

Site-specific Ancillary Facilities Management Plan: Wolli Creek

Project Name: WestConnex New M5

Project number:	15.7020.2597
Document number:	M5N-ES-PLN-PWD-0037
Revision date:	09/05/2019
Revision:	06

Document Approval

Rev.	Date	Prepared by	Reviewed by	Recommended by	Approved by	Remarks
00	31/08/16	CDS-JV				
01	22/09/16	CDS-JV				
02	30/09/16	CDS-JV				
03	12/10/16	CDS-JV				
04	4/01/17	CDS-JV				
05	22/03/19	CDS-JV				
06	16/04/19	CDS-JV				
07	09/05/19	CDS-JV				
Signature:						

Details of Revision Amendments

Document Control

The Project Director is responsible for ensuring that this Plan is reviewed and approved. The Support Services Director (SSD) is responsible for updating this Plan to reflect changes to the Project, legal and other requirements, as required.

Amendments

Any revisions or amendments must be approved by the Project Director before being distributed or implemented.

Revision Details

Revision	Details
00	Prepared for DP&E approval
01	Updated to address DP&E comments. For ER endorsement
02	For DP&E approval
03	Updated to address DP&E comments. For DP&E approval.
04	Updated in accordance with DP&E approval
05	Updated due to change of use
06	Updated based on DPE comments
07	Updated based on DPE comments (update to CNVIS)



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1. Introduction

1.1 Context

The New M5 Project is the Stage 2 component of the WestConnex scheme, a NSW Government initiative to connect Sydney's west and south-west with the Sydney Airport and the Port Botany precinct. It is being delivered by the Sydney Motorway Corporation (SMC), formerly the WestConnex Delivery Authority (WDA).

The CPB Contractors Dragados Samsung Joint Venture (CDS-JV) will deliver the design and construction of WestConnex Stage 2 referred to as the New M5 (the Project). The Project will run from the existing M5 East corridor at Beverly Hills via tunnel to St Peters, providing improved access to the airport, south Sydney and Port Botany precincts. The Project will substantially improve the east - west corridor access between the Sydney CBD, Port Botany and Sydney Airport precincts and the South West growth areas.

The Project will deliver approximately nine kilometres of two-lane twin tunnels with capacity to operate three lanes in the future, motorway to motorway connections to the King Georges Road Interchange Upgrade at Beverly Hills, and a new interchange at St Peters. Infrastructure Approval was granted for the project on 20 April 2016. Major works are expected to commence in mid 2016 and the New M5 tunnel is scheduled to open to traffic in late 2019.

The Construction Environmental Management Plan (CEMP) provides further background and a detailed description of the Project.

The Ancillary Facilities Management Plan describes the establishment and use of the approved ancillary facilities identified in the New M5 Environmental Impact Statement (EIS).

1.1.1. Purpose and scope

This Site-specific Ancillary Facilities Management Plan (SSAFMP) describes an additional ancillary facility to those approved under the EIS. The site is currently being used as a construction-phase incident response office, including site offices and amenities, first aid room, storage facility, workshop and parking for CDS-JV.

The site is located at 1 Burrows Street, Wolli Creek, which is outside the approved project area. The current use of the site was described in Revision 3 of this SSAFMP, which was approved by DPE on 14/11/2016. The site is no longer needed as an incident response office and is now proposed to be used for the assembly and temporary storage of mechanical and electrical (M&E) materials including fan frames, duct work, attenuator housing and other M&E materials. The temporary storage of materials is required to stage delivery of assembled elements prior to delivery to each construction site. This update therefore addresses a proposed change in use to the approved Wolli Creek SSAFMP.

The site does not meet the locational criteria identified in condition of approval (CoA) D62 and does not meet the requirements of a minor ancillary facility (CoA D64) as it is located outside the approved project area. This SSAFMP has been prepared for the approval of the Secretary, Department of Planning and Environment (DP&E), to satisfy CoA D63.



2. Environmental Planning Requirements

2.1 Compliance with CoA D63

Section 4 and Appendix E of the approved Ancillary Facilities Management Plan (AFMP) describe the approval pathways for ancillary facilities associated with the project. For proposed ancillary facilities that are not included in the EIS and are not compliant with CoA D62 or D64, a Site-Specific Ancillary Facilities Management Plan (SSAFMP) is required to be approved by the Secretary, DP&E.

The Wolli Creek site compound is not included in the EIS and is located outside of the project area and therefore outside an active construction zone. Therefore approval of a SSAFMP, under CoA D63 is required. Table 1 identifies the requirements of CoA D63 and where they are addressed in this SSAFMP.

Table 1: Compliance with requirements of CoA D63

CoA D63 Reference	Requirement	Where addressed
a)	a detailed description of the ancillary facility, including proposed use and access arrangements;	Section 3.1
b)	a review of the environmental and social impacts of the ancillary facility, including an analysis of compliance with the locational criteria specified in condition D62;	Section 3.2
c)	measures to avoid, mitigate and manage environmental and social impacts associated with the ancillary facility; and	Section 5
d)	demonstration that, with the measures proposed in accordance with (c), the impacts of the ancillary site are consistent with - <ul style="list-style-type: none"> i. the overall project impacts described in documents referred to in conditions A2(b) and A2(c), and ii. all relevant conditions of this approval. 	Section 6

3. Identify and Assess

3.1 Detailed description of the ancillary facility

3.1.1 Site description

The site is located at 1 Burrows Street, Wolli Creek. The site is owned by RMS and prior to its current use by the New M5 project, was used as a construction compound by Transport for NSW to support the Arncliffe Station Upgrade. The site currently contains hardstand areas including parking areas, site offices, a first aid room and amenities. The site also contains retained vegetation and covered soil stockpiles. Prior to its use as a construction compound the site was a vacant grassed block with scattered trees.

Surrounding land uses at the site are primarily residential. A place of worship (Masjid Darul Imaan) is located directly opposite the site compound on the corner of Eden and Burrows Streets and the Princes Highway. The Eastern Suburbs and Illawarra train line (T4 line) and Arncliffe Train Station occur immediately west of the site.

3.1.2 Site activities

The Wolli Creek site compound is currently used as an Incident Response Office for the construction of the New M5 project and as a storage compound. The site provides site offices, amenities, first aid room and a workshop as well as storage facilities for traffic management plant and equipment, including portable VMS, lighting towers, portable barriers and traffic control equipment.

The site is no longer needed as an incident response office and is now proposed to be used for the assembly and temporary storage of mechanical and electrical (M&E) materials including fan frames, duct work, attenuator housing and other M&E materials. The temporary storage of materials is required to stage delivery of assembled elements prior to delivery to each construction site. No modifications are required to the site in order to support the change in use. A crane, mobile crane and forklift would be used to load/unload and handle deliveries at the site.

The compound would continue to be operated under a lease agreement with RMS until January 2020 (night-time transport of single oversized loads would only occur from the premises up to twice per week for a 3-4 month period only). The site would be decommissioned and rehabilitated to its pre-construction condition or better, or as otherwise agreed by the landowner, in accordance with CoA D65, after the completion of New M5 construction works.

Refer to Table 4 for further details of the proposed activities at the site.

3.1.3 Hours of operation

M&E assembly activities would only be undertaken at the site during standard working hours:

- 7 am – 6 pm Monday to Friday, inclusive; and
- 8 am – 1 pm Saturday;
- At no time on Sundays or public holidays.

Deliveries would primarily be restricted to standard working hours although on occasion some loads will be required to exit the site out of hours (between 10pm – 6am Monday to Friday) as required by any applicable Road Occupancy Licences (ROLs). No materials would be delivered at night.

Assembled materials will also be required to be transported outside of normal construction hours as required by any applicable Road Occupancy Licences (ROLs).

No more than one vehicle would ever be leaving the site at night-time and only between between 10pm – 6am Monday to Friday.

Operation of the Wolli Creek site compound would be in accordance with all requirements specified in the Ancillary Facilities Management Plan (AFMP), the Construction Environmental Management Plan (CEMP) and CEMP Sub-Plans.

Site-specific AFMP: Wollie Creek



3.1.4 Services and utilities

All services and utility requirements including power, water, sewer and fibre optic services for the site are existing. Connections would be made to these services where required. No modifications to services are anticipated.

3.1.5 Site access

Access to the site will be gained from the Princes Highway via Brodie Spark Drive and Arncliffe Street for traffic travelling southbound on the Princes Highway. Access for all northbound traffic on the Princes Highway will be gained directly via Burrows Street. Egress from the site for all vehicles outside of normal construction hours (as required by any applicable ROLs) will be via Burrows Street / Princes Highway (refer to Figure 2). Burrows Street, Arncliffe Street and Brodie Spark Drive are all local roads as they are not classified as State or Regional roads under RMS' Schedule of Classified Roads and Unclassified Regional Roads (January 2014).

Burrows Street, Arncliffe Street and Brodie Spark Drive are all local roads for the purposes of CoA D46 as they are not classified as State or Regional roads under RMS' Schedule of Classified Roads and Unclassified Regional Roads (January 2014). Use of Arncliffe Street and Brodie Spark Drive would be in accordance with the existing D46 approval issued 15/03/2017. There would be a decrease in the level of use of Burrows Street, as described in Section 3.1.6 below.

3.1.6 Workforce and vehicle movements

The total number of workforce and vehicle movements will reduce greatly under the proposed change of use.

The total number of deliveries at the site each day is likely to vary, however there will be up to 8 heavy vehicle movements at the site during standard daytime hours. It is anticipated that there will be a maximum workforce of 12.

Deliveries will be restricted to standard working hours.

Assembled materials will be required to be transported outside of normal construction hours as required by any applicable Road Occupancy Licences (ROLs). All loads required to be transported under ROL's will be loaded during standard daytime hours only.

No more than one vehicle twice per week would ever be leaving the site at night-time and only between between 10pm – 6am Monday to Friday.

Indicative numbers for site-based personnel and vehicles accessing the site are provided in Table 2.

