, 2022).

This assessment provides the results of the assessment of the sites that were determined to not contain PCT's vegetation or other ecological constraints.

2.1 Native Vegetation

A review of the State Vegetation Type Map (NSW DCCEEW, 2025b) was used to assist in the identification of Plant Community Types (PCTs) within and surrounding the Subject Land. The PCT of 'best-fit' was determined based on the floristic descriptions within the BioNet Vegetation Classification System database (NSW DCCEEW, 2025c).

2.2 Threatened Flora Survey Methods

Threatened flora that are known or likely to occur within the Subject Land and immediate surrounds (i.e. within 5km) were identified following a review of BioNet and the PMST. Soil mapping (NSW DCCEEW, 2025d) and topography (Google Earth) were also used to provide further context on habitat constraints for threatened flora.

Targeted surveys were undertaken by Ecologist Josh Brown on the 9th of January 2025, using parallel field traverses in accordance with the 'Surveying threatened plants and their habitats - NSW survey guide for the Biodiversity Assessment Method' (DPIE, 2020). All vegetated areas within the Subject Land were surveyed.

2.3 Threatened Fauna Survey Methods

Threatened fauna were recorded opportunistically however, their habitats (e.g. waterbodies, rocky areas, tree hollows), were targeted during the parallel field traverses. Potential habitat constraints within the broader area (500m buffer) were assessed using Google Earth, soil landscape mapping (NSW DCCEEW, 2025d) and recent vegetation mapping (NSW DCCEEW, 2025b).

3. EXISTING ENVIRONMENT

3.1 Rivers, streams, estuaries and wetlands

No mapped or unmapped watercourse occur within the Subject Land. A first-order tributary of Yerong Creek occurs 137m north of the Subject Land. The Subject Land is therefore not associated with any riparian buffer zones.

3.2 Habitat Connectivity

Negligible terrestrial habitat connectivity exists between the Subject Land and the broader landscape due to historical clearing and existing infrastructure (e.g. roads, railway and built areas).

The Subject Land may provide mobile species with minor refuge while moving throughout the landscape, however due to the degraded condition of the vegetation, it is not considered likely that threatened species would be reliant on this area as a part of their life cycle.

3.3 Karst, Caves, Crevices, Cliffs, Rocks or Other of Geological Features of Significance

The Subject Land did not contain any areas of geological significance, such as karsts, caves, cliffs or crevices. The Subject Land was not mapped as occurring on acid sulfate soils nor mapped as having risk/ probability of exhibiting occurrence of acid sulfate soils.

3.4 Areas of Outstanding Biodiversity Value

No Areas of Outstanding Biodiversity Value occur on the Subject Land or the surrounding area.

3.5 Topography, Geology and Soils

The Subject Land is mapped as occurring on the 'Mangoplah' soil landscape, characterised by extensive level plains of Burkes Creek alluvial sediments. The Subject Land occurs on gently inclined terrain, ranging from 214m above sea level (asl) in the northern extent to 218m asl in the southern extent (Google Earth).

3.6 Mapped Native Vegetation Communities – NSW State Vegetation Type Map

The NSW State Vegetation Type Map (NSW DCCEEW, 2025b) indicated the presence of four PCT's within or close proximity to the Subject Land :

- PCT 70: White Cypress Pine woodland on sandy loams in central NSW wheatbelt
- PCT 79: River Red Gum shrub/grass riparian tall woodland or open forest wetland mainly in the upper slopes sub-region of the NSW South Western Slopes Bioregion and western South Eastern Highlands Bioregion
- PCT 80: Western Grey Box - White Cypress Pine tall woodland on loam soil on alluvial plains of NSW South Western Slopes Bioregion and Riverina Bioregion, and
- PCT 110: Western Grey Box - Cypress Pine shrubby woodland on stony foot slopes in the NSW South Western Slopes Bioregion and Riverina Bioregion

Of these, the following PCT's are associated with the below threatened ecological communities (TEC):

- PCT 80: BC Act Listed; Mallee and Mallee-Broombush dominated woodland and shrubland, lacking Triodia, in the NSW South Western Slopes Bioregion (Critically Endangered)
- PCT 80 & PCT 110:
  - BC Act Listed; Inland Grey Box Woodland in the Riverina, NSW South Western Slopes, Cobar Peneplain, Nandewar and Brigalow Belt South Bioregions (Endangered), and
  - EPBC Act Listed; Grey Box (*Eucalyptus microcarpa*) Grassy Woodlands and Derived Native Grasslands of South-eastern Australia (Endangered).

The Subject Land has been mapped as PCT 0: Not classified. The State Vegetation Map is presented in **Figure 2**.

