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MARTINUS INLAND RAIL



TRACK CUTTING WORKS (JUNEE) – CONSTRUCTION NOISE AND VIBRATION IMPACT STATEMENT

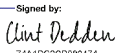
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A21 I ALBURY TO ILLABO**TRACK CUTTING WORKS (JUNEE) – CONSTRUCTION NOISE AND VIBRATION IMPACT STATEMENT****Document Control**

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TABLE OF CONTENTS

GLOSSARY	4
1 INTRODUCTION.....	5
1.1 Description of Works	5
1.2 Approved hours of work.....	5
1.3 Variation to hours of work	5
2 NOISE MANAGEMENT LEVELS	6
2.1.1 Residential Receivers.....	6
2.1.2 Other Sensitive Land Uses and Commercial Receivers.....	7
3 NOISE ASSESSMENT	8
3.1 Work Scenarios.....	8
3.1.1 Modelling Scenarios and Equipment	9
3.2 Proposed Hours of Work	9
3.3 Predicted Noise Levels.....	9
4 VIBRATION ASSESSMENT	12
5 MITIGATION AND MANAGEMENT MEASURES.....	13
6 ADDITIONAL MITIGATION MEASURES.....	13
7 CONCLUSION	14
8 APPENDIX A	15
9 APPENDIX B	16

LIST OF TABLES

Table 1: Definitions	4
Table 2: Residential Noise Management Levels	6
Table 3: NMLs for ‘Other Sensitive’ Receivers.....	7
Table 4: Work Scenario Description.....	8
Table 5: Scenarios and Periods of Work	9
Table 6: Exceedance Bands and Impact Colouring	10
Table 7: Overview of NML Exceedances.....	11

LIST OF FIGURES

Figure 1: Hierarchy Of Work Practices And Mitigation Measures.....	13
Figure 2: Additional mitigation measures matrix – Noise	15

GLOSSARY

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

TABLE 1: DEFINITIONS

TERM	DEFINITION
A2I	Albury to Illabo section of the Inland Rail project
AMMM	Additional Mitigation Measures Matrix
ARTC	Australian Rail Track Corporation
CA	Consistency Assessment
CoA	Condition of Approval
CNVF	Construction Noise and Vibration Framework
CNVMP	Construction Noise and Vibration Management Plan
CNVIS	Construction Noise and Vibration Impact Statement
EWP	Elevated work platform
km	Kilometres
m	Metres
MR	Martinus Rail
NML	Noise Management Level
OOH	Out-of-hours
Project	Albury to Illabo project approved under section 5.19 of the EP&A Act on 8 October 2024, as modified on 13 August 2025
RBL	Rating Background Level
SLR Predict	A2I noise and vibration management tool
T	Tonnes
TfNSW CNVG-PTI	Transport for NSW's Construction Noise and Vibration Guideline Public Transport Infrastructure (September 2023)
TSR	Temporary Speed Reduction

1 INTRODUCTION

SLR Consulting Australia Pty Ltd (SLR) has been engaged by Martinus Rail (MR) to prepare a Construction Noise and Vibration Impact Statement (CNVIS) for track cutting works proposed along the Albury to Illabo (A2I) rail alignment to the north of Junee (the 'Project'). The works form part of ongoing upgrade activities and involve rail cut operations and welding operations at northbound and southbound track locations during an extended rail possession. This assessment has been prepared with reference to the Interim Construction Noise Guideline (ICNG) and presents the predicted construction noise impacts associated with the works, together with a discussion of feasible and reasonable mitigation measures.

1.1 Description of Works

The track cutting works will be undertaken along the A2I rail alignment north of Junee. The works consist of rail cut and welding activities at two locations on both northbound and southbound rail lines. The works are required to facilitate ongoing maintenance and upgrade activities within the rail corridor.

Rail cut operations will involve the use of hi-rail excavators, rail push trolleys, a rail saw, a water pod and general hand tools. Rail cutting will be undertaken at two locations, with a total of four cuts proposed across the rail alignment.