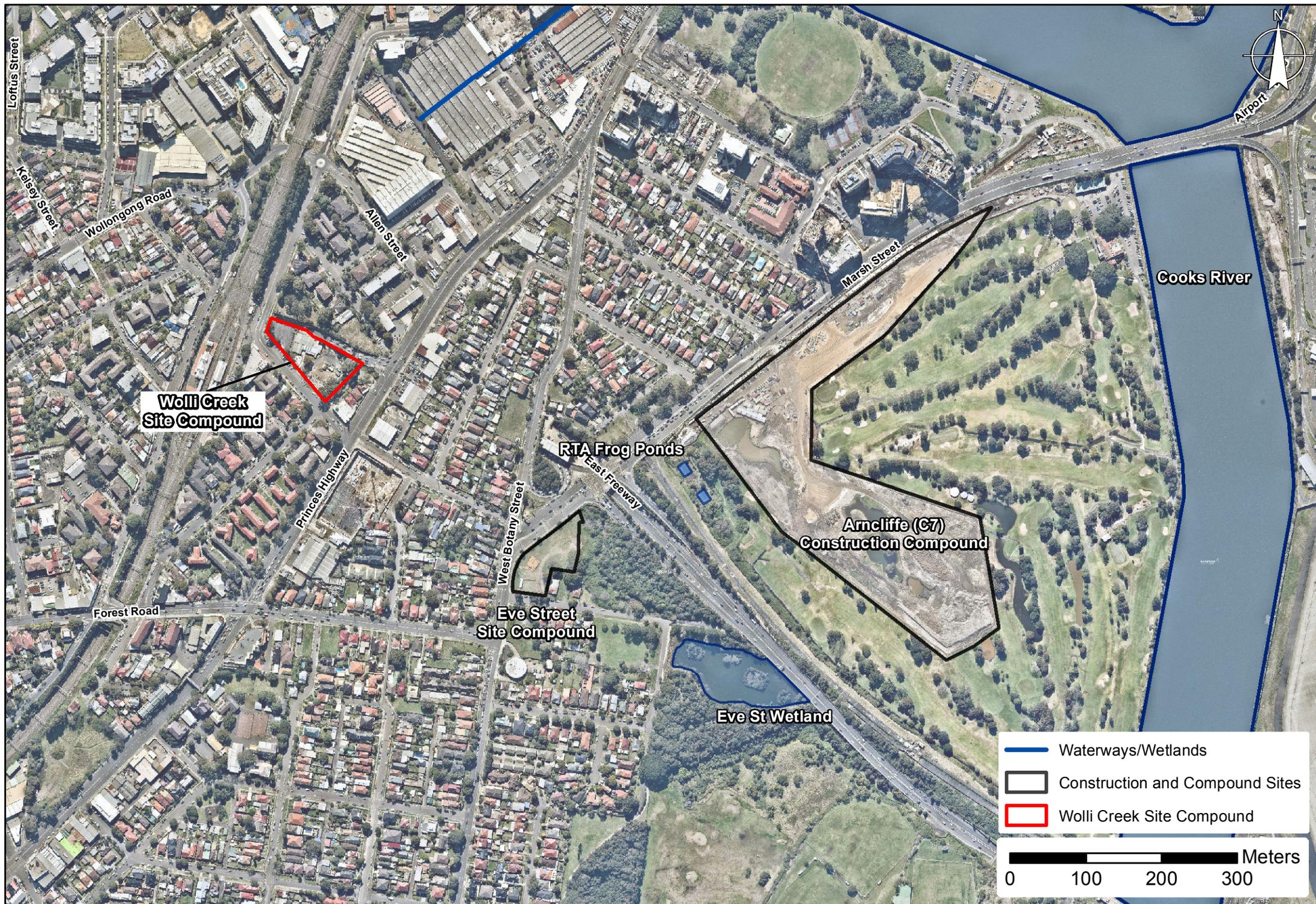
Table 2: Indicative vehicle movements and personnel numbers per day

Wollie Creek site compound	Light vehicle movements per shift ¹		Heavy vehicle movements per shift ²		Personnel ³	
	Day	Night	Day	Night	Day	Night
Indicative number	12	1	4	1	12	1

3.1.7 Plant, equipment and materials

Key plant and equipment required for the assembly of M&E elements will include:

- Mobile 60 tonne crane (operating daytime only)
- 10 tonne forklift (operating daytime only)
- Elevated working platform (operating daytime only)



**Wollli Creek
Site Compound**

RTA Frog Ponds

**Eve Street
Site Compound**

**Arncliffe (C7)
Construction Compound**

Cooks River

Airport

— Waterways/Wetlands

▭ Construction and Compound Sites

▭ Wollli Creek Site Compound

0 100 200 300 Meters

Figure 1: Site Location



Figure 2: Site Layout

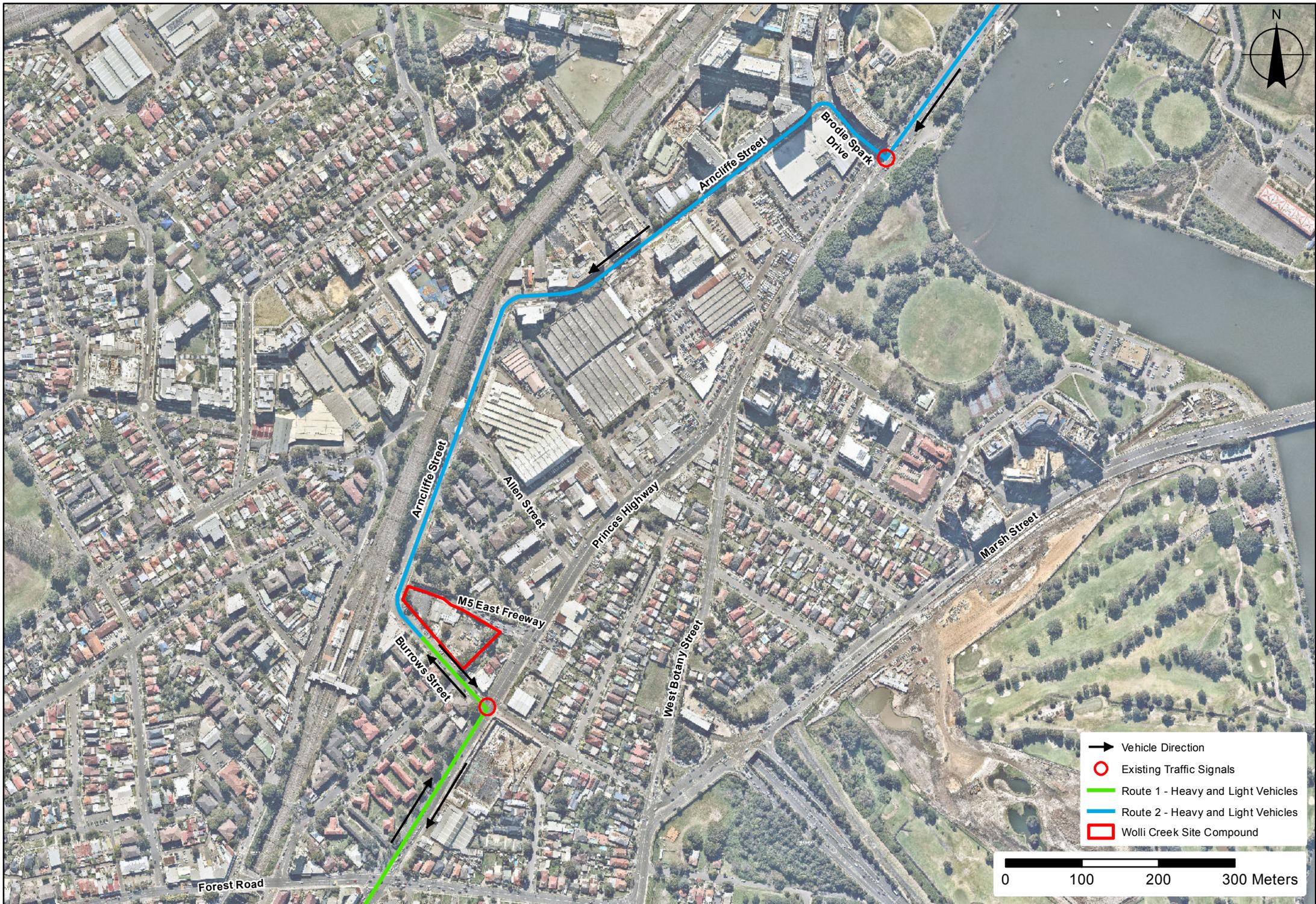


Figure 3: Site Compound Access Routes

3.2 Construction aspects and environmental impacts

3.2.1 Locational criteria assessment

Table 3: Locational criteria for ancillary facilities (CoA D62)

CoA D62 Reference	Requirement	Compliant	Comments
a)	Be located more than 50 metres from a waterway;	✓	Refer to Section 3.2.5 and Figure 1.
b)	Be located within or adjacent to land where the SSI is being carried out;	✗	The site is located at 1 Burrows Street, Wollie Creek, approximately 330 m west of the nearest project boundary (Eve St compound site) and approximately 440 m west of the Arncliffe construction compound site (C7) (Refer to Figure 1).
c)	Have ready access to the road network;	✓	Refer to section 3.1.5 and Figure 2 and Figure 3 for further information on site access.
d)	Be located to minimise the need for heavy vehicles to travel on local streets and/or through residential areas;	✓	Refer to section 3.1.5 and Figure 3 for details on heavy vehicle access.
e)	Be sited on relatively level land;	✓	The site is level.
f)	Be separated from nearest residences by at least 200 metres (or at least 300 metres for a temporary batching plant);	✗	The site is approximately 20 metres from the nearest residences on Eden Street and 25 metres from the nearest residences on Burrows Street. Refer to Sections 3.2.3 and 3.2.4 and Figure 2.
g)	Not require vegetation clearing beyond that already required by the SSI;	✓	The site requires no further vegetation clearing.
h)	Not impact on heritage items (including areas of archaeological sensitivity) beyond those already impacted by the SSI;	✓	Refer to Section 3.2.7
i)	Not unreasonably affect the land use of adjacent properties;	✓	The site will be used on a temporary basis for the duration of construction of the project. Use of the site as a compound is consistent with its current use as a construction compound for the Arncliffe Station Upgrade works. With the implementation of the site-specific management measures in Section 4 of this SSAFMP, the use of this site is not expected to unreasonably affect the land use of adjacent properties.

CoA D62 Reference	Requirement	Compliant	Comments
j)	Be above the 20 ARI flood level unless a contingency plan to manage flooding is prepared and implemented; and	✓	The site is not within the flood planning area as identified on the Rockdale LEP 2011 Flood Planning Map (Sheet FLD_003), which is based on the 100 year ARI flood level.
k)	Provide sufficient area for the storage of raw materials to minimise, to the greatest extent practical, the number of deliveries required outside standard construction hours.	✓	The site will not be used for the storage of raw materials. The site will provide storage / laydown area for traffic management plant and equipment and is considered to have sufficient storage area for this requirement. Deliveries will occur during standard hours, except where required by a Road Occupancy Licence (ROL) or for safety reasons.

3.2.2 Traffic and transport

Access to the site will be gained from the Princes Highway via Brodie Spark Drive and Arncliffe Street for traffic travelling southbound on the Princes Highway. Access for all northbound traffic on the Princes Highway will be gained directly via Burrows Street. Egress from the site for all vehicles outside of normal construction hours (as required by any applicable ROLs) will be via Burrows Street / Princes Highway (refer to Figure 2). Burrows Street, Arncliffe Street and Brodie Spark Drive are all local roads as they are not classified as State or Regional roads under RMS' Schedule of Classified Roads and Unclassified Regional Roads (January 2014).

Burrows Street, Arncliffe Street and Brodie Spark Drive are all local roads for the purposes of CoA D46 as they are not classified as State or Regional roads under RMS' Schedule of Classified Roads and Unclassified Regional Roads (January 2014). Use of Arncliffe Street and Brodie Spark Drive would be in accordance with the existing D46 approval issued 15/03/2017.

Potential traffic and access impacts on Burrows Street, Arncliffe Street and Brodie Spark Drive are considered to be minor given the low number of vehicles, and in particular, low numbers of heavy vehicles, that would be accessing the site.

3.2.3 Noise and vibration

Potential noise impacts, including out of hours impacts, may occur on nearby sensitive receivers including residences, commercial premises and a nearby place of worship.

Noise sources include vehicle access/egress, loading/unloading, assembly works and project personnel. Out-of-hours noise impacts will be from vehicle egress (one heavy vehicle per night up to twice per week) during week days only.

Potential vibration impacts are considered unlikely given that there are no vibration significant plant or equipment to be used on this site.

A Construction Noise & Vibration Impact Statement (CNVIS) has been prepared and is located in Appendix B. All activities are predicted to comply with the Noise Management Levels (NML's) during standard construction hours and night time periods.

3.2.4 Visual amenity

The site is visible from nearby properties and residential areas. In addition to the existing approved elements at the site (offices, laydown and carparking areas), the crane, forklift and EWP would also be visible from the surrounding streets and properties. Site fencing and hoarding will be maintained and will assist in screening views of the site from surrounding streets and properties. Existing approved visual amenity impacts also include potential light spill impacts as a result of 24 hour use and security lighting. With the exception of the additional mobile plant, there would be no further visual amenity impacts associated with the change in use of the site. Management measures outlined in Table 5 would be implemented to minimise visual amenity and light spill impacts at the site.