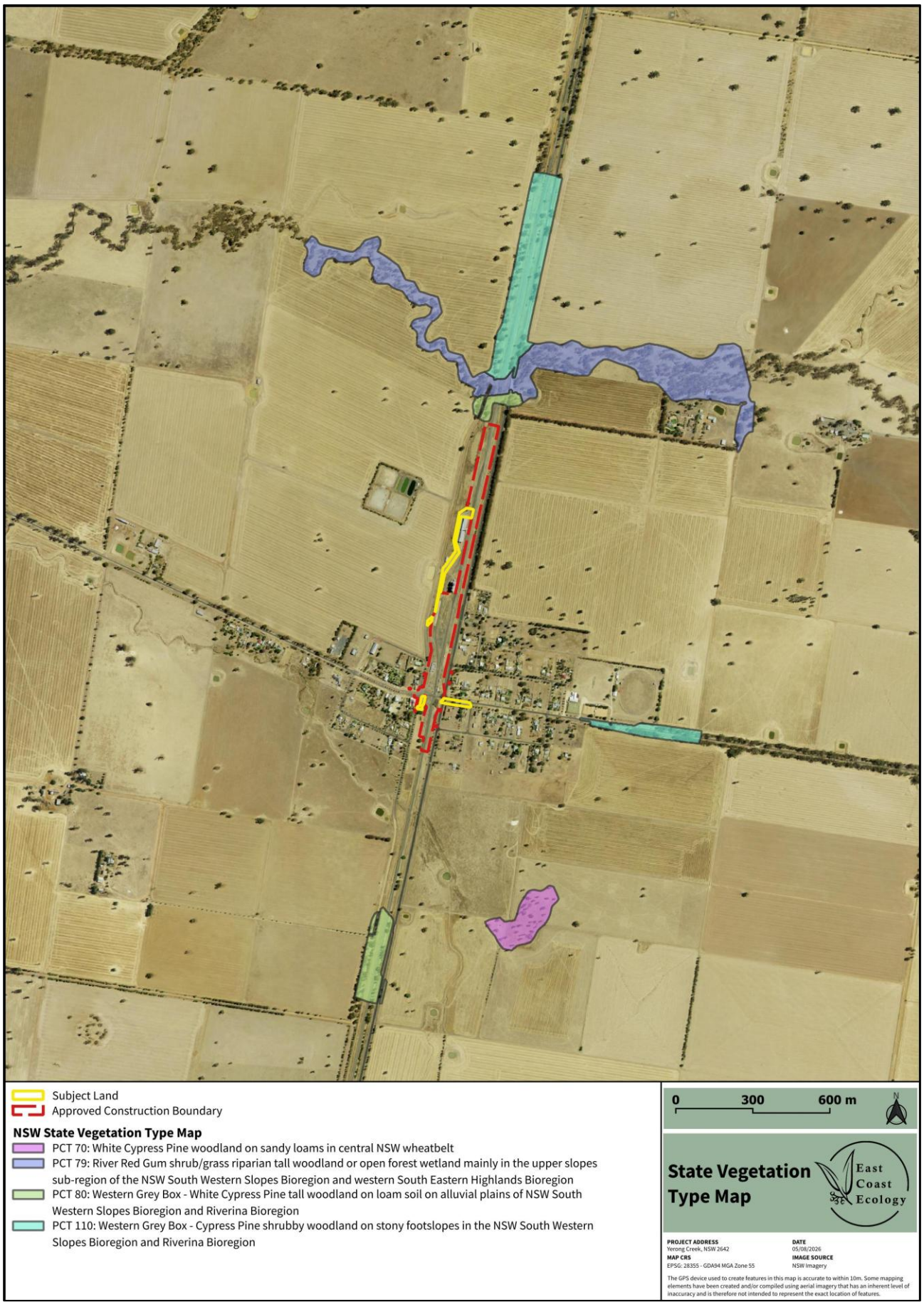


Figure 2. NSW State Vegetation Type Map.

4. RESULTS

4.1 Vegetation Communities.

Field surveys revealed the following vegetation community types described by WSP (2024):

- Miscellaneous Ecosystems – 'Ornamental Plantings'
- Miscellaneous Ecosystems – 'Highly Disturbed areas with no or limited Native Vegetation', and
- Poor Condition – PCT 277: Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion.

These vegetation community types are consistent with the vegetation types described in the approved BDAR. Details pertaining to vegetation identified is provided in **Table 2** & **Table 3**. The field-validated vegetation mapping is depicted in **Figure 3**.

Table 1. Vegetation communities identified within the Subject Land.

Community Name	Area within the Subject Land (ha)
Miscellaneous Ecosystems – Ornamental Plantings	0.02
Miscellaneous Ecosystems – Highly Disturbed areas with no or limited Native Vegetation	0.33
Poor Condition – PCT 277: Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion	0.02
Total Area	**0.37ha**

Table 2. Miscellaneous Ecosystems - Ornamental plantings vegetation identified within the Subject Land.

Miscellaneous Ecosystems – Ornamental Plantings	
Novel Vegetation Type	**Miscellaneous Ecosystems – Ornamental Plantings**
	
Extent	0.02ha
Description of vegetation	The Subject Land displayed historical and ongoing residential and community use comprised of ornamental native and exotic species planted for aesthetic purposes and was therefore determined to have limited ecological function (WSP, 2024). The vegetation within this zone comprised of exotic and native ornamental plantings, such as *Casuarina glauca*, within roadside nature strips.

Table 3. Miscellaneous Ecosystems - Highly Disturbed areas with no or limited Native Vegetation, vegetation identified within the Subject Land.

Miscellaneous Ecosystems - Highly Disturbed areas with no or limited Native Vegetation	
Novel Vegetation Type	**Miscellaneous Ecosystems - Highly Disturbed areas with no or limited Native Vegetation**
	
Extent	0.33ha
Description of vegetation	The Subject Land displayed a long history of disturbance from infrastructure (rail and road) and industrial use, the Subject Land is comprised of no or limited native species and is dominated by exotic species, and provides limited ecological function (WSP, 2024). The regions this vegetation occurred, were almost entirely developed and displayed a long history of disturbance from infrastructure such as roads, rail, carparks and concrete footpaths. The vegetation within this zone was heavily comprised of exotic ground cover species such as *Erigeron bonariensis* and *Cirsium vulgare*.