Following completion of the cutting activities, stress and weld operations will be undertaken to restore track continuity. These works will involve the use of a hi-rail excavator, rail push trolleys, rail tensors with hydraulic power packs, clip-up machines, a welding generator, a rail grinder, a water pod and a welder.

The construction activities will be repeated at each works location and will require the mobilisation, operation and demobilisation of plant and equipment within the rail corridor. It is expected that works will be undertaken during rail possessions, including periods outside standard construction hours. Therefore, both standard and out-of-hours works (OOHW) scenarios have been assessed in this CNVIS.

1.2 Approved hours of work

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

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

1.3 Variation to hours of work

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

- a) Safety and Emergencies
- b) Work, that meets specific criteria
- c) By Approval, including where different construction hours, such as those for a rail possession, are permitted under an EPL.

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.

2.1.1 Residential Receivers

Project-specific NMLs for residential receivers were determined for this CNVIS which encompasses all assessable receivers in close proximity to the track cutting work locations. 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 applicable to the receivers surrounding the work areas are shown in **Table 2**.

TABLE 2: RESIDENTIAL NOISE MANAGEMENT LEVELS

Noise Management Level (LAeq(15minute) - dBA)				Sleep Disturbance (LAm _{ax})	
Approved Hours (RBL +10dB)	Out of Hours ¹			Screening Level (RBL +15dB or 52 dB)	Awakening Reaction Level (External)
	Daytime (RBL +5dB)	Evening (RBL +5dB)	Night-time (RBL +5dB)		
52	47	47	40	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 LAm_{ax} sleep disturbance screening level (RBL + 15 dB or 52 dB, whichever is greater, see **Table 2**) is exceeded, further assessment is required to determine whether the 'awakening reaction' level of LAm_{ax} 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.

2.1.2 Other Sensitive Land Uses and Commercial Receivers

The ICNG NMLs for 'other sensitive' non-residential land uses are shown in **Table 3**.

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 3: NMLS FOR 'OTHER SENSITIVE' RECEIVERS

Land Use	Noise Management Level LAeq(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
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
Public Building ³	50	60 ¹
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.

3 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.

3.1 Work Scenarios

Based on information provided by MR, the equipment and associated sound power levels for the assumed worst-case track cutting works are described in **Table 4**.

A summary of construction work periods for each scenario is provided in **Table 5**. The location of the work scenarios are shown in the maps provided in **Appendix B**.

TABLE 4: WORK SCENARIO DESCRIPTION

Equipment	Equipment Sound Power Level Lw (dBA)	Number of Units in Operation	Assumed Operational Time ¹	Total Sound Power Level (Lw)
W.001 – Rail Cut Operations				
Hi-Rail Excavator	105	1	7.5 minutes	113
Rail Push Trolleys	103	2	3 minutes	
Rail Saw ¹	118	1	3 minutes	
Water Pod	93	1	15 minutes	
Hand Tools	102	2	11 minutes	
W.002 – Stress / Weld Operations				
Hi-Rail Excavator	105	1	7.5 minutes	118
Rail Push Trolleys	103	2	3 minutes	
Rail Tensors with Hydraulic Power Packs	116	2	11 minutes	
Clip-up Machines	97	4	3 minutes	
Welding Generator	92	1	15 minutes	
Rail Grinder ¹	105	1	5 minutes	
Water Pod	93	1	15 minutes	
Welder	105	1	7.5 minutes	

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.

Note 3: Sound power level data is taken from the DEFRA Noise Database, AS2436, TfNSW Construction Noise and Vibration Guideline.

TABLE 5: SCENARIOS AND PERIODS OF WORK

ID	Scenario	Hours of Work			
		Approved Hours	Out-of-Hours Work ⁴		
			Day OOH ¹	Evening ²	Night ³
W.001a	Rail Cut Operations L1	✓	✓	-	-
W.002a	Stress / Weld Operations L1	✓	✓	-	-
W.001b	Rail Cut Operations L2	✓	✓	-	-
W.002b	Stress / Weld Operations L2	✓	✓	-	-

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

Note 2: Evening is 6 pm to 10 pm Monday – Sunday (including public holidays).