3.2.5 Soil and water quality

The site is located approximately 330 metres south-west of an open drainage channel which drains into the Cooks River via Cahill Park. The site is also approximately 400 m west of the Eve St wetlands and RTA frog ponds adjacent to the Arncliffe construction compound (C7) (Refer to Figure 1). No construction or excavation works are proposed at the site, however, the site may have small amounts of stored fuels/oils/lubricants. Therefore potential impacts on soil and water would most likely be associated with spills/leaks of fuels or other hazardous substances. The site contains a number of covered soil stockpiles which contain topsoil retained on site after clearing (refer to Figure 2). There is potential for erosion and sedimentation impacts as a result of these stockpiles. With the implementation of mitigation measures outlined in Table 5, it is expected that potential soil and water quality impacts at the site would be minor.

3.2.6 Flora and fauna

No vegetation is proposed to be removed or modified at the site and no ground disturbance activities are proposed. A number of trees have been retained on site, including a Narrow-leaved Black Peppermint (*Eucalyptus nicholii*). This species is listed as vulnerable under the TSC Act but is a planted specimen outside of its natural range (Australian Wetlands Consulting, 2015). Trees retained on site may also provide habitat for fauna species, including the Grey-headed Flying-fox, listed as a vulnerable species under the TSC Act and the EPBC Act.

Assessments of significance were completed for both of the above threatened species for the Arncliffe Station Upgrade Review of Environmental Factors (REF) (Transport for NSW, 2015). These assessments concluded that it would be unlikely that the project would contribute towards the local extinction of either of the above listed species (Australian Wetlands Consulting, 2015). With the implementation of mitigation measures outlined in Table 5, it is expected that potential impacts on flora and fauna at the site would be minor.

3.2.7 Heritage

The closest item of heritage to the site is the Arncliffe Train Station, a state-listed heritage item, situated on the opposite side of Arncliffe Street. There are a number of other locally listed heritage items within a 200 m radius of the site. Given that no construction activities or ground disturbance works are proposed at or surrounding the site, the use of this site is not expected to impact on any heritage items or areas of archaeological sensitivity.

3.2.8 Air quality

There are no construction works or ground disturbance activities proposed at the site. The existing soil stockpiles at the site are covered and will be maintained in this state for the duration of the site use. Vehicle emissions associated with vehicles accessing the site will occur, however, with the implementation of measures outlined in Table 5, impacts to air quality are expected to be minor.

3.2.9 Waste and contamination

The proposed activities at the site would generate small amounts of waste, including general office waste, packaging, and any damaged/defective items of traffic plant and equipment. No ground disturbance activities are proposed at the site and therefore it is unlikely that any existing contamination would be encountered. With the implementation of the measures outlined in Table 5, impacts associated with waste are expected to be minor.

3.2.10 Socio-economic

Use of the site compound has the potential for some minor impacts on the surrounding community including visual, noise and traffic impacts as described in the sections above. These impacts would be temporary and localised. No property acquisition would be required for the site and sufficient parking exists within the site for project personnel and therefore no loss of parking space for the surrounding residents or other road users.

Use of the site also has potential for minor positive economic impacts through use of local businesses by project personnel. With the implementation of the mitigation measures outlined in Table 5, any potential socio-economic impacts associated with the site compound would be minor.



3.2.11 Rehabilitation

In accordance with CoA D65, ancillary facilities must be rehabilitated to at least their pre-construction condition or better, to the satisfaction of the Secretary, unless otherwise agreed by the landowner. Restoration works will include cleanup, dismantling and removal of temporary offices and all site facilities, ground preparation, spreading of topsoil (currently stockpiled on site), planting and/or laying of turf, or as otherwise agreed with the landowner, RMS.

3.2.12 Cumulative impacts

The proposed site is currently approved for traffic management support operations for the New M5 project until early 2020. The proposed change in use would not extend the approved duration of use of the site. Some additional impacts associated with heavy vehicle access to Burrows Street and associated noise impacts would occur with the change in use as described above. With the implementation of mitigation measures outlined in Table 5, it is considered that any additional / cumulative impacts on the surrounding community would be temporary and minor.

3.2.13 Construction activities and associated impacts summary

Key construction activities to be conducted at the Wolli Creek site compound are identified in Table 4 below, along with the associated impacts and corresponding environmental controls.

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Table 4: Key site activities proposed during construction

Key work activities	Key environmental impacts	Key environmental controls
<ul style="list-style-type: none"> • Use of existing site office, amenities and staff parking • Use of existing first aid room • Deliveries / pickup of plant and equipment • Storage and temporary laydown of M&E related elements • Decommissioning of site, including removal of all project materials, site rehabilitation and clean-up. 	<p>Traffic and access impacts on Burrows Street, Arncliffe Street and Brodie Spark Drive.</p>	<p>Refer to the management measures in Section 5</p> <p>Also refer to the Construction Traffic and Access Management Plan (M5N-ES-PLN-PWD-0004) and the Ancillary Facilities Management Plan (AFMP; M5N-ES-PLN-PWD-0026)</p>
	<p>Noise impacts, including out of hours impacts, on nearby sensitive receivers including residences, commercial premises and place of worship.</p> <p>Potential noise sources include vehicle access/egress, loading/unloading, workshop activities and project personnel. Out-of-hours noise impacts from out-of-hours deliveries, access and emergency response where required.</p>	<p>Refer to the management measures in Section 5</p> <p>Also refer to the Construction Noise and Vibration Management Plan (M5N-ES-PLN-PWD-0003-14) and the AFMP</p>
	<p>Spills or leaks of fuels or other hazardous substances</p> <p>Erosion/sedimentation impacts from existing soil stockpiles.</p>	<p>Refer to the management measures in Section 5</p> <p>Also refer to the Construction Soil and Water Quality Sub-plan (M5N-ES-PLN-PWD-0005) and the AFMP</p>
	<p>Generation of waste, including general office waste, packaging, and any damaged/defective items of plant or equipment</p>	<p>Refer to the management measures in Section 5</p> <p>Also refer to the Construction Waste and Resource Sub-plan (M5N-ES-PLN-PWD-0008) and the AFMP</p>
	<p>Light spill and visual amenity impacts on surrounding residences, commercial premises and place of worship.</p>	<p>Refer to the management measures in Section 5</p> <p>Also refer to the AFMP</p>
	<p>Emissions/air quality impacts due to vehicles accessing the site</p>	<p>Refer to the management measures in Section 5</p>

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Key work activities	Key environmental impacts	Key environmental controls
		Also refer to the Construction Air Quality Sub-plan (M5N-ES-PLN-PWD-0002)
	Damage to retained vegetation on site.	Refer to the management measures in Section 5 Also refer to the Construction Flora and Fauna Sub-plan (M5N-ES-PLN-PWD-0007)



4. Consultation

Consultation has been undertaken with residents and other properties surrounding the proposed site. A community notification was distributed on 8 March 2019 (refer to Appendix C) to advise the surrounding community of the proposed change of site use. No feedback has been received to date from community members notified. Only one response has been received back from the Masjid Darul Imaan Mosque (refer Appendix C),

Bayside Council has also been contacted (phone calls, email including notification) with no response received to date.



5. Implement Controls

The table below details mitigation and management measures to specifically address the identified potential environmental and social impacts resulting from the operation of the Wolli Creek site compound. These measures will be implemented in addition to any relevant CDS-JV environmental procedures and controls described in the AFMP and CEMP. Implementation of all control measures will:

- Minimise any potential adverse impacts arising from the use of the site compound, and
- Ensure compliance with environmental obligations and requirements.

Regular compliance activities, such as inspections, observations and monitoring will be undertaken throughout the construction phase, inclusive of any subcontractor activities. These compliance activities and any non-conformances will be undertaken in accordance with Element 3 of the CEMP.

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Table 5: Site-specific environmental safeguards

No.	Impact	Environmental safeguards	Responsibility	Timing
WC1.	General	<ul style="list-style-type: none"> All relevant safeguards provided in the Ancillary Facilities Management Plan (M5N-ES-PLN-PWD-0026), the Construction Environmental Management Plan (M5N-ES-PLN-PWD-0001) and all sub-plans must be implemented. 	Project manager	Prior to and during site operation
WC2.		All environmental safeguards must be incorporated within the following: <ul style="list-style-type: none"> Construction Area Plan Work Pack (Including Site Environment Plan) 	Project manager	Prior to site operation
WC3.		<ul style="list-style-type: none"> Training will be provided to all Project personnel, including relevant sub-contractors on site management requirements through inductions, toolboxes and targeted training where required. 	Project manager	Prior to and during site operation
WC4.		<ul style="list-style-type: none"> The weekly environmental inspection checklist will be completed and will record ancillary facility management related issues. 	Environmental coordinator	Site operation
WC5.	Community	<ul style="list-style-type: none"> CDS-JV will advise affected residents and property owners of the site use in accordance with the Community Communication Strategy. 	Community relations manager	Prior to and during site operation
WC6.		<ul style="list-style-type: none"> Community complaints will be recorded and actioned in accordance with the Community Communication Strategy. 	Community relations manager	Site operation
WC7.	Traffic and access	<ul style="list-style-type: none"> Access to site from the Princes Highway (northbound) will occur via a left turn into Burrows Street. Access to site from the Princes Highway (southbound) will occur via a right hand turn into Brodie Spark Drive, Arncliffe Street and Burrows Street. All egress from site will be via Burrows Street directly onto the Princes Highway. 	Project manager Site supervisor	Site operation

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No.	Impact	Environmental safeguards	Responsibility	Timing
WC8.		<ul style="list-style-type: none"> Deliveries will be carried out during standard construction hours where feasible and reasonable. Project personnel to be made aware of appropriate access and parking requirements for the site during induction/toolbox talks. Project personnel to be encouraged to use public transport to access site. 	Site supervisor	Site operation
WC9.	Noise	<p>Appropriate behavioural practices to be reinforced at site inductions / toolboxes, including:</p> <ul style="list-style-type: none"> Relevant site approval conditions and site specific mitigation measures Location of nearest sensitive receivers No unnecessary loud swearing or unnecessary shouting, No loud stereos/radios on site, No dropping of materials from height where practicable or throwing of items, and No slamming of doors. 	Site supervisor	Site operation
WC10.		Ensure all deliveries occur during standard construction hours where reasonable and feasible.	Site supervisor	Site operation
WC11.		Non-tonal reversing beepers (or an equivalent mechanism) must be fitted & used on all vehicles regularly used on site.	Project Manager Site supervisor	Site operation
WC12.		<ul style="list-style-type: none"> Feasible and reasonable noise mitigation measures should be applied to construction activities when the following residential ground-borne noise levels are exceeded: <ol style="list-style-type: none"> evening (6:00 pm to 10:00 pm) — internal LAeq(15 minute): 40 dB(A); and night (10:00 pm to 7:00 am) — internal LAeq(15 minute): 35 dB(A). 	Project Manager Environmental Advisor Site supervisor	Site operation