Table 4. Poor Condition - PCT 277: Blakely's Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion.

Poor Condition - PCT 277: Blakely's Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion	
Vegetation Type	**Poor Condition - PCT 277: Blakely's Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion**
	
Extent	0.02ha
Description of vegetation	Vegetation within this zone was limited to a singular *Eucalyptus blakelyi* encroaching the Subject Land.
Threatened Species Associations	▪ *Petaurus norfolcensis* (Squirrel Glider) ▪ *Polytelis swainsonii* (Superb Parrot)



Figure 3. Field-validated Vegetation Communities.

4.2 Threatened Flora

BioNet and PMST searches revealed 11 threatened flora species occur, or have potential to occur, within a ~5km radius of the Subject Land.

Table 5. Threatened flora with potential to occur within the Subject Land.

Scientific Name	Common Name	BC Act	EPBC Act	Records within 5km
Amphibromus fluitans	River Swamp Wallaby-grass	V	V	Modelled Only
Brachyscome muelleroides	Mueller Daisy	V	V	Modelled Only
Caladenia arenaria	Sand-hill Spider-orchid	E	E	Modelled Only
Caladenia concolor	Crimson Spider-orchid	E	V	Modelled Only
Lepidium aschersonii	Spiny Peppercress	V	V	Modelled Only
Lepidium monoplocoides	Winged Pepper-cress	E	E	Modelled Only
Prasophyllum petilum	Tarengo Leek Orchid	E	E	Modelled Only
Prasophyllum validum	Sturdy Leek-orchid	E	V	Modelled Only
Senecio macrocarpus	Large-fruit Fireweed	-	V	Modelled Only
Swainsona murrayana	Slender Darling-pea	V	V	Modelled Only
Swainsona recta	Small Purple-pea	E	E	Modelled Only

V – Vulnerable; E – Endangered; EP – Endangered Population; CE – Critically Endangered

The results from the site assessment, including targeted flora surveys and habitat assessment, were used to assess each species' likelihood of occurrence within the Subject Land. After carrying out the assessment, the assessor determined that the habitat is substantially degraded such that all potential threatened flora species are unlikely to occur within the Subject Land.

4.3 Threatened Fauna

BioNet and PMST searches revealed 30 threatened fauna occur, or have potential to occur, within a ~5km radius of the Subject Land.

Table 6. Threatened fauna with potential to occur within the Subject Land.

Scientific Name	Common Name	BC Act	EPBC Act	Records within 5km
Anthochaera phrygia	Regent Honeyeater	CE	CE	Modelled Only
Aphelocephala leucopsis	Southern Whiteface	V	V	Modelled Only
Aprasia parapulchella	Pink-tailed Worm-lizard	V	V	Modelled Only

Scientific Name	Common Name	BC Act	EPBC Act	Records within 5km
Botaurus poiciloptilus	Australasian Bittern	E	E	Modelled Only
Calidris acuminata	Sharp-tailed Sandpiper	V	V	Modelled Only
Calidris ferruginea	Curlew Sandpiper	CE	CE	Modelled Only
Callocephalon fimbriatum	Gang-gang Cockatoo	E	E	Modelled Only
Calyptorhynchus lathami lathami	South-eastern Glossy Black-Cockatoo	V	V	Modelled Only
Circus assimilis	Spotted Harrier	V	-	1
Climacteris picumnus victoriae	Brown Treecreeper (eastern subspecies)	V	V	3
Crinia sloanei	Sloane's Froglet	E	E	Modelled Only
Dasyurus maculatus maculatus	Spot-tailed Quoll	V	E	Modelled Only
Falco hypoleucos	Grey Falcon	V	V	Modelled Only
Gallinago hardwickii	Latham's Snipe	V	V	Modelled Only
Grantiella picta	Painted Honeyeater	V	V	Modelled Only
Hirundapus caudacutus	White-throated Needletail	V	V	Modelled Only
Keyacris scurra	Key's Matchstick Grasshopper	E	E	Modelled Only
Lathamus discolor	Swift Parrot	E	CE	Modelled Only
Litoria raniformis	Southern Bell Frog,	E	V	Modelled Only
Lophochroa leadbeateri leadbeateri	Major Mitchell's Cockatoo	V	E	Modelled Only
Melanodryas cucullata cucullata	South-eastern Hooded Robin	E	E	Modelled Only
Neophema chrysostoma	Blue-winged Parrot	V	V	Modelled Only
Nyctophilus corbeni	Corben's Long-eared Bat	V	V	Modelled Only
Pedionomus torquatus	Plains-wanderer	E	CE	Modelled Only
Phascolarctos cinereus	Koala	E	E	Modelled Only
Polytelis swainsonii	Superb Parrot	V	V	Modelled Only

Scientific Name	Common Name	BC Act	EPBC Act	Records within 5km
Pomatostomus temporalis temporalis	Grey-crowned Babbler (eastern subspecies)	V	-	2
Pteropus poliocephalus	Grey-headed Flying-fox	V	V	Modelled Only
Rostratula australis	Australian Painted Snipe	E	E	Modelled Only
Stagonopleura guttata	Diamond Firetail	V	V	Modelled Only

V – Vulnerable; E – Endangered; EP – Endangered Population; CE – Critically Endangered

The degraded vegetation within the Subject Land would only provide low-quality foraging habitat for threatened species. No breeding habitat was identified (in the form of rocky outcrops/ caves, hollow-bearing trees or human-made structures). The location of the identified breeding habitat is provided in **Figure 3**.