Note 3: Night is 10 pm to 7 am Monday – Saturday and 10pm to 8am Sunday (including 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 may occur sequentially across the nominated work locations during an extended rail possession. The duration of individual rail cut activities is expected to be between approximately 30 minutes and 2 hours per location, while stress and weld activities are expected to take approximately 3 hours per location.

3.1.1 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 (LW) for the construction equipment used in the modelling are listed in **Table 4**.

3.2 Proposed Hours of Work

The proposed rail cut and stress/weld works are expected to occur during both approved construction hours, and daytime out-of-hours work periods associated with an extended rail possession. As shown in **Table 5**, no evening or night-time works are proposed and as a result, these periods have not been assessed.

Works will be conducted over the following periods:

- 7:00am to 6:00pm Monday to Friday, inclusive;
- 7:00am to 6:00pm Saturday and
- 8:00am to 6:00pm Sunday.

3.3 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 6**. All mitigation and management measures outlined in the CNVMP will be adopted, where applicable, in accordance with CoA E74. Further details regarding mitigation and management are provided in **Section 5**.

TABLE 6: 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 7**. The number of receivers above the ‘highly noise affected’ (HNA) level is also included in the table. Maps of the predicted worst-case noise impacts are presented in **Appendix B**.

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. 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 7** 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 5** represent a window of time during which the scenarios could occur and does not represent the entire duration of the exceedances shown in **Table 7**. 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 7: OVERVIEW OF NML EXCEEDANCES

ID	Scenario	Number of Receivers							
		HNA ¹	With NML exceedance ²						
			Approved			Out of Hours			
			Daytime			Daytime OOH			
			1-10 dB	11-20 dB	>20 dB	1-5 dB	6-15 dB	16-25 dB	>25 dB
Residential Receivers									
W.001a	Rail Cut Operations L1	-	4	-	-	3	4	-	-
W.002a	Stress / Weld Operations L1	-	7	-	-	17	7	-	-
W.001b	Rail Cut Operations L2	-	1	-	-	2	1	-	-
W.002b	Stress / Weld Operations L2	-	3	-	-	5	3	-	-
Other Sensitive Receivers									
W.001a	Rail Cut Operations L1	n/a	-	-	-	-	-	-	-
W.002a	Stress / Weld Operations L1	n/a	-	-	-	-	-	-	-
W.001b	Rail Cut Operations L2	n/a	-	-	-	-	-	-	-
W.002b	Stress / Weld Operations L2	n/a	-	-	-	-	-	-	-

Note 1: Highly noise affected, based on ICNG definition (i.e. predicted LAeq(15minute) noise at residential receiver is greater than 75 dBA.

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

- 'Clearly audible' noise impacts are predicted at a limited number of nearby residential receivers during both approved daytime and daytime out-of-hours work periods.
- During approved daytime works, all predicted exceedances are within the 1-10 dB exceedance band.
- During daytime out-of-hours works, predicted impacts range from the 'noticeable' (1-5 dB) and 'clearly audible' (6-15 dB) exceedance categories.
- No residential receivers are predicted to be highly noise affected.
- The highest number of affected residential receivers is associated with Scenario *W.002a*, when works are closest to residential receivers.

Other Sensitive Receivers

- No noise impacts are predicted at the closest 'other sensitive' receivers for the scenarios during the daytime approved or during the out-of-hours daytime periods.
- Other sensitive receivers should only be considered impacted 'when in use'.

All appropriate feasible and reasonable construction noise mitigation measures will be applied to work as outlined in **Section 5**.

4 VIBRATION ASSESSMENT

Based on the scope of works provided by Martinus Rail, vibration-intensive activities such as piling, vibratory rolling, sheet piling, impact breaking, rock hammering or tamping are not proposed. Accordingly, vibration impacts are not anticipated as vibration intensive items of equipment are not expected to be required during the track cutting works.

Similarly, 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.

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

5 MITIGATION AND MANAGEMENT MEASURES

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

In accordance with Condition E74 of the CoA, works that exceed the noise management levels must be managed in accordance with the A2I Construction Noise and Vibration Management Plan (CNVMP).