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No.	Impact	Environmental safeguards	Responsibility	Timing
WC13.		<ul style="list-style-type: none"> Undertake consultation (at least 5 days prior to relevant works) with potentially-affected community, religious, educational institutions and vibration-sensitive business and critical working areas, to ensure, where feasible and reasonable, works that may impact on the above groups/businesses are not timetabled during sensitive periods. 	Community Relations Manager Project Manager Environmental advisor	Prior to and during site operation
WC14.		<ul style="list-style-type: none"> During construction, proponents of other construction works in the vicinity of the SSI must be consulted and reasonable steps taken to coordinate works to minimise impacts on, and maximise respite for, affected sensitive receivers 	Community Relations Manager Project Manager Environmental advisor	Site operation
WC15.		<ul style="list-style-type: none"> Plant and equipment would be switched off when not in operation for periods of greater than 15 minutes. Where reasonable and feasible, noisy equipment will be substituted for alternative low-emitting equipment particularly for activities or in locations that may impact on potential noise sensitive receivers. 	Site supervisor Environmental advisor	Site operation
WC16.		<ul style="list-style-type: none"> Noisy equipment and equipment with directional noise emissions will be orientated away from neighbouring properties where practicable. The distance between plant and noise sensitive receivers will be maximised where practical. 	Site supervisor Environmental advisor	Site operation
WC17.		<ul style="list-style-type: none"> Community consultation protocols for sensitive receivers likely to be impacted by construction activities such as vibration and noise will be prepared and implemented, as required. 	Community Relations Manager Project Manager Environmental advisor	Site operation

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No.	Impact	Environmental safeguards	Responsibility	Timing
WC18.	Flora and fauna	<ul style="list-style-type: none"> Site induction to include awareness of flora and fauna requirements on site, including No damage to any vegetation/trees on site Any unexpected species finds on site to be reported to the Environment advisor/Environment & Sustainability Manager. 	Project Manager Site supervisor Environmental advisor	Site operation
WC19.		<ul style="list-style-type: none"> No-go zones to be implemented for all retained vegetation on site. No access to exclusion zones without a permit to enter no-go zones. No damage to occur to vegetation on site. 	Site supervisor Environmental advisor	Site operation
WC20.		<ul style="list-style-type: none"> Equipment storage and laydown areas to be located outside the drip line of trees 	Project manager Site supervisor	Site operation
WC21.		<ul style="list-style-type: none"> Unexpected species finds to be managed in accordance with the Manage Flora and Fauna Procedure. 	Site supervisor Environmental advisor	Site operation
WC22.		<ul style="list-style-type: none"> If a threat to an animal is evident onsite, the Site supervisor and/or Environmental advisor must be notified immediately. Works may need to cease if the animal is in danger or harmed until it has been relocated. The handling of injured fauna must be carried out by licensed fauna handler such as fauna ecologist or wildlife carer. 	Site supervisor Environmental advisor	Site operation
WC23.		<ul style="list-style-type: none"> Weed and pathogen management and control will be undertaken in accordance with the project Construction Flora and Fauna Sub-Plan (M5N-ES-PLN-PWD-0007), including ensuring vehicles and machinery are clean prior to entering site, and active management of weeds 	Site supervisor Environmental advisor	Site operation

Site-specific AFMP: Wollie Creek



No.	Impact	Environmental safeguards	Responsibility	Timing
WC24.		<ul style="list-style-type: none"> Rehabilitation of site to occur at the completion of site operations to at least its pre-construction condition (refer Section 3.2.11), and in accordance with any relevant rehabilitation requirements specified in the Construction Flora and Fauna Sub-Plan (M5N-ES-PLN-PWD-0007) and the Ancillary Facilities Management Plan (M5N-ES-PLN-PWD-0026), or as otherwise agreed with RMS. Site rehabilitation to include use of retained topsoil stockpiled on site. 	Project Manager	At the completion of site operation
WC25.	Soil and Water	<ul style="list-style-type: none"> Erosion and sedimentation control plan to be developed for the site consistent with Managing Urban Stormwater – Soils and Construction Vols 1 and 2, 4th Edition (Landcom 2004). 	Environmental advisor	Prior to site operation
WC26.		<ul style="list-style-type: none"> Sediment controls to be inspected and maintained as necessary, including after rain 	Site supervisor Environmental advisor	Prior to site operation
WC27.		<ul style="list-style-type: none"> Covered soil berms on site are to be maintained and kept weed free. 	Site supervisor Environmental advisor	Prior to site operation
WC28.		<p>The following measures to be in place to avoid and manage spills:</p> <ul style="list-style-type: none"> Storage of fuels, chemicals and other hazardous materials to be in appropriately secure and bunded areas in accordance with EPA guidelines Chemical storage areas to be sited away from property boundaries Spills or contaminated runoff would be captured and treated and / or disposed of at a licensed facility Any re-fuelling and wash down would be undertaken in bunded areas to mitigate risks in relation to spills or leaks of fuels / oils or other hazardous onsite construction material Any soil which has been contaminated with fuel, oils or other chemicals would be disposed as contaminated soil by a waste subcontractor. 	Project manager Site supervisor Environmental advisor	Site operation

Site-specific AFMP: Wollie Creek



No.	Impact	Environmental safeguards	Responsibility	Timing
WC29.		<ul style="list-style-type: none"> In the event of a spill the Spill Management Procedure will be implemented. Emergency spill kits will be kept onsite and Project personnel would be aware of the location of spill kits and trained in their use. 	Site supervisor Environmental advisor	Site operation
WC30.	Visual amenity	<ul style="list-style-type: none"> All vegetation at the site to be retained Site hoardings/ temporary noise barriers would be maintained during site operation 	Project Manager Site supervisor Environmental advisor	Site operation
WC31.		<ul style="list-style-type: none"> Cut-off and/or directed lighting would be used at the site with lighting location and direction considered to ensure glare and light spill are minimised. Lighting to be generally consistent with the requirements of Australian Standard 4282-1997 Control of the obtrusive effects of outdoor lighting. Any residual night lighting impacts to adjoining or adjacent properties to be managed in consultation with affected landowners. 	Project Manager	Site operation
WC32.	Air quality	<ul style="list-style-type: none"> Dust suppression measures to be incorporated into the Erosion and Sedimentation Control Plan for the site. 	Environmental advisor	Prior to site operation
WC33.		Control emissions on site, including: <ul style="list-style-type: none"> Ensure all construction vehicles comply with their relevant emission standards Ensure that, where practicable engine idling is minimised when vehicles are stationary Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable Promote and encourage sustainable travel (public transport, cycling, walking, and car-sharing) No bonfires and burning of any materials including waste. 	Project Manager Site supervisor	Site operation

Site-specific AFMP: Wollie Creek



No.	Impact	Environmental safeguards	Responsibility	Timing
WC34.	Waste	<ul style="list-style-type: none"> All liquid and/or non-liquid waste generated on the site must be assessed and classified in accordance with Waste Classification Guidelines (DECCW, 2009) or any superseding documents. 	Site supervisor Environmental advisor	Site operation
WC35.		<ul style="list-style-type: none"> All waste materials removed from the site must only be directed to a waste management facility or premises lawfully permitted to accept the materials. 	Site supervisor Environmental advisor	Site operation



6. Consistency with existing project impacts and approvals

The use of the Wolli Creek site compound will assist in achieving the environmental objectives for the New M5 project as identified in the CEMP and associated Sub-plans. Use of the additional storage facilities for traffic management plant and equipment at the site will minimise heavy vehicle movements associated with rehandling of plant and equipment at and between construction compounds. The site will also provide for the storage of traffic management plant and equipment which has been demobilised from other road construction projects, prior to its reuse for construction of the New M5. This will assist in minimising the need for new equipment and resources.

The impacts associated with the site, identified in Section 3.2, are considered to be minor, and consistent with the impacts identified in the New M5 EIS and other project approval documentation. The identified impacts can be appropriately managed through implementation of the management measures identified in Section 5 of this SSAFMP as well as those identified in the AFMP, the CEMP and the relevant Sub-plans.



7. References

Australian Wetlands Consulting (February 2015) *Arncliffe Station Upgrade Flora and Fauna Assessment*. Prepared for Transport for New South Wales, Sydney.

Transport for NSW (February 2015) *Arncliffe Station Upgrade Review of Environmental Factors*. Transport for NSW, Sydney.

Appendix A: Ancillary Facility Application

Step 1 – Ancillary facilities information			
Site location (attach map for reference):		1 Burrows Street, Wollie Creek (refer to Figure 1, SSAFMP: Wollie Creek)	
Date works to commence: September 2016		Date works to finish: January 2020	
Proposed activities (select all that apply):			
Office and amenities	✓	Construction compound	✗
Laydown area	✓	Parking	✓
Batch Plant	✗	Materials storage compound	✓
Maintenance workshop	✓	Material stockpile area	✓ (existing soil stockpile only)
Other _____	Emergency Response Office	Other _____	
Please provide details regarding the proposed ancillary facility.			
Is the proposed facility within the approved construction footprint?		No	
Distance to the nearest waterway?		Approximately 330 metres from an open drainage channel to the north-east. Approximately 400 m from the Eve Street wetlands to the south-east.	
Proposed access route?		Access via Princes Highway, Brodie Spark Drive, Arncliffe Street and Burrows Street for traffic travelling southbound on Princes Highway. Access via Princes Highway and Burrows Street for traffic travelling northbound on Princes Highway. Refer Section 3.1.5 of the SSAFMP.	
Do heavy vehicles need to travel through residential areas?		Yes, however there will be minimal heavy vehicle access required for this site. Refer to Sections 3.1.5 and 3.1.6 of the SSAFMP.	
Is the proposed site on relatively level ground?		Yes, the site is level.	
Distance to nearest residential receiver?		Approximately 20 metres.	
Is vegetation clearance or trimming required? If so, what is the area in hectares?		No, all existing vegetation on site will be retained.	
Will the facility impact heritage?		No impacts are expected.	
Will the facility affect the land use of adjacent properties?		The site will be used on a temporary basis for the duration of construction of the project. Use of the site as a compound is consistent with its current use as a construction compound for the Arncliffe Station Upgrade works. With the implementation of the site-specific management measures in Section 4 of this SSAFMP, the use of this site is not expected to	



	unreasonably affect the land use of adjacent properties.
Is the facility above the 20 ARI flood level?	Yes. The site is not within the flood planning area as identified on the Rockdale LEP 2011 Flood Planning Map (Sheet FLD_003), which is based on the 100 year ARI flood level.
Will out of hours works be required to establish facility? During operation of the facility?	No establishment works are required for the compound. The site will be operated out-of-hours and there is potential for out-of-hours vehicle access and deliveries, however, no construction works will be undertaken at the site at any time.
Potential noise and vibration impacts?	No major impacts expected. Noise and vibration impacts at the site would be limited to minor traffic noise due to vehicle access and deliveries, as well as loading/unloading of plant and equipment, workshop activities and noise from site personnel. It is expected that noise and vibration impacts as a result of the proposed use would be less than those resulting from the current use of the site for the Arncliffe Station Upgrade project.
Potential dust or odour impacts?	None expected.
Potential visual or light spill impacts?	No major impacts expected. There are no proposed changes to the site that would affect its visual and/or light spill impact. The site would be lit 24 hours due to its use as an emergency response office, however site lighting would be in accordance with the relevant standards.
Potential waste management impacts?	Waste materials at the site will primarily comprise general office waste as well as small amounts of out-of-service plant and equipment, waste fuels and lubricants.
Potential soil and water impacts?	None expected. Appropriate bunding will be used for storage of fuels and other hazardous substances, where these are stored on site. Erosion and sediment controls will also be implemented in accordance with the Construction Soil and Water Quality Sub-Plan.