On the basis that the Subject Land is highly degraded and vacant of high-quality foraging and/or breeding habitat, it was determined that potential threatened fauna are unlikely to utilise the Subject Land in preference of surrounding areas.

4.1 Species Polygons

On the basis that PCT 277 has since been identified in the Subject Land by ECE, the following species polygons have been mapped as occurring within the Subject Land:

- 0.02ha of *Petaurus norfolcensis* (Squirrel Glider) habitat, and
- 0.02ha of *Polytelis swainsonii* (Superb Parrot) habitat.

Both species are known to be directly associated with PCT 277 (in poor and moderate condition), and their mapped extents align with this vegetation community. Only vegetated ground disturbance (i.e. grass removal for excavation of under bore shafts) will occur within the Subject Land. No impacts to PCT 277 are required to facilitate the proposed change. The species polygons occurring within the Subject Land are presented in **Figure 4**.

4.1 Migratory Species

Database searches revealed seven migratory terrestrial species, or their habitat, are known to occur within the Subject Land (**Table 7**). These species are unlikely to occur due to the lack of suitable habitat in the Subject Land (i.e. ornamental tree dominated), and these species do not breed in Australia.

Table 7. Migratory terrestrial species with potential to occur in the Subject Land.

Species	EPBC Act Status
Actitis hypoleucos (Common Sandpiper)	Migratory, CAMBA, JAMBA, ROKAMBA
Calidris acuminata (Sharp-tailed Sandpiper)	Migratory, CAMBA, JAMBA, ROKAMBA
Calidris ferruginea (Curlew Sandpiper)	Critically Endangered, Migratory, CAMBA, JAMBA, ROKAMBA
Calidris melanotos (Pectoral Sandpiper)	Migratory, JAMBA, ROKAMBA

Species	EPBC Act Status
Gallinago hardwickii (Latham's Snipe)	Vulnerable, Migratory, JAMBA, ROKAMBA
Hirundapus caudacutus (White-throated Needletail)	Vulnerable, Migratory, CAMBA, JAMBA, ROKAMBA
Motacilla flava (Yellow Wagtail)	Migratory, CAMBA, JAMBA, ROKAMBA

CAMBA = China-Australia Migratory Bird Agreement, JAMBA = Japan-Australia Migratory Bird Agreement, ROKAMBA = Republic of Korea-Australia Migratory Bird Agreement and Bonn = Convention on the Conservation of Migratory Species of Wild Animals



Figure 4. Species Polygons occurring within the Subject Land.

5. IMPACT SUMMARY

The proposed activity will impact:

- 0.02ha of Miscellaneous Ecosystems - Ornamental Plantings, and
- 0.33ha of Miscellaneous Ecosystems - Highly Disturbed areas with no or limited Native Vegetation.

No impacts to PCT 277, or the species habitat for the Squirrel Glider and Superb Parrot, identified within the Subject Land are required for the facilitation of the proposal. The project does not have approval to impact (clearing limits) for other PCTs/ Conditions/ Species. Impacts to PCT's outside the Study Area will require additional clearing limits for threatened species that were excluded by WSP Survey within the Study Area (e.g. Little Eagle) .

All areas within the Subject Land that are located outside the BDAR Survey Area (WSP, 2024) that contain either a Plant Community Type or threatened species habitat are to be retained without impact. These areas are designated 'No Impact ' areas (0.02 ha) and will have biodiversity exclusion zones established around them.

6. LEGISLATION

6.1 Matters of National Environmental Significance

Under the EPBC Act, a proponent must not take an action if that action will have, or is likely to have, a significant impact on matters protected under the EPBC Act, referred to as MNES. The EPBC Act identifies eight MNES:

- World Heritage properties
- National Heritage places
- Wetlands of international importance (those listed under the Ramsar Convention)
- Listed threatened species and communities
- Migratory species listed under international agreements
- Great Barrier Reef Marine Park
- Commonwealth marine areas
- Nuclear actions

The PMST identified the following as potentially occurring within the Subject Land or surrounding area:

- 3 Threatened Ecological Communities
- 44 Threatened species
- 8 Migratory species

No MNES have been identified in or adjoining the Subject Land.

6.2 State Environmental Planning Policy (Resilience and Hazards) 2021

The State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP) commenced on the 1st of March 2022 and replaces the following former SEPPs:

- State Environmental Planning Policy (Coastal Management) 2018
- State Environmental Planning Policy 33 – Hazardous and Offensive Development, and

- State Environmental Planning Policy 55 – Remediation of Land.

The Subject Land is not situated within the 'Coastal Zone' therefore this SEPP does not apply.

6.3 *Fisheries Management Act 1994*

The FM Act aims to conserve, develop, and share the fishery resources of NSW for the benefit of present and future generations including conserving fish stocks and key fish habitats and promoting ecologically sustainable development.

The proposed activity does not require works within any mapped Key Fish Habitat (KFH), nor did threatened aquatic species or marine vegetation protected under the FM Act occur within the Subject Land. As such, the activity would not impact upon KFH, nor are there any legislative requirements or notifications required under this Act.