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

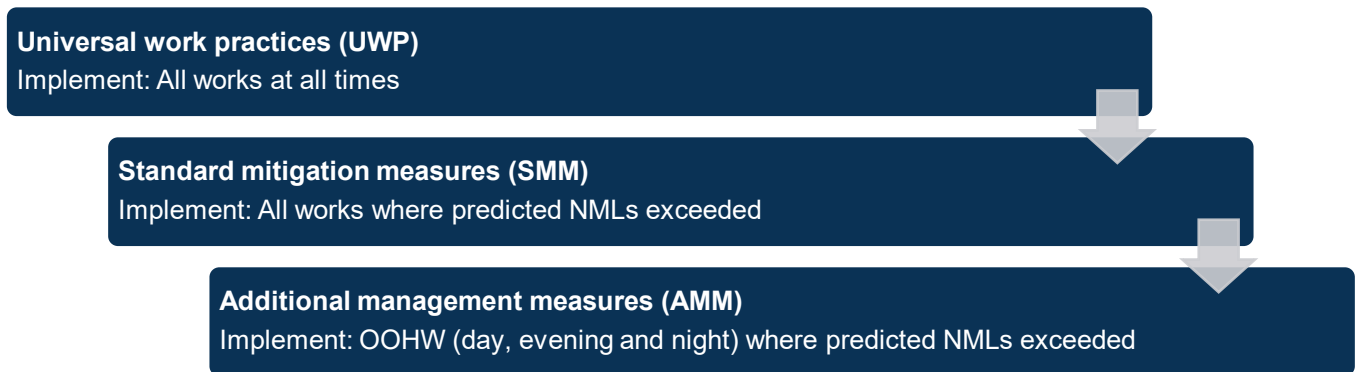


FIGURE 1: HIERARCHY OF WORK PRACTICES AND MITIGATION MEASURES

The universal work practices (UWP) and standard mitigation measures (SMM) for the overall A2I project are outlined in the CNVMP. All mitigation and management measures outlined in the CNVMP will be adopted, where applicable, in accordance with CoA E74.

6 ADDITIONAL MITIGATION MEASURES

As outlined in **Section 3.2**, track cutting works are expected to occur during daytime and daytime OOHW periods only. Where works are required during OOHW periods, the Additional Mitigation Measures Matrix (AMMM) adapted from the Inland Rail NSW *Construction Noise and Vibration Framework* (CNVF) and CNVMP is to be implemented (refer **Appendix A**). Based on the predicted exceedances of the NMLs for the track cutting works (see **Table 2** and **Table 3**), the mitigation measures consist of communication with affected residential receivers in accordance with the Additional Mitigation Measures Matrix (AMMM).

The following communication measure has been adopted based on the AMMM in the CNVF. Further clarification on the measures is provided below:

- Communication (Category 1), i.e. CO1, is communication to provide information on works via methods such as letter box drop, email, newsletter, media advertisements and/ or website prior to the works commencing.

7 CONCLUSION

SLR has prepared a Construction Noise and Vibration Impact Statement (CNVIS) for the proposed rail cut and stress/weld works associated with the A2I Project at Junee. The assessment considered two rail cut scenarios and two stress/weld scenarios across the nominated northbound and southbound work locations during approved daytime and daytime out-of-hours work periods.

The assessment predicts noise management level exceedances at a limited number of nearby residential receivers during both approved daytime and daytime out-of-hours works. Predicted impacts are within the "clearly audible" and "noticeable" categories. No receivers are predicted to be highly noise affected and no impacts are predicted at nearby other sensitive receivers.

The predicted impacts represent realistic worst-case 15-minute construction scenarios and are not expected to occur continuously for the duration of the works.

Based on the proposed construction methodology, vibration-intensive plant is not required, therefore vibration and ground-borne noise impacts are not anticipated.