Step 2 – Environmental and Sustainability Manager Review	
Is additional assessment required (e.g. noise, biodiversity, heritage)?	No
Is the proposed facility compliant with CoA D62 criteria?	No
Is the ancillary facility included in the EIS?	No
Does the ancillary facility have minimal amenity impacts to surrounding residences?	Yes
Does the ancillary facility have minimal environmental impact?	Yes
Can potential impacts be managed through existing controls identified in the CEMP?	Yes



Step 3 – Sign off

Surface Works / Tunnel / M&E D&C Director		
Name: David Maytom	Signature:	Date:
Community Relations Manager		
Name: Kim Hilliard	Signature:	Date:
Environmental and Sustainability Manager		
Name: Howard Chemney	Signature:	Date:

Step 4 – Environmental Representative sign off

Is this a minor ancillary facility (CoA D64)?	No	
Does this ancillary facility require DP&E approval?	Yes	
Does the AFMP need to be updated?	Yes	
Name:	Signature:	Date:



Appendix B: Construction Noise & Vibration Impact Assessment

WESTCONNEX NEW M5

Construction Noise & Vibration Impact Statement: Wollli Creek Ancillary Facility

8 May 2019

CPB Dragados Samsung Joint Venture

TH014-10.31F01 (r4) WCX_NM5 CNVIS Wollli Creek AF

Document details

Detail	Reference
Doc reference:	TH014-10.31F01 (r4) WCX_NM5 CNVIS Wollli Creek AF
Prepared for:	CPB Dragados Samsung Joint Venture
Address:	Level 6, Building B, 201 Coward Street, Mascot, NSW, 2020
Attention:	

Document control

Date	Revision history	Non-issued revision	Issued revision	Prepared	Instructed	Authorised
12.03.2019	Draft	0	1	TG	RP	RP
20.03.2019	Final	-	2	TG	TG	TG
15.04.2019	Amended to reduce truck movements and impacts	-	3	TG	TG	RP
08.05.2019	Amended to quantify monitoring	-	4	TG	TG	RP

Important Disclaimer:

The work presented in this document was carried out in accordance with the Renzo Tonin & Associates Quality Assurance System, which is based on Australian Standard / NZS ISO 9001.

This document is issued subject to review and authorisation by the Team Leader noted by the initials printed in the last column above. If no initials appear, this document shall be considered as preliminary or draft only and no reliance shall be placed upon it other than for information to be verified later.

This document is prepared for the particular requirements of our Client referred to above in the 'Document details' which are based on a specific brief with limitations as agreed to with the Client. It is not intended for and should not be relied upon by a third party and no responsibility is undertaken to any third party without prior consent provided by Renzo Tonin & Associates. The information herein should not be reproduced, presented or reviewed except in full. Prior to passing on to a third party, the Client is to fully inform the third party of the specific brief and limitations associated with the commission.

In preparing this report, we have relied upon, and presumed accurate, any information (or confirmation of the absence thereof) provided by the Client and/or from other sources. Except as otherwise stated in the report, we have not attempted to verify the accuracy or completeness of any such information. If the information is subsequently determined to be false, inaccurate or incomplete then it is possible that our observations and conclusions as expressed in this report may change.

We have derived data in this report from information sourced from the Client (if any) and/or available in the public domain at the time or times outlined in this report. The passage of time, manifestation of latent conditions or impacts of future events may require further examination and re-evaluation of the data, findings, observations and conclusions expressed in this report.

We have prepared this report in accordance with the usual care and thoroughness of the consulting profession, for the sole purpose described above and by reference to applicable standards, guidelines, procedures and practices at the date of issue of this report. For the reasons outlined above, however, no other warranty or guarantee, whether expressed or implied, is made as to the data, observations and findings expressed in this report, to the extent permitted by law.

The information contained herein is for the purpose of acoustics only. No claims are made and no liability is accepted in respect of design and construction issues falling outside of the specialist field of acoustics engineering including and not limited to structural integrity, fire rating, architectural buildability and fit-for-purpose, waterproofing and the like. Supplementary professional advice should be sought in respect of these issues.

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1 Introduction

This Construction Noise and Vibration Impact Statement (CNVIS) has been prepared on behalf of CPB Contractors Dragados Samsung Joint Venture (CDS JV) prepared in accordance with the Construction Noise and Vibration Management Plan (CNVMP) [TH014-05 01F01 WCX_NM5 CNVMP] for the construction of the WestConnex New M5 Project (New M5 or Project).

1.1 Relevant requirements and purpose of this CNVIS

This CNVIS applies to the ancillary facility located at 1 Burrows Street, Wolli Creek, for the New M5 project. The site has been used as a construction phase incident response office, including site offices and amenities, first aid room, storage facility, workshop and parking for CDS-JV. These activities will cease so that the site can be used to undertake the assembly works to facilitate the mechanical and electrical (M&E) fit out of the tunnel.

The assembly works would be completed during standard construction hours, including the loading or unloading of an oversized delivery vehicle. The oversized delivery vehicle will be used to deliver the assembled M&E components to the tunnelling sites or to deliver M&E materials to the assembly works compound. The oversized delivery vehicle is not permitted to use public roads during standard hours and will need a permit to use public roads after 10pm and before 6am, during the night period. The purpose of this CNVIS is to assess impacts from the new use of this site during standard hours and outside of standard hours.

This CNVIS may be submitted to the Department of Environment and Planning (DEP) upon request. It forms part of the CNVMP for the Project.

1.2 Structure of this CNVIS

This CNVIS is structured as follows:

- **Section 2** - Description of construction works and hours;
- **Section 3** - Nearest sensitive receivers;
- **Section 4** - Construction noise objectives;
- **Section 5** - Construction noise assessment; and
- **Section 6** - Construction road traffic assessment.

1.3 Quality assurance

The work documented in this report was carried out in accordance with the Renzo Tonin & Associates Quality Assurance System, which is based on Australian Standard / NZS ISO 9001. APPENDIX A contains a glossary of acoustic terms used in this report.

2 Description of construction works and hours

2.1 Summary of works addressed in this CNVIS

This CNVIS provides an assessment of noise and vibration impacts from activities associated with the M&E assembly works at 1 Burrows Road, Wollli Creek. The activities to be carried out on site include:

- Fan frame assembly
- Duct work for the shafts
- Attenuator housing assembly
- Other M&E assembly requirements.

The work area is identified in APPENDIX B Figures B1. A detailed summary of construction activities, plant and equipment, and timetable is provided in APPENDIX C Table C1.

2.2 Justification for out-of-hours work (OOHW)

The M&E assembly works will be undertaken during standard construction hours, including loading of an oversized delivery vehicle ready to transport the assembled components to the tunnelling sites. Activities during the OOHW period virtually cease, except for the exit from site of the oversized delivery vehicle. Note that the oversized delivery vehicle will only be loaded during standard construction hours.

Oversized delivery vehicle movements require a road permit and consequently will need to be completed outside of peak hour periods. Oversized delivery vehicle movement will be scheduled to occur prior to 12 am midnight, where practicable. A maximum of one delivery from site will be scheduled per night, with no more than two delivery vehicles exiting the site per week. The deliveries will be required over a three-month period commencing mid-May through to August 2019.

There is no direct access from the worksite to the Princes Highway. To access Princes Highway, the oversized delivery truck must exit the site via the site access gate on Burrows Street, travel along Burrows Street (approx. 100 m) and turn straight onto the Princes Highway.

Any work outside standard construction hours must be undertaken in accordance with the Out of Hours Works Procedure (M5N-ES-PRC-PWD-0043-01 Manage Environment Noise Issues Procedure) under the CNVMP.

2.3 Construction hours

The construction hours for the Project are defined by Conditions of Approval D12, D13, D14, and D15. D15 applies to all construction works other than tunnelling (and tunnel support) work and outlines the out-of-hours work periods for site establishment works (as indicated in Table 1).

The out-of-hours work (OOHW) period is defined in Table 1 as OOHW Period 1 and 2. The standard construction hours of work are also summarised in the table below, as are the admissible hours for tunnelling (including tunnel support) and for activities resulting in impulsive or tonal noise emissions (e.g. rock hammering, sheet piling etc.).

Table 1: Construction hours

Reference	Construction Activity	Monday to Friday	Saturday	Sunday/ Public holiday
Recommended standard construction hours				
D12	Standard Construction	7am to 6pm	8am to 1pm	No work
D13	Tunnelling (and tunnel support)	24 hours	24 hours	24 hours
D14	Construction activities with impulsive or tonal noise emissions	8am to 6pm [^]	8am to 1pm [^]	No work
Outside recommended standard construction hours				
D15 and TfNSW CNS*	Out of Hours Work (OOHW) Period 1	6pm to 10pm	7am to 8am 1pm to 10pm	8am to 6pm
	Out of Hours Work (OOHW) Period 2	10pm to 7am	10pm to 7am	6pm to 8am

Notes: [^] In continuous blocks not exceeding three hours each with a minimum respite from those activities and works of not less than one hour between each block in accordance with D14 (see CNVMP Section 3.2.3)

* Transport for NSW Construction Noise Strategy (ref: 7TP-ST-157/2.0) April 2012

Not applicable to the site establishment out-of-hours construction works

2.4 Construction vibration

There is no vibration significant plant or equipment to be used on this site. Construction vibration impact is not further addressed in this CNVIS.

3 Nearest sensitive receivers

3.1 Residential receivers

To assess and manage construction noise and vibration impact, the residential areas surrounding the Project have been divided into Noise Catchment Areas (NCAs) based on each area's similar acoustic environment prior to the commencement of construction works. The NCAs are based on those established in the EIS for the New M5 project, with some modifications to allow for site specific characteristics. The NCAs have been identified in the CNVMP.

An indicative list of the nearest and potentially worst affected noise and vibration sensitive receivers and their respective NCAs are summarised in Table 2 below. Potential construction noise and vibration levels are expected to be within the adopted noise and vibration objectives at receivers greater than 300 metres from the construction area. Noise catchment areas are identified on aerial photographs located in APPENDIX B.

Table 2: Nearest residential noise and vibration sensitive receivers

NCA	Nearest receiver address
NCA12	14 Marsh Street, Arncliffe
NCA13	61 West Botany Street, Arncliffe
NCA13A	18 Ann Street, Wolli Creek
NCA14	10 Brennans Road, Arncliffe

3.2 Other sensitive receivers

Additional to residential receivers above, 'other' noise and vibration sensitive receivers such as educational institutions and places of worship surrounding the construction areas have been identified for this assessment. The noise management levels (NMLs) for Other Sensitive Receivers (OSRs) have been identified in APPENDIX B Table B1.

4 Construction noise objectives

4.1 Noise management levels

Construction noise management levels have been determined using the NSW Interim Construction Noise Guideline (ICNG).

Table B1 in APPENDIX B identifies the adopted construction noise management levels (NML's) for the nearest noise sensitive receivers to the worksite. The NML's for residential receivers are based on long-term noise logging conducted by AECOM on behalf of Sydney Motorway Corporation (SMC) to quantify ambient noise levels for the Environmental Impact Statement (EIS). In addition, where applicable, the noise logging within the SLR Consulting Australia document, Sydney Metro Chatswood to Sydenham - Technical Paper 2: Noise and Vibration Report, dated 28 April 2016, was adopted.

Additional pre-construction noise monitoring was carried out to establish more accurate noise goals for the updated Noise Catchment Areas (NCAs) around the construction compounds. Long-term, unattended noise monitoring was carried out between 16th to 30th June 2016. The results of the noise monitoring are documented in the Additional Noise Monitoring Report [ref: TH014-05 01F16 WXC_M5 Additional Monitoring (r1) dated 2016.07.04].

The NML's for 'other' sensitive receivers are from the ICNG, as reported in Section 4.2 of the CNVMP.

Residential receivers are considered 'noise affected' where construction noise levels are greater than the noise management levels identified in APPENDIX B. The noise affected level represents the point above which there may be some community reaction to noise. Where predicted and/or measured construction noise levels exceed NML's, all feasible and reasonable work practices will be applied to meet the NML's.