6.4 *Biosecurity Act 2015*

The *Biosecurity Act 2015* (NSW) provides a framework for the prevention, elimination and minimisation of biosecurity risks posed by an activity as a matter of biosecurity. As defined in Part 3, section 23 of this Act, any non-conformance by an individual is defined as guilty of an offence. No priority weeds were identified within the Subject Land at the time of the survey. All priority weeds are to be appropriately managed in accordance with the *Biosecurity Act 2015*.

7. MANAGEMENT MEASURES AND IMPLEMENTATION

The potential impacts on biodiversity identified for the Proposed Change can be appropriately managed in accordance with the Conditions of Approval and through implementation of the Updated Mitigation Measures outlined in the Construction Biodiversity Management Plan for the Project.

8. CONCLUSION

The proposed activity will Impact:

- 0.02ha of Miscellaneous Ecosystems - Ornamental Plantings, and
- 0.33ha of Miscellaneous Ecosystems - Highly Disturbed areas with no or limited Native Vegetation.

All areas within the Subject Land that are located outside the BDAR Survey Area (WSP, 2024) that contain a Plant Community Type or threatened species habitat are to be retained without impact. These areas are designated 'No Impact' areas (0.02 ha) and will have biodiversity exclusion zones established around them.

If you have any queries, please feel free to contact me.

Sincerely,



Alex Graham *BSc (Biology), Grad Dip (Bushfire Protection)*
Director/ Principal Ecologist - Accredited Biodiversity Assessor (BAAS19040)
E: alex.graham@ececology.com.au

9. REFERENCES

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Appendix E Unexpected Finds Procedure (Heritage and Human Remains)

ABORIGINAL AND NON-ABORIGINAL HERITAGE: UNEXPECTED FINDS PROCEDURE

An Aboriginal artefact is anything that is the result of past Aboriginal activity. This includes stone (artefacts, rock engravings etc.), plant (culturally scarred trees) and animal bone (if showing signs of modification; i.e. smoothing, use). Human bone (skeletal remains) may also be uncovered while onsite.

A historic artefact is anything that is the result of past activity not related to Aboriginal occupation. This includes pottery, wood, glass and metal objects as well as the built remains of structures, sometimes heavily ruined.

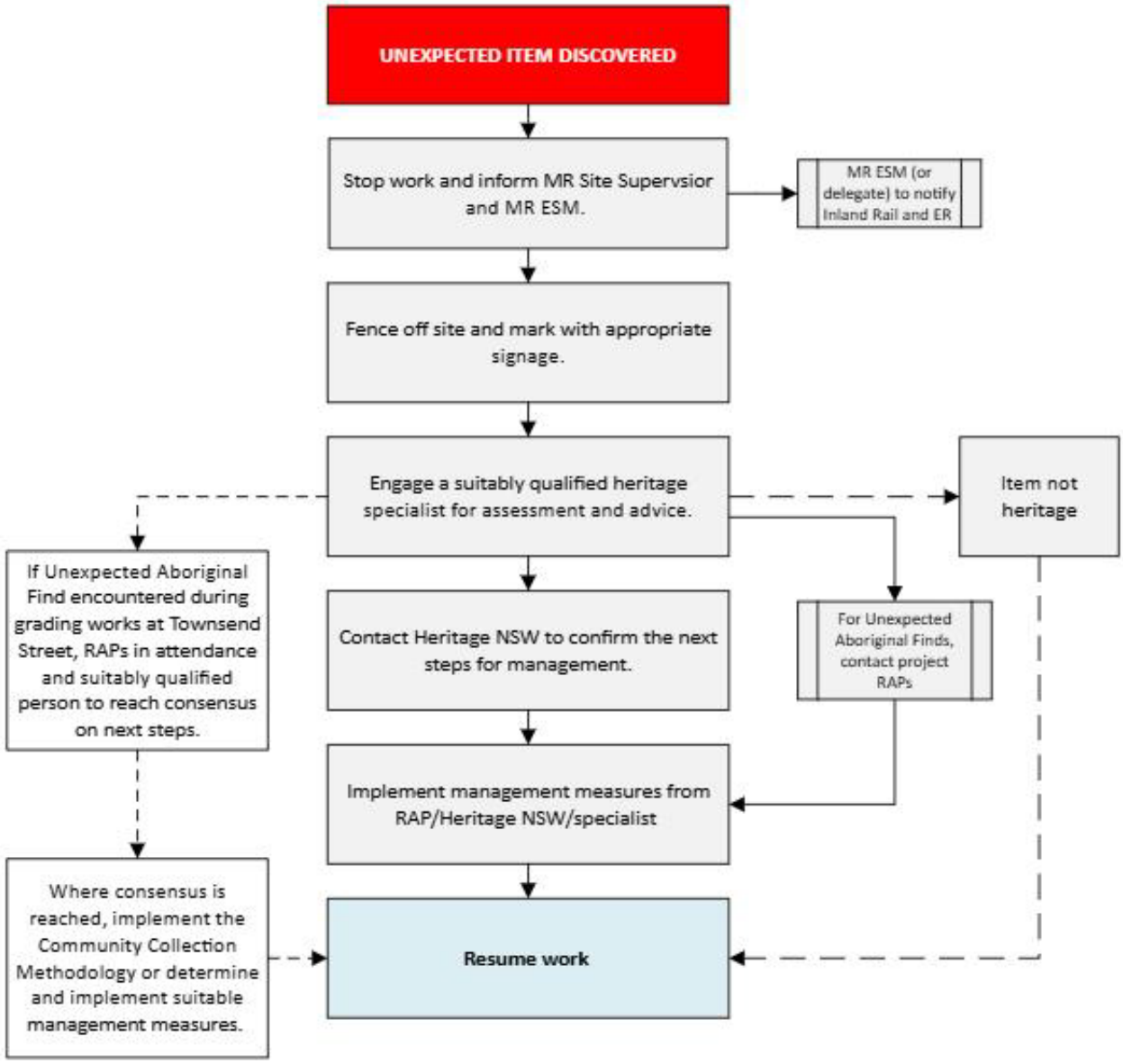
In the event of an unexpected heritage find, the following protocol will apply:

1. All ground-disturbance work in the vicinity of the find must cease immediately. The Site Supervisor is to be made aware of the object(s) and is to notify the MR Construction Manager and MR ESM. The MR ESM (or delegate) will notify the relevant Inland Rail (IR) representative and the Environmental Representative (ER).
2. The find will be temporarily fenced off as quickly as possible to ensure no damage/further damage to the object(s). Signage on the fencing is to state that the area is subject to environmental protection, that no ground disturbance is allowed, and should include relevant contact details for the MR ESM.
3. The MR ESM (or delegate) will contact a suitably qualified heritage specialist to assess the find. The heritage specialist will then determine the need for further investigation or management. The heritage specialist's assessment may be undertaken using good quality images, with a scale and several angles, however, if photographic evidence does not allow for certainty, then a site visit from the suitably qualified heritage specialist will be required.
4. If the find is an Aboriginal object, the MR ESM (or delegate) and/or heritage specialist will contact the RAPs to attend the site to inspect the find and to determine, in consultation, the next steps for management. These measures will include registration of the object in the Aboriginal Heritage Information Management System within a reasonable time. *
5. The MR ESM (or delegate) and/or heritage specialist will also contact Heritage NSW (phone 131 500; email heritagemailbox@environment.nsw.gov.au) to confirm the next steps for management.
6. Ground disturbance work in the vicinity of the find can only continue under supervision of a suitably qualified heritage specialist, having regard to any advice from Heritage NSW and RAPs.

Notes:

* Where an Aboriginal object or artefact is found during the survey or grading works on the unformed section of Townsend Street (see Section 6.1 of the CCHMP), the suitably qualified heritage specialist and RAPs would be in attendance at the site already. If general consensus is reached, the Community Collection Methodology (Section 6.1 of the CCHMP) will be implemented at the time of the survey/grading works.

In the event that a greater than expected density of artefacts and/or Aboriginal cultural heritage of greater than expected significance is identified, works (including collection activities) would stop and consultation with Heritage NSW and RAPs would be undertaken regarding the next steps (following Steps 5 and 6 of the above procedure).