As per condition E71, where OOHW is required, an OOHW Permit will need to be prepared, as required by the OOHW Protocol or EPL. Further detail around the specific work tasks, duration and justification of OOHW must be identified in the OOHW permit. In accordance with Condition E74 and the A2I Construction Noise and Vibration Management Plan (CNVMP), all applicable Universal Work Practices (UWP), Standard Mitigation Measures (SMM) and the relevant communication measures for daytime out-of-hours works will be implemented to minimise impacts on nearby receivers.

Appendix A

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

FIGURE 2: ADDITIONAL MITIGATION MEASURES MATRIX – NOISE

Appendix B



A21 | ALBURY TO ILLABO
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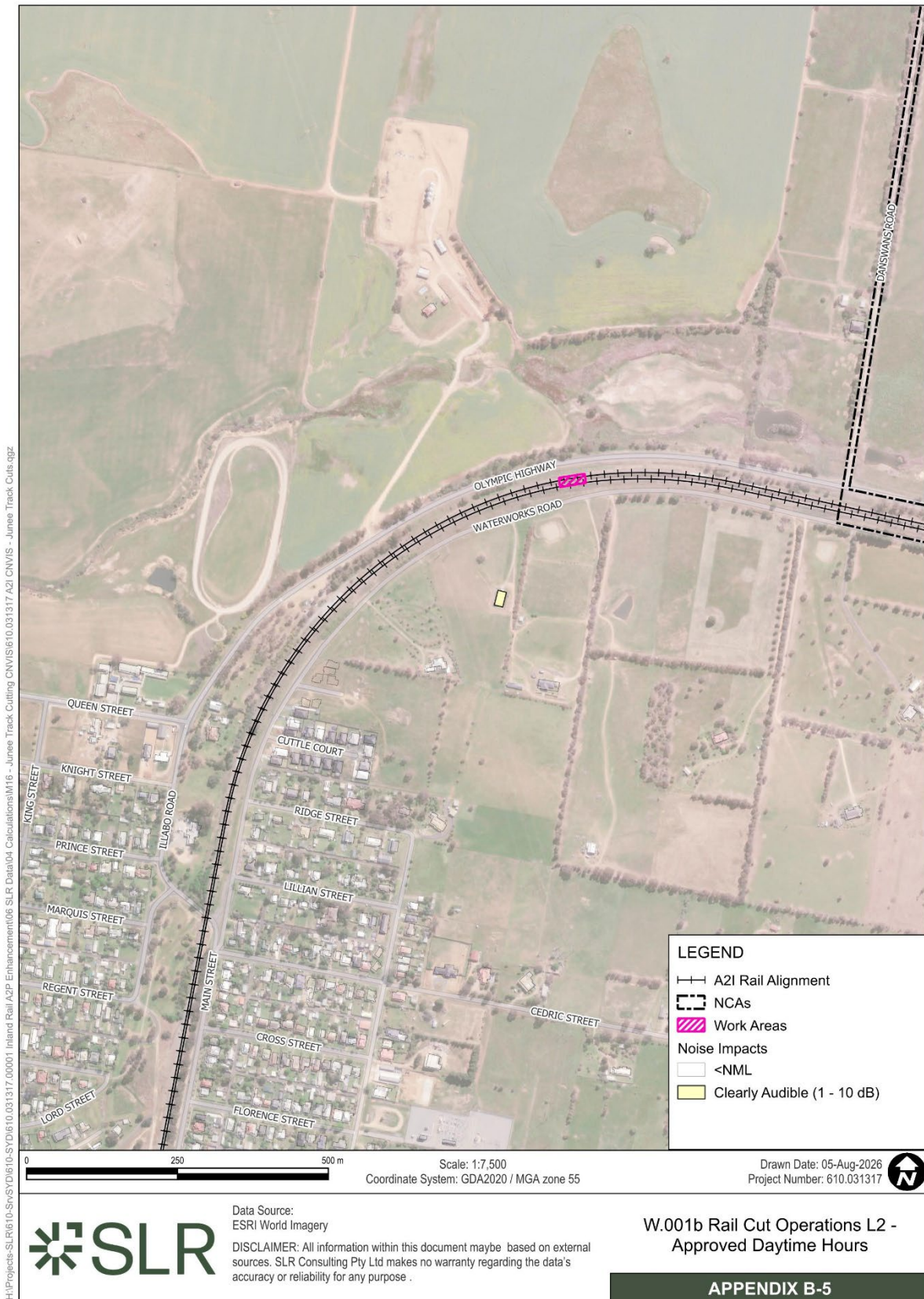
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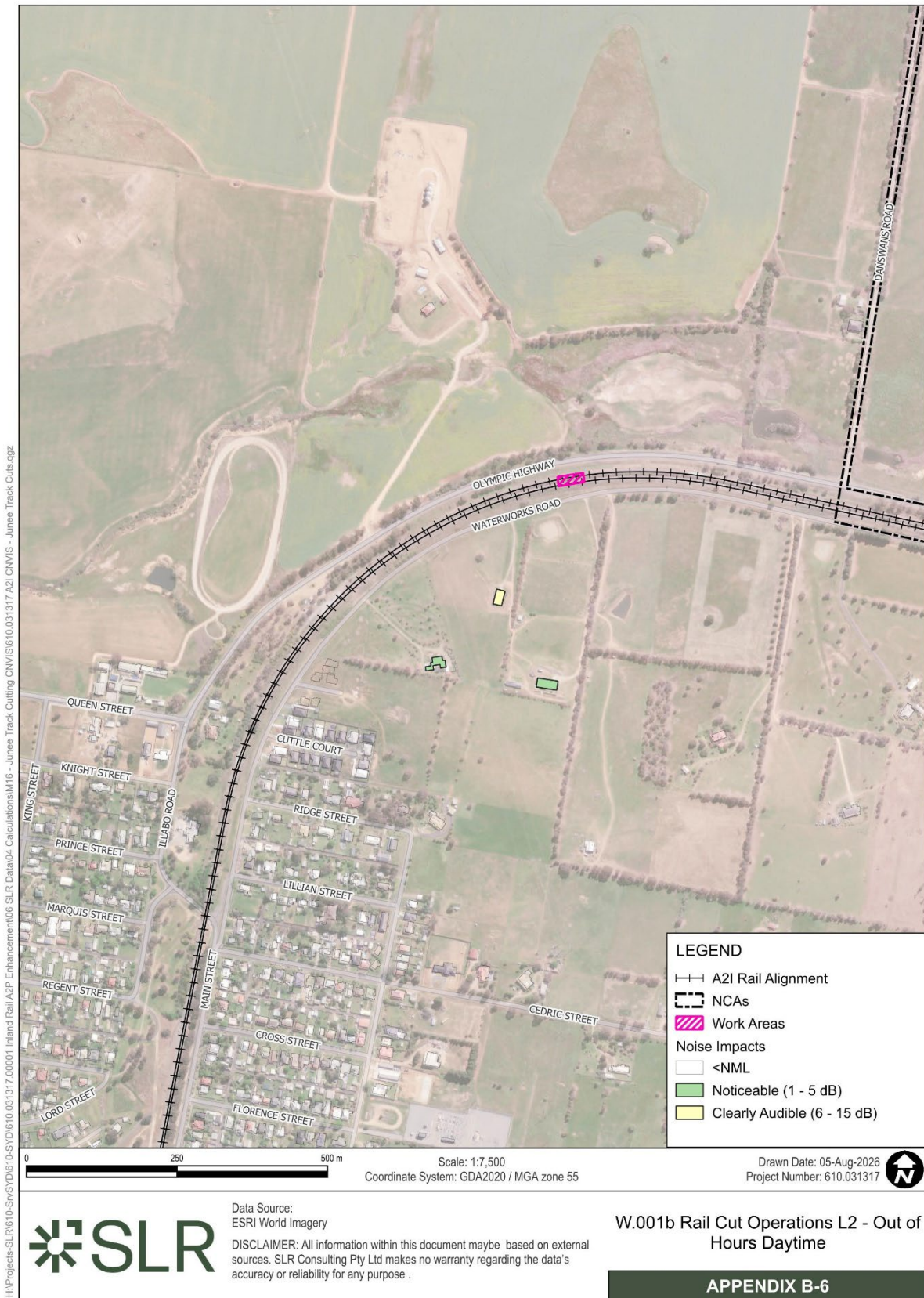
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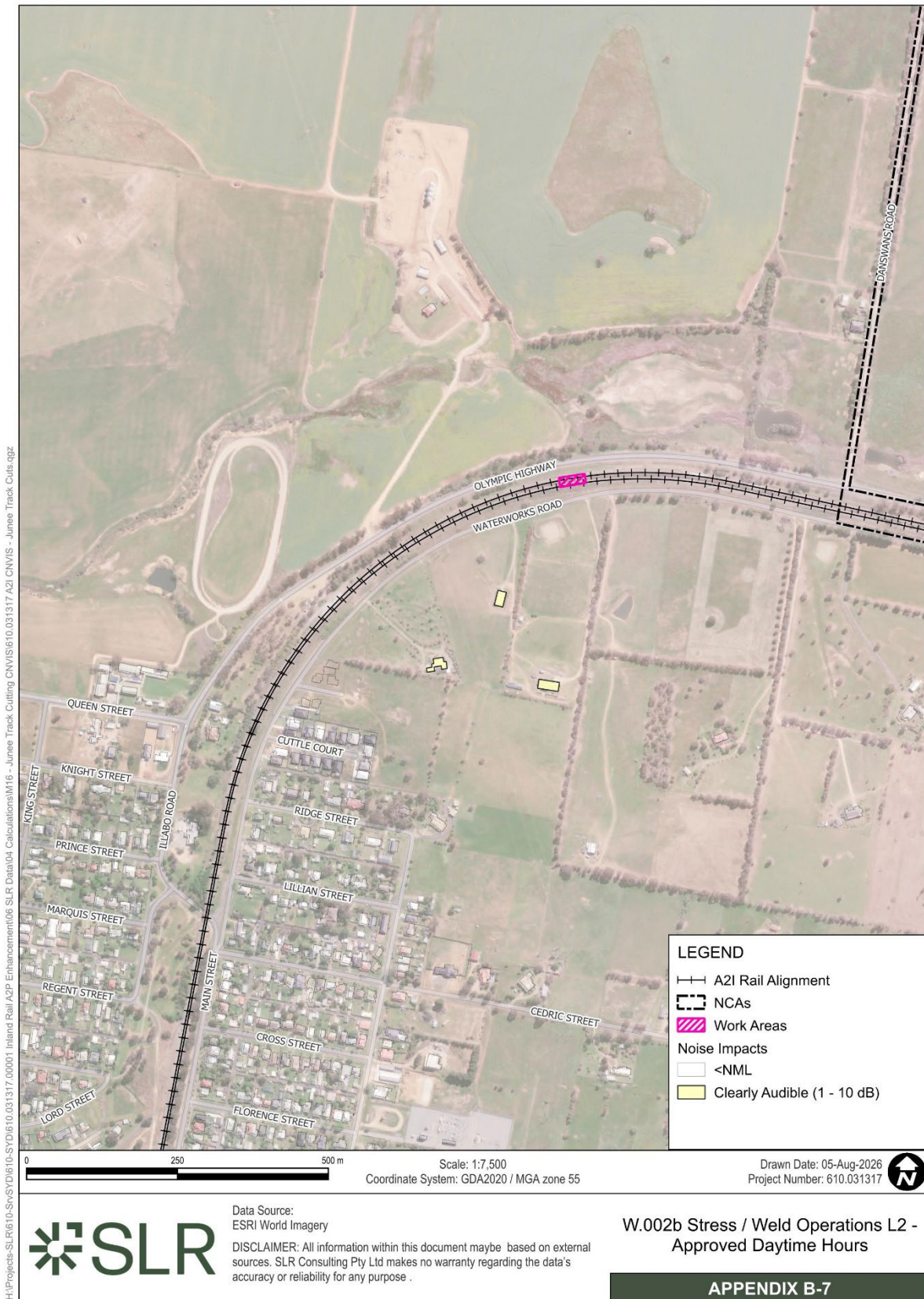
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