During standard construction hours a highly affected noise objective of $L_{Aeq(15min)} 75$ dB(A) applies at all receivers, although this is not strictly applicable to this OOHW assessment.

In addition to the objectives identified in APPENDIX B, where construction activities are tonal or impulsive in nature and are described in the ICNG as being particularly annoying, a +5 dB(A) correction must be added to the activity noise. Activities that are defined in the ICNG as particularly annoying include rock hammering, vibratory rolling and the use of 'beeper' style reversing or movement alarms, among others.

Any construction related activities that could exceed the NML's shall be identified and managed in accordance with this CNVIS and the CNVMP.

4.2 Road traffic noise objectives

The Conditions of Approval (more specifically Conditions D26 and D27) do not reference the NSW Road Noise Policy (RNP, [3]). Condition D16 references the NSW Interim Construction Noise Guideline (ICNG, [1]) in relation to construction noise management levels. Noise from construction traffic on public roads is not assessed under this guideline, although the guideline does reference the Environmental Criteria for Road Traffic Noise (EPA 1999) [2], which has been superseded by the RNP.

The RNP states that in assessing feasible and reasonable mitigation measures, an increase of up to 2 dB represents a minor impact that is considered barely perceptible to the average person. For existing residences and other sensitive land uses affected by *additional traffic on existing roads generated by land use developments* (in this case the ancillary facility), any increase in the total traffic noise level should be limited to 2 dB above that of the corresponding 'without construction'. An increase of up to 2 dB represents a minor impact that is considered barely perceptible to the average person.

Trucks will exit the site onto Burrows Street, which then provides direct access to the Princes Highway. As such, Burrows Street has been assessed as a 'sub-arterial road'. Sub-arterial road traffic noise is assessed over a 9-hour period at night time (between 10pm and 7am).

5 Construction noise assessment

5.1 Noise prediction methodology

Modelling and assessment of airborne noise impacts from activities associated with the construction works were determined by modelling the noise sources, receiver locations, topographical features, and possible noise mitigation measures using a Cadna-A computer noise model developed for this project. The model calculates the contribution of each noise source at identified sensitive receiver locations and allows for the prediction of the total noise from a site for the various stages of the construction works.

The noise prediction models consider:

- Location of noise sources and sensitive receiver locations (see Figures B1-B6 in APPENDIX B);
- Height of sources and receivers referenced to one metre digital ground contours for the site area and surrounding area;
- Sound Power Levels (L_w) of plant and equipment likely to be used during the construction activities (See Table C1, C2 and C3, APPENDIX C, including the likely construction hours plant and equipment that will be in use and the number of nights works will be carried out over);
- Separation distances between sources and receivers;
- Ground type between sources and receivers; and
- Attenuation from barriers (natural and purpose built).

Key details regarding the construction work locations, the likely plant and equipment, and hours of operation were informed by the Design and Construction Teams. This information is presented in APPENDIX C Table C1 and formed the basis for all modelling assumptions used in this assessment.

5.2 Predicted noise levels

The predicted L_{Aeq} noise levels from the site are presented in APPENDIX D for all receivers in each NCA. The predictions are representative of noise levels during the works.

Table 3 summarises the predicted construction noise impacts in each NCA in terms of compliance with the NML's. The colours in the table indicate whether receivers in the NCA comply with the NML and, where exceedance of the NML occurs, the perceived impact of the exceedance.

The impacts presented are as follow for **Standard Hours**:

- ◆ Complies with NML
- ◆ < 10dB(A) above NML - construction noise clearly audible
- ◆ > 10dB(A) above NML - construction noise moderately intrusive
- ◆ > 75dB(A) - highly noise affected

The impacts presented are as follows for **OOHW Evening, and Night**:

- ◆ Complies with NML
- ◆ < 5dB(A) above NML - construction noise noticeable
- ◆ 5 to 15dB(A) above NML - construction noise clearly audible
- ◆ > 15 to 25dB(A) above NML - construction noise moderately intrusive
- ◆ >25dB(A) above NML - construction noise highly intrusive

Table 3: Summary of predicted construction noise impacts

NCA	Level of compliance with NML			
	D	E	N	Sleep Disturbance
NCA12	◆	-	◆	◆
NCA13	◆	-	◆	◆
NCA13A	◆	-	◆	◆
NCA14	◆	-	◆	◆
OSR	◆	-	-	-

M&E Assembly activities at the Wollli Creek site are predicted to comply with the NMLs during standard construction hours and night time periods.

The maximum noise level impact from the truck airbrakes as the truck pauses before exiting or entering the site has been assessed in terms of the potential to cause sleep disturbance. Up to 14 residential receivers were found to exceed the sleep disturbance NML of 65 dB(A) based on the L_{A1} sound power levels given in APPENDIX C Table C1. It is noted however that there will be a maximum of one truck departing the site each night, with no more than two trucks departing the site at night per week. Where practicable, the truck will be scheduled prior to midnight.

Detailed predicted levels are given in APPENDIX D Table D1. Additional noise mitigation measures for each NCA are outlined in APPENDIX E Table E1.

5.3 Noise mitigation and management

5.3.1 Noise control measures

A review of the site design confirmed that there are no physical noise mitigation measures (e.g. noise barriers) that could reasonably be incorporated into the site design to reduce noise from the truck existing the site outside standard construction hours. The noise management measures shown in Table 4 are therefore recommended to reduce potential noise impacts and sleep disturbance.

Table 4: Noise control measures

Control Type	Control Measure	Typical Use
At-Source Control Measures	Timing of equipment in use	Truck movements will be limited to a maximum of 1 per night and will be scheduled prior to midnight, where practicable. There will be no more than 2 truck movements at night per week.
	Limit activity duration	Any equipment not in use for extended periods shall be switched off. For example, heavy vehicles should switch engines off when not in use.
	Site inductions & Toolbox Talks	All employees, contractors and subcontractors are to receive a Project induction. The environmental component may be covered in toolboxes and should include: <ul style="list-style-type: none"> • location of nearest sensitive receivers • relevant project specific and standard noise and vibration mitigation measures • permissible hours of work • OOHW Procedure and Form • construction employee parking areas. All drivers will be informed of the sensitivity of the site with regard noise at night. High impact noises such as door closes and use of air brakes will be limited as far as practicable.
Noise Management Measures	Community consultation	Inform community of construction activity and potential impacts.
	Behavioural practices	No swearing or unnecessary shouting or loud stereos/radios on site. No dropping of materials from height, throwing of metal items and slamming of doors.
Verification	Noise monitoring	Noise monitoring is to be carried out as detailed in Section 5.3.3.

5.3.2 Additional noise mitigation measures

Table 5 below should be used to advise the appropriate additional noise mitigation during construction, based on the TfNSW CNS.

Table 5: Additional airborne noise mitigation measures

Construction hours	Predicted airborne $L_{Aeq(15min)}$ noise level at receiver			Additional mitigation measures	Additional mitigation measure code
	Receiver perception	dB(A) above RBL	dB(A) above NML		
Standard Hours	Noticeable	5 to 10	0	-	-
	Clearly Audible	10 to 20	≤ 10	-	-
	Moderately intrusive	20 to 30	10 to 20	LB, V	AM2
	Highly intrusive	> 30	> 20	LB, V	AM2
	75dBA or greater	N/A	N/A	LB, SN, V	AM3
OOHW Period 1 (evening) OOHW Shoulder	Noticeable	5 to 10	≤ 5	-	-
	Clearly Audible	10 to 20	5 to 15	LB	AM1
	Moderately intrusive	20 to 30	15 to 25	LB, V	AM2
	Highly intrusive	> 30	> 25	LB, SN, RO, V	AM4
OOHW Period 2 (night)	Noticeable	0 to 10	< 5	LB	AM1
	Clearly Audible	10 to 20	5 to 15	LB, V	AM2
	Moderately intrusive	20 to 30	15 to 25	LB, SN, V	AM3
	Highly intrusive	> 30	> 25	LB, SN, AA, V	AM5

Notes:

LB = Letter box drops

V = Verification of predicted noise level

SN = Specific notification, Individual briefings, or Phone call

RO = Project specific respite offer
AA = Alternative accommodation

Table 5 presents a summary of the additional noise mitigation measures applicable for construction activities where, after application of all reasonable and feasible mitigation options, construction noise levels still exceed the NML's.

Prior to the commencement of OOHWS, residential receivers around the site identified in APPENDIX E, will be notified to advise that noise from the works may at times be audible. All potentially impacted receivers will be kept informed of the nature of works to be carried out, the expected noise levels and duration, as well as be given appropriate enquiries and complaints contact details (see Section 5.3.4).

5.3.3 Attended noise monitoring

Attended noise monitoring is to be undertaken to verify that noise levels resulting from construction works, more specifically from the OOHWS oversized delivery vehicle departure from site, are in accordance with the levels predicted in this CNVIS, subject to obtaining the property owner/occupier's consent to access the property (where required).

Attended noise monitoring will be undertaken during works at one (1) of the representative residential receivers identified in Table 6 below at the NCAs most impacted by the works (i.e. a minimum of one location for each NCA).

Table 6: Nominated verification monitoring locations

NCA	Nominated Receiver Address	Monitoring Location
NCA13A	39 BURROWS STREET ARNCLIFFE	North eastern property boundary

Noise monitoring should follow the procedures outlined in APPENDIX H of the CNVMP. The monitoring should be carried out at the above listed property, or at the complainant's property if in response to a complaint, over a minimum 15-minute period whilst the OOHV oversized delivery vehicle departs from the site. As noted in Section H.2.5 of APPENDIX H, the minimum range of noise metrics to be reported are the following A-weighted noise levels: L_{90} , L_{eq} and L_1 and/or L_{max} .

Note that monitoring at all properties listed above may be undertaken from the property boundary to limit any inconvenience to property owners.

5.3.4 Complaints handling

Noise complaints received and responded to will be managed in accordance with the CNVMP and Construction Complaints Management System.

Sydney Motorway Corporation (SMC) operate a 24-hour construction complaints line (1800 660 248). Enquiries/ complaints may also be received through the New M5 project email (info@westconnex.com.au).

6 Construction road traffic assessment

The ancillary facility at Burrows Street will generate a maximum of one truck movement per night, between 10pm and 7am. A single truck movement over the 9-hour night period will not cause a significant change to traffic noise levels.

This single event truck movement does have potential to cause sleep disturbance. Noise impact from the use of truck air brakes has been assessed in Section 5.2. Measures for mitigating and managing impacts on sleep disturbance are presented in Section 5.3.

7 Conclusion

Construction works associated with the M&E assembly works at 1 Burrows Street, Arncliffe, for the Westconnex New M5 Project have been identified and described in this report. The potentially affected noise sensitive receivers and relevant construction noise objectives have been identified and discussed to allow the assessment of potential construction noise impacts.

The expected construction noise levels have been predicted and presented in Section 5 and APPENDIX D. Additional noise mitigation measures are presented in APPENDIX E for receivers in which the NML's are predicted to be exceeded.

Noise mitigation and management measures have been presented in Section 5.3 to aid in providing additional noise reduction benefits where exceedance of the objective occurs.

Construction traffic noise has been assessed in Section 6 and found to be not significant.

Impacts from vibration generating plant were considered in Section 2.4 and found to be not significant.