Flow Chart: Unexpected heritage finds

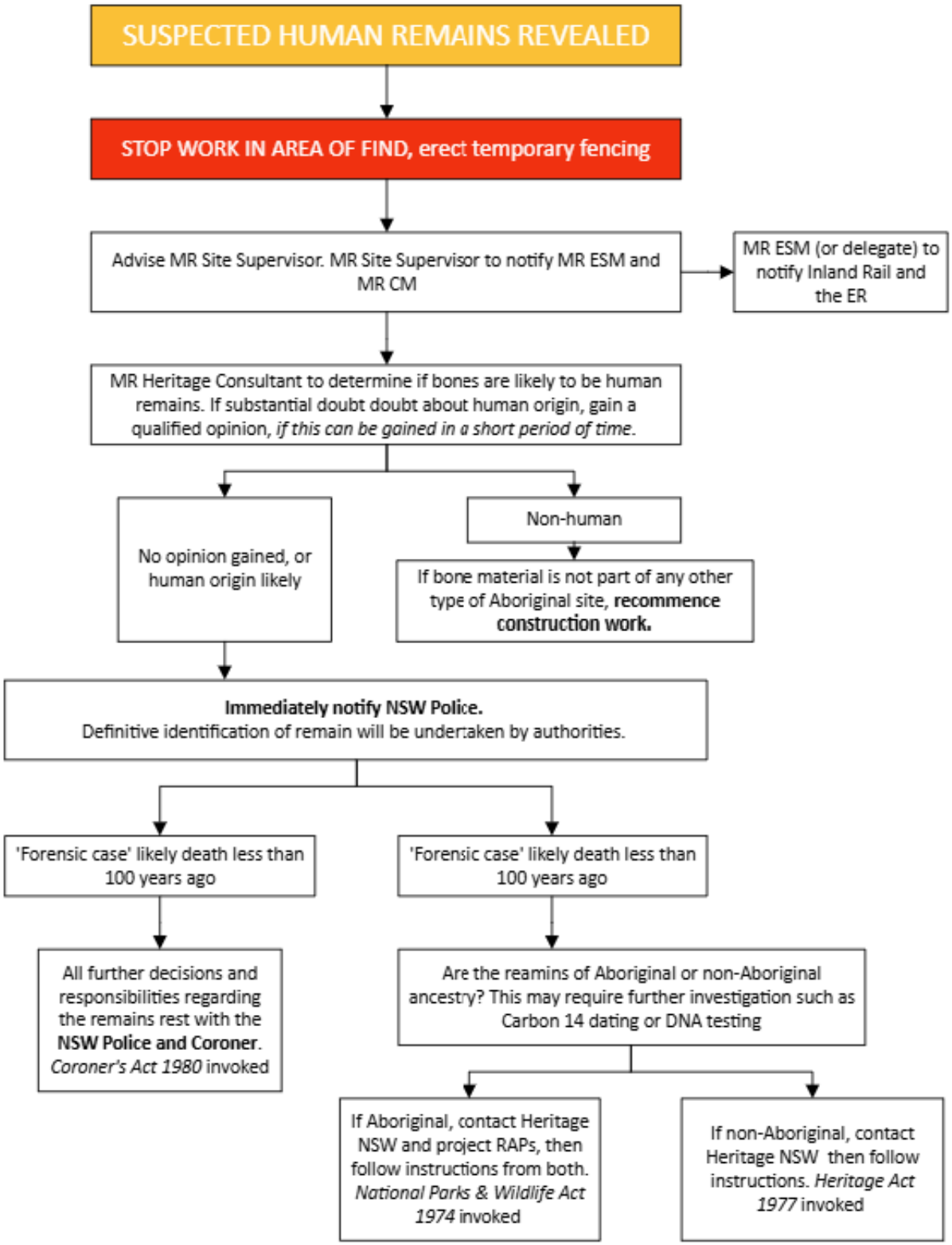
UNEXPECTED HUMAN REMAINS PROCEDURE

The procedure related to the discovery of suspected human skeletal material is based on Requirement 25 of the *Code of Practice for Archaeological Investigation of Aboriginal objects in NSW* (DECCW 2010b) and the *Skeletal Remains: Guidelines for the management of human skeletal remains under Heritage Act 1977* (NSW Heritage Office1998). A flow chart is supplied below.

If known, or suspected skeletal remains are encountered during the construction and/or operation of the project, the following procedure will be followed:

1. The area will be temporarily fenced immediately to ensure no damage/further damage to skeletal material. No skeletal material that remains in place should be disturbed from its location;
2. Works in the vicinity are to be stopped immediately;
3. The Site Supervisor is to be made aware of the skeletal material and is to notify the MR Environmental Manager and MR Construction Manager. Inland Rail Representatives and the ER are to be contacted at this stage;
4. Attempt to determine if the bones are animal or human. May require photos of the bones to be sent to the MR Heritage Consultant to determine if the remains are likely to be human or not;
5. If a qualified opinion concludes the bones are not human in origin and are unlikely to be part of an archaeological site works may recommence;
6. If no qualified opinion can be gained or the bones are suspected of being human, undertake the following:
    A. MR will contact Police, allowing Police to conduct an assessment to determine if the remains are part of a forensic case (less than 100 years old), or are archaeological (more than 100 years old);
    B. If the remains are assessed as ‘archaeological’, there then needs to be an attempt to determine if they are Aboriginal or non-Aboriginal;
        i) Inland Rail will contact the relevant stakeholders, including Heritage NSW (phone 131 555; email heritagemailbox@environment.nsw.gov.au) and RAPs (if the remains are Aboriginal);
        ii) All further activities will be determined by Heritage NSW and the RAPs (if the remains are Aboriginal);
        iii) No work may recommence in the area of the find until Heritage NSW provides the approval to do so.

Flow Chart: Suspected Human remains



Appendix F Unexpected Finds Procedure (Flora and Fauna)

Discovery of unexpected threatened entity i.e.
(a) any additional impact to threatened species or ecological communities that were included in the assessment but have been found at a new location
(b) to any threatened entity that was not offset.

Stop all work which is likely to impact on the threatened entity.
The person who discovered the find is to notify all project personnel woking in the immediate vicinity of the find(s) so that any potential disturbance activity can be halted.

Notify Site Supervisor and Environmental Manager

All personnel

Notify and consult the project ecologist and install delineation (for flora and/ or fauna habitat). Project ecologist to confirm if the threatened entity would be potentially impacted and confirm appropriateness of delineation/ initial measures.

Is the species or community a listed threatened entity under State or Commonwealth legislation?

No

Yes

Has impact to the species or community in that location been assessed in the EAD and will the absolute clearing extent be within the restrictions posed by Condition E23?

Yes

The impact to the species or community was a assessed by the EAD and is permissible in that location (Any conditions of the Infrastructure Approval must also be considered). **The impact is therefore permissible**

Notify DPHI and BCS in writing on any additional mitigation measures to be implemented

No

The impact to the species or community was NOT addressed in the EAD , follow up investigation is required

Martinus Rail to consult with the Project Ecologist and IR when developing actions to assess and manage the find.

For EPBC Act species (and as required under the BC Act) conduct an assessment of significance and review controls to mitigate impacts. Where relevant consider additional controls to minimise impacts to the unexpected find

Consult with DPHI/BCS/DCCEEW as relevant regarding proposed measures, impacts and follow up actions

Record find and follow up actions

Confirm with DPHI/BCS/DCCEEW (as relevant) that proposed controls are adequate to proceed.

Records of the find to be submitted to BioNet.

Biodiversity assessment to be prepared and implemented (or alternatively the BDAR is to be updated with new impacts) and additional approval documents to be prepared as required.

Measures which can be implemented prior to impact are to be implemented.