References

1. Department of Environment and Climate Change 2009 NSW Interim Construction Noise Guideline (ICNG)
2. Environment Protection Authority 1999 NSW Environmental Criteria for Rd Traffic Noise (ECRTN)
3. NSW Department of Environment, Climate Change and Water 2011 Road Noise Policy (RNP)
4. AECOM Australia Pty Ltd 2015 WestConnex The New M5 project - Technical Working Paper: Noise and Vibration Revision 8 – 20-Nov-2015
5. Australian Standard AS/NZS 2107:2000 *Acoustics - Recommended design sound levels and reverberation times for building interiors*
6. Roads and Maritime Services 2014 QA Specification G36 Environmental Protection Edition 4 / Revision 3
7. Transport for NSW Construction Noise Strategy (ref: 7TP-ST-157/2.0) April 2012

APPENDIX A Glossary of terminology

The following is a brief description of the technical terms used to describe noise to assist in understanding the technical issues presented.

Adverse weather	Weather effects that enhance noise (that is, wind and temperature inversions) that occur at a site for a significant period of time (that is, wind occurring more than 30% of the time in any assessment period in any season and/or temperature inversions occurring more than 30% of the nights in winter).
Ambient noise	The all-encompassing noise associated within a given environment at a given time, usually composed of sound from all sources near and far.
Assessment period	The period in a day over which assessments are made.
Assessment point	A point at which noise measurements are taken or estimated. A point at which noise measurements are taken or estimated.
Background noise	Background noise is the term used to describe the underlying level of noise present in the ambient noise, measured in the absence of the noise under investigation, when extraneous noise is removed. It is described as the average of the minimum noise levels measured on a sound level meter and is measured statistically as the A-weighted noise level exceeded for ninety percent of a sample period. This is represented as the L90 noise level (see below).
Decibel [dB]	The units that sound is measured in. The following are examples of the decibel readings of every day sounds: 0dB The faintest sound we can hear 30dB A quiet library or in a quiet location in the country 45dB Typical office space. Ambience in the city at night 60dB CBD mall at lunch time 70dB The sound of a car passing on the street 80dB Loud music played at home 90dB The sound of a truck passing on the street 100dB The sound of a rock band 115dB Limit of sound permitted in industry 120dB Deafening
dB(A)	A-weighted decibels. The A-weighting noise filter simulates the response of the human ear at relatively low levels, where the ear is not as effective in hearing low frequency sounds as it is in hearing high frequency sounds. That is, low frequency sounds of the same dB level are not heard as loud as high frequency sounds. The sound level meter replicates the human response of the ear by using an electronic filter which is called the "A" filter. A sound level measured with this filter switched on is denoted as dB(A). Practically all noise is measured using the A filter.
dB(C)	C-weighted decibels. The C-weighting noise filter simulates the response of the human ear at relatively high levels, where the human ear is nearly equally effective at hearing from mid-low frequency (63Hz) to mid-high frequency (4kHz), but is less effective outside these frequencies.
Frequency	Frequency is synonymous to pitch. Sounds have a pitch which is peculiar to the nature of the sound generator. For example, the sound of a tiny bell has a high pitch and the sound of a bass drum has a low pitch. Frequency or pitch can be measured on a scale in units of Hertz or Hz.
Impulsive noise	Having a high peak of short duration or a sequence of such peaks. A sequence of impulses in rapid succession is termed repetitive impulsive noise.
Intermittent noise	The level suddenly drops to that of the background noise several times during the period of observation. The time during which the noise remains at levels different from that of the ambient is one second or more.
L _{Max}	The maximum sound pressure level measured over a given period.
L _{Min}	The minimum sound pressure level measured over a given period.

L ₁	The sound pressure level that is exceeded for 1% of the time for which the given sound is measured.
L ₁₀	The sound pressure level that is exceeded for 10% of the time for which the given sound is measured.
L ₉₀	The level of noise exceeded for 90% of the time. The bottom 10% of the sample is the L90 noise level expressed in units of dB(A).
L _{eq}	The "equivalent noise level" is the summation of noise events and integrated over a selected period of time.
Reflection	Sound wave changed in direction of propagation due to a solid object obscuring its path.
SEL	Sound Exposure Level (SEL) is the constant sound level which, if maintained for a period of 1 second would have the same acoustic energy as the measured noise event. SEL noise measurements are useful as they can be converted to obtain Leq sound levels over any period of time and can be used for predicting noise at various locations.
Sound	A fluctuation of air pressure which is propagated as a wave through air.
Sound absorption	The ability of a material to absorb sound energy through its conversion into thermal energy.
Sound level meter	An instrument consisting of a microphone, amplifier and indicating device, having a declared performance and designed to measure sound pressure levels.
Sound pressure level	The level of noise, usually expressed in decibels, as measured by a standard sound level meter with a microphone.
Sound power level	Ten times the logarithm to the base 10 of the ratio of the sound power of the source to the reference sound power.
Tonal noise	Containing a prominent frequency and characterised by a definite pitch.

APPENDIX B **Locality map showing NCAs and work area and noise management levels**

Table B1: Noise sensitive receivers and construction noise management levels

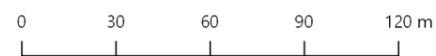
1 Burrows Street, Wolli Creek

NCA	Receiver Type	Reference RBL	Rating Background Levels (RBLs)			Residential Noise Management Levels (NMLs) $L_{Aeq(15 min)}$				Sleep Dist. L_{Amax}		Comments
			Day	Evening	Night	Day (S)	Day (O)	Evening	Night	Screening	Max	
NCA12	Residential	EISL20	55	55	45	65	60	60	50	60	65	Based on NCAs and NMLs presented in the EIS.
NCA13	Residential	EISL21	49	48	42	59	54	53	47	57	65	Based on NCAs and NMLs presented in the EIS.
NCA13A	Residential	EISL21	49	48	42	59	54	53	47	57	65	Based on NCAs and NMLs presented in the EIS.
NCA14	Residential	EISL22	47	47	39	57	52	52	44	54	65	Based on NCAs and NMLs presented in the EIS.
ID	Other Sensitive Receivers											
OSR	Educational facility	ICNG	-	-	-	55	55	55	55	-	-	When premise is in use. External.
OSR	Childcare centre	ICNG	-	-	-	55	55	55	55	-	-	Daytime NML of 55dB(A) is external equivalent of 45dB(A) internal goal for classrooms with windows open.
OSR	Places of worship	ICNG	-	-	-	55	55	55	55	-	-	NML of 55dB(A) is external equivalent of 45dB(A) internal goal for places of worship with windows open. when in use. Ref: ICNG p13
OSR	Hotel/ motel	AS2107	-	-	-	60	60	60	60	-	-	NML of 60dB(A) is external equivalent of 40dB(A) internal goal for hotels on busy roads based on AS2107 assuming windows closed
OSR	Active recreation areas	ICNG	-	-	-	65	65	65	65	-	-	Ref: ICNG p13
OSR	Commercial receivers/ offices	ICNG	-	-	-	70	70	70	70	-	-	When premise is in use. External.
OSR	Industrial receivers	ICNG	-	-	-	75	75	75	75	-	-	When premise is in use. External.



Legend

NCAs	Recreational	Commercial
Construction compound	Mixed Use	Commercial - Retail
Land Uses	Industrial	Commercial - Office
Education	Hotel	Place of worship
Under construction	Fire Station	Aged care
Residential	Empty Lot	Other
	Community Centre	



Client:

WestConnex New M5



Project:

WestConnex Stage 2 M5

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Description:

Wolli Creek Compound -

NCAs, Land Uses, construction compound



1/418A Elizabeth Street, SURRY HILLS NSW 2010
P: 02 8218 0500 F: 02 8218 0501

Created by: SP
Figure No: Figure B1
Date: 20.03.2019
Scale: 1:2,250 @ A3

APPENDIX C Construction timetable/ activities/ equipment

Table C1: Tunnel support construction timetable/ activities/ equipment

1 Burrows Street, Wolli Creek

Activity/ Work Area	Aspect	Plant/ Equipment	Net Power kW	Operating Weight kg	Day			Sound Power Level (Lw re: 1pW) in Noise 1		Database code	Notes
					7am - 6pm	Evening 6pm - 10pm	Night 10pm - 7am	L _{Aeq}	L _{A1}		
Ancillary Site	Fan frame assembly	Elevated Work Platform (EWP)	small		1	-	-	95		CRANE_032	
1 Burrows Street, Wolli Creek	Duct work for the shafts	Mobile Crane (60T)		60 tonne	1	-	-	105		CRANE_009	
	Attenuator housing assembly	Hand tools			1	-	-	101		TOOLS_010	
	Other M&E assembly requirements	Genie Lighting Tower			-	-	1	90		MISC_006	
		Truck & Trailer		28T	4	-	1	108	117	TRUCK_045	
		Light vehicles			4	-	1	89	94	VEHICLE_001	

APPENDIX D Detailed predicted noise levels

The impacts presented are as follow for **Standard Hours**:

- ◆ Complies with NML
- ◆ < 10dB(A) above NML - construction noise clearly audible
- ◆ > 10dB(A) above NML - construction noise moderately intrusive
- ◆ > 75dB(A) - highly noise affected

The impacts presented are as follows for **OOHW Evening, and Night**:

- ◆ Complies with NML
- ◆ < 5dB(A) above NML - construction noise noticeable
- ◆ 5 to 15dB(A) above NML - construction noise clearly audible
- ◆ > 15 to 25dB(A) above NML - construction noise moderately intrusive
- ◆ >25dB(A) above NML - construction noise highly intrusive

Table D1: Number of exceedances per NCA 1 Burrows Street, Wollli Creek

NCA	Day (Standard)		Night (OOHW)		Night (Sleep Disturbance)		Number of exceedances
	dB(A) above NML	Number of WC_01	dB(A) above NML	Number of WC_01	dB(A) above NML	Number of WC_01	
NCA12	0 to 10		0 to 5		0 to 5		
	> 10		5 to 15		5 to 15		
	75dBA or greater		15 to 25		15 to 25		
			> 25		> 25		
NCA13	0 to 10		0 to 5		0 to 5		
	> 10		5 to 15		5 to 15		
	75dBA or greater		15 to 25		15 to 25		
			> 25		> 25		
NCA13A	0 to 10		0 to 5		0 to 5		7
	> 10		5 to 15		5 to 15		7
	75dBA or greater		15 to 25		15 to 25		
			> 25		> 25		
NCA14	0 to 10		0 to 5		0 to 5		
	> 10		5 to 15		5 to 15		
	75dBA or greater		15 to 25		15 to 25		
			> 25		> 25		
OSR	0 to 10		0 to 5		0 to 5		1
	> 10		5 to 15		5 to 15		
	75dBA or greater		15 to 25		15 to 25		
			> 25		> 25		

Table D2: Predicted construction noise levels

1 Burrows Street, Wollie Creek

Receiver		Predicted noise levels, dB(A)					
		Day (Standard)		Night (OOHW)		Night (Sleep Disturbance)	
NCA	Address	NML	WC_01	NML	WC_01	NML	WC_01
NCA12	1 FLORA STREET ARNCLIFFE	65	29	50	8	65	34
NCA12	1A FLORA STREET ARNCLIFFE	65	25	50	3	65	29
NCA12	2 FLORA STREET ARNCLIFFE	65	27	50	8	65	34
NCA12	2A FLORA STREET ARNCLIFFE	65	27	50	3	65	30
NCA12	2B FLORA STREET ARNCLIFFE	65	34	50	13	65	43
NCA12	3 FLORA STREET ARNCLIFFE	65	27	50	6	65	34
NCA12	4 FLORA STREET ARNCLIFFE	65	26	50	4	65	33
NCA12	5 FLORA STREET ARNCLIFFE	65	26	50	6	65	32
NCA12	6 FLORA STREET ARNCLIFFE	65	25	50	3	65	29
NCA12	8 FLORA STREET ARNCLIFFE	65	22	50	2	65	28
NCA12	9 FLORA STREET ARNCLIFFE	65	26	50	6	65	33
NCA12	10 FLORA STREET ARNCLIFFE	65	26	50	5	65	33
NCA12	11 FLORA STREET ARNCLIFFE	65	27	50	7	65	35
NCA12	11A FLORA STREET ARNCLIFFE	65	25	50	4	65	30
NCA12	12 FLORA STREET ARNCLIFFE	65	26	50	2	65	28
NCA12	14 FLORA STREET ARNCLIFFE	65	21	50	2	65	30
NCA12	15 FLORA STREET ARNCLIFFE	65	21	50	4	65	31
NCA12	16 FLORA STREET ARNCLIFFE	65	21	50	4	65	31
NCA12	17 FLORA STREET ARNCLIFFE	65	22	50	5	65	33
NCA12	18 FLORA STREET ARNCLIFFE	65	24	50	4	65	32
NCA12	19 FLORA STREET ARNCLIFFE	65	25	50	5	65	30
NCA12	20 FLORA STREET ARNCLIFFE	65	25	50	6	65	35
NCA12	21 FLORA STREET ARNCLIFFE	65	25	50	4	65	31
NCA12	22 FLORA STREET ARNCLIFFE	65	26	50	6	65	34
NCA12	23 FLORA STREET ARNCLIFFE	65	23	50	4	65	31
NCA12	24 FLORA STREET ARNCLIFFE	65	26	50	6	65	34
NCA12	25 FLORA STREET ARNCLIFFE	65	24	50	5	65	33
NCA12	26 FLORA STREET ARNCLIFFE	65	27	50	6	65	34
NCA12	28 FLORA STREET ARNCLIFFE	65	26	50	6	65	34
NCA12	29 FLORA STREET ARNCLIFFE	65	25	50	5	65	32
NCA12	30 FLORA STREET ARNCLIFFE	65	26	50	8	65	33
NCA12	31 FLORA STREET ARNCLIFFE	65	25	50	6	65	33
NCA12	32 FLORA STREET ARNCLIFFE	65	26	50	7	65	34
NCA12	33 FLORA STREET ARNCLIFFE	65	25	50	7	65	32
NCA12	34 FLORA STREET ARNCLIFFE	65	28	50	9	65	36
NCA12	35 FLORA STREET ARNCLIFFE	65	27	50	7	65	35
NCA12	36 FLORA STREET ARNCLIFFE	65	26	50	7	65	35
NCA12	37 FLORA STREET ARNCLIFFE	65	25	50	6	65	31
NCA12	39 FLORA STREET ARNCLIFFE	65	24	50	7	65	32
NCA12	41 FLORA STREET ARNCLIFFE	65	27	50	10	65	36
NCA12	1 INNESDALE ROAD WOLLIE CREEK	65	26	50	6	65	32
NCA12	1A INNESDALE ROAD WOLLIE CREEK	65	32	50	10	65	38
NCA12	3 INNESDALE ROAD WOLLIE CREEK	65	31	50	11	65	41
NCA12	5 INNESDALE ROAD WOLLIE CREEK	65	27	50	8	65	36
NCA12	7 INNESDALE ROAD WOLLIE CREEK	65	27	50	7	65	34
NCA12	9 INNESDALE ROAD WOLLIE CREEK	65	27	50	4	65	34
NCA12	11 INNESDALE ROAD WOLLIE CREEK	65	27	50	4	65	34
NCA12	13 INNESDALE ROAD WOLLIE CREEK	65	27	50	4	65	34
NCA12	15 INNESDALE ROAD WOLLIE CREEK	65	26	50	4	65	34
NCA12	17 INNESDALE ROAD WOLLIE CREEK	65	26	50	7	65	32
NCA12	19 INNESDALE ROAD WOLLIE CREEK	65	27	50	6	65	33
NCA12	20-26 INNESDALE ROAD WOLLIE CREEK	65	33	50	15	65	44
NCA12	20-26 INNESDALE ROAD WOLLIE CREEK	65	33	50	15	65	43
NCA12	21 INNESDALE ROAD WOLLIE CREEK	65	27	50	5	65	34
NCA12	23 INNESDALE ROAD WOLLIE CREEK	65	27	50	6	65	35
NCA12	25 INNESDALE ROAD WOLLIE CREEK	65	27	50	6	65	36
NCA12	27 INNESDALE ROAD WOLLIE CREEK	65	20	50	3	65	30
NCA12	29 INNESDALE ROAD WOLLIE CREEK	65	25	50	3	65	30
NCA12	31 INNESDALE ROAD WOLLIE CREEK	65	26	50	5	65	35
NCA12	33 INNESDALE ROAD WOLLIE CREEK	65	27	50	6	65	36
NCA12	35 INNESDALE ROAD WOLLIE CREEK	65	27	50	6	65	35
NCA12	37 INNESDALE ROAD WOLLIE CREEK	65	27	50	6	65	36
NCA12	39 INNESDALE ROAD WOLLIE CREEK	65	27	50	6	65	36
NCA12	41 INNESDALE ROAD WOLLIE CREEK	65	28	50	8	65	37
NCA12	43 INNESDALE ROAD WOLLIE CREEK	65	21	50	3	65	30
NCA12	20 LEVEY STREET WOLLIE CREEK	65	30	50	10	65	40

Table D2: Predicted construction noise levels

1 Burrows Street, Wollie Creek

Receiver		Predicted noise levels, dB(A)					
		Day (Standard)		Night (OOHW)		Night (Sleep Disturbance)	
NCA	Address	NML	WC_01	NML	WC_01	NML	WC_01
NCA12	24 LEVEY STREET WOLLI CREEK	65	29	50	10	65	40
NCA12	26 LEVEY STREET WOLLI CREEK	65	28	50	8	65	39
NCA12	36-42 LEVEY STREET WOLLI CREEK	65	31	50	14	65	42
NCA12	14 MARSH STREET ARNCLIFFE	65	30	50	13	65	38
NCA12	16 MARSH STREET ARNCLIFFE	65	30	50	14	65	42
NCA12	16A MARSH STREET ARNCLIFFE	65	30	50	13	65	43
NCA12	18 MARSH STREET ARNCLIFFE	65	34	50	15	65	44
NCA12	18A MARSH STREET ARNCLIFFE	65	33	50	17	65	45
NCA12	20 MARSH STREET ARNCLIFFE	65	25	50	6	65	31
NCA12	22 MARSH STREET ARNCLIFFE	65	28	50	11	65	42
NCA12	22A MARSH STREET ARNCLIFFE	65	22	50	4	65	29
NCA12	24 MARSH STREET ARNCLIFFE	65	24	50	5	65	36
NCA12	24A MARSH STREET ARNCLIFFE	65	22	50	4	65	34
NCA12	26-32 MARSH STREET WOLLI CREEK	65	30	50	12	65	41
NCA12	1 VALDA AVENUE ARNCLIFFE	65	25	50	8	65	34
NCA12	2 VALDA AVENUE ARNCLIFFE	65	26	50	5	65	35
NCA12	4 VALDA AVENUE ARNCLIFFE	65	28	50	7	65	36
NCA12	5 VALDA AVENUE ARNCLIFFE	65	27	50	9	65	35
NCA12	6 VALDA AVENUE ARNCLIFFE	65	25	50	6	65	33
NCA12	7 VALDA AVENUE ARNCLIFFE	65	31	50	10	65	37
NCA12	8 VALDA AVENUE ARNCLIFFE	65	26	50	7	65	34
NCA12	9 VALDA AVENUE ARNCLIFFE	65	28	50	10	65	38
NCA12	10 VALDA AVENUE ARNCLIFFE	65	27	50	8	65	35
NCA12	11 VALDA AVENUE ARNCLIFFE	65	35	50	15	65	44
NCA12	11A VALDA AVENUE ARNCLIFFE	65	33	50	13	65	43
NCA12	12 VALDA AVENUE ARNCLIFFE	65	25	50	6	65	32
NCA12	14 VALDA AVENUE ARNCLIFFE	65	25	50	6	65	32
NCA12	15 VALDA AVENUE ARNCLIFFE	65	23	50	4	65	30
NCA12	16 VALDA AVENUE ARNCLIFFE	65	25	50	6	65	32
NCA12	17 VALDA AVENUE ARNCLIFFE	65	20	50	2	65	27
NCA12	18 VALDA AVENUE ARNCLIFFE	65	24	50	4	65	30
NCA12	19 VALDA AVENUE ARNCLIFFE	65	21	50	3	65	29
NCA12	20 VALDA AVENUE ARNCLIFFE	65	23	50	4	65	30
NCA12	22 VALDA AVENUE ARNCLIFFE	65	23	50	4	65	32
NCA12	24 VALDA AVENUE ARNCLIFFE	65	24	50	6	65	33
NCA12	26 VALDA AVENUE ARNCLIFFE	65	24	50	4	65	31
NCA12	28 VALDA AVENUE ARNCLIFFE	65	24	50	4	65	30
NCA12	30 VALDA AVENUE ARNCLIFFE	65	23	50	4	65	30
NCA12	32 VALDA AVENUE ARNCLIFFE	65	25	50	6	65	32
NCA12	4 WEST BOTANY STREET ARNCLIFFE	65	32	50	16	65	46
NCA12	6 WEST BOTANY STREET ARNCLIFFE	65	30	50	11	65	39
NCA12	8 WEST BOTANY STREET ARNCLIFFE	65	30	50	11	65	39
NCA12	12 WEST BOTANY STREET ARNCLIFFE	65	33	50	11	65	40
NCA12	14 WEST BOTANY STREET ARNCLIFFE	65	32	50	10	65	37
NCA12	16 WEST BOTANY STREET ARNCLIFFE	65	31	50	10	65	37
NCA12	18 WEST BOTANY STREET ARNCLIFFE	65	31	50	10	65	39
NCA12	18A WEST BOTANY STREET ARNCLIFFE	65	31	50	10	65	38
NCA12	20 WEST BOTANY STREET ARNCLIFFE	65	27	50	5	65	33
NCA12	22 WEST BOTANY STREET ARNCLIFFE	65	34	50	14	65	42
NCA12	24 WEST BOTANY STREET ARNCLIFFE	65	35	50	15	65	43
NCA12	26 WEST BOTANY STREET ARNCLIFFE	65	33	50	16	65	44
NCA13	2 CHARLES STREET ARNCLIFFE	59	21	47	7	65	31
NCA13	2A CHARLES STREET ARNCLIFFE	59	22	47	6	65	31
NCA13	4 CHARLES STREET ARNCLIFFE	59	19	47	5	65	30
NCA13	6 CHARLES STREET ARNCLIFFE	59	21	47	8	65	31
NCA13	8 CHARLES STREET ARNCLIFFE	59	19	47	2	65	27
NCA13	10 CHARLES STREET ARNCLIFFE	59	19	47	3	65	28
NCA13	12 CHARLES STREET ARNCLIFFE	59	19	47	3	65	29
NCA13	2 DUNCAN STREET ARNCLIFFE	59	32	47	13	65	41
NCA13	2A DUNCAN STREET ARNCLIFFE	59	27	47	8	65	35
NCA13	2B DUNCAN STREET ARNCLIFFE	59	25	47	8	65	34
NCA13	4 DUNCAN STREET ARNCLIFFE	59	35	47	17	65	48
NCA13	6 DUNCAN STREET ARNCLIFFE	59	37	47	18	65	46
NCA13	8 DUNCAN STREET ARNCLIFFE	59	34	47	15	65	42
NCA13	10 DUNCAN STREET ARNCLIFFE	59	33	47	14	65	41
NCA13	12 DUNCAN STREET ARNCLIFFE	59	36	47	15	65	42

Table D2: Predicted construction noise levels

1 Burrows Street, Wollli Creek

Receiver		Predicted