Measures required to be implemented at a later date (i.e. any revision to the offsets) with be implemented following impacts

Records of the find to be submitted to BioNet

Martinus Rail Environment Manager or delegate authorises Unexpected Finds Hold Point Release

Recommence works with updated controls where necessary

Appendix G Unexpected Finds Procedure (Contamination)

UNEXPECTED FINDS PROCEDURE FOR CONTAMINATION

MANAGEMENT AND RESPONSIBILITY

INDUCTION/ TOOLBOX TALKS
All personnel are to receive Project/ Site Inductions and on-going training via Toolbox Talks

All personnel

EVIDENCE OF CONTAMINATION OBSERVED

STOP ALL WORK IN THE AREA IMMEDIATELY AND

PREVENT FURTHER ACTIVITY IN THE AREA.

NOTIFY THE SITE SUPERVISOR AND SAFETY MANAGER , ENVIRONMENT MANAGER AND CORDON OFF AREA.

Site Supervisor
Project Manager
Lead Safety Manager
Environment Manager

- Do not touch or disturb the item/ material
- Delineate the find from the rest of the worksite
- Inform the Environment Manager regarding the potential contamination find. The following detail should be provided:
  - The location of the potential contamination
  - Visual appearance
  - Odour (if any)
  - Depth
  - Surrounding material and works being undertaken at the time of discovering the material
- WHS and EM to determine immediate actions to prevent WHS and ENV issues
- EM to notify IR of Unexpected Find

ASSESSMENT

Contamination Consultant to assess and classify the unexpected find in accordance with the NSW regulatory requirements, including sampling and laboratory analysis.

Contamination Consultant

MANAGEMENT STRATEGY

- Contamination Consultant to develop a provide a plan for managing and/or remediating the material
- IR/ARTC to review and accept the proposed strategy

Environment Manager
Contamination Consultant
IR/ARTC

STRATEGY IMPLEMENTATION

- Implement the approved management and/or remediation as per the Contamination consultants direction
- IR/ARTC to review and accept the proposed strategy (if required)

Contamination Consultant
Site Supervisor
Environment Manager

Once the contamination find has been mitigated and clearance report received from the contamination consultant. EM is to notify Project Manager who is to approve re-commencement of works in the vicinity of the remediation site. IR/ARTC will review clearance report and must provide approval/acceptance prior to recommencing works

Environment Manager
Project Manager
IR/ARTC

Recommence works

Asbestos

An unexpected find occurs when Asbestos Containing Material (ACM) not identified in the Asbestos Register is found on site. In the event of an unexpected find the below steps are to be followed:

1. The area is to be demarcated, works in the area to cease and workers notified
2. Notify the Site Supervisor first. Site Supervisor will then notify the Project Manager, Safety Manager and Environment Manager.
3. Notify IR/ARTC within five (5) business days after the discovery.
4. Control dust by with dust suppression
5. A certified occupational hygienist is to be engaged to provide recommendations to manage the area
6. Occupational hygienist arrange for testing of the suspected ACM and monitoring of the area (if required)
7. The area is to be made safe as per the certified

Contamination Consultant

Works undertaken in relation to Contamination to investigate, assess, remediate or validate remediation or land use suitability shall be undertaken by a suitably qualified person holding valid 'Site Contamination' certification under the Certified Environment Practitioners Scheme (CEnvP) - Environment Institute of Australia and New Zealand or Certified Professional Soil Scientist – Contaminated Site Assessment and Management under the Soil Science Australia Certification Scheme.

With relevant qualifications and experience in keeping with the National Environmental Protection (Assessment of Site Contamination) Measure 1999 Amendment 2013 (ASC NEPM 2013).



Procedure

1) Potential contaminated soil/material encountered during construction activities. STOP ALL WORK AND NOTIFY IMMEDIATELY
2) Undertake a site/area contamination investigation. The Environment Manager (EM) is to assess the situation and if considered necessary, commission a suitably qualified contamination specialist to undertake a contamination investigation in the area of the find.
3) The consultation specialists in consultation with the EM will determine the appropriate management measures to be implemented. This may include leaving contamination undisturbed if it does not pose unacceptable risks to human health or the environment, capping of contamination, treatment or offsite disposal. If the material is to be disposed of offsite, ensure the waste facility is appropriately licensed. Contaminated material requiring off-site disposal is to be classified in accordance with the Waste Classification Guidelines – Part 1: Classification of Waste, NSW EPA 2014. Maintain records to demonstrate waste material was appropriately managed
4) If the material is determined to be Acid Sulfate Soil (ASS) or Potential Acid Sulfate Soil (PASS), an Acid Sulfate Soil Management Plan would be prepared and implemented in accordance with the Acid Sulfate Soil Manual (Acid Sulfate Soil Management Advisory Committee, August 1998).
5) Prior to any contamination investigation, management or remediation activities appropriate work method documentation encompassing safety and environmental risk management will be prepared for review and approval by the EM and IR
6) If required a Remedial Action Plan (RAP) will be prepared in accordance with legislative requirements
7) If material is to be treated and reused or left in situ ensure appropriate records are maintained and location of material (survey) is undertaken and provided to IR
8) Once the contamination find has been mitigated and clearance report received from the contamination consultant. This report is to be submitted to IR/ARTC for acceptance prior to recommencement of work
9) EM is to notify Project Manager who is to approve re-commencement of works in the vicinity of the remediation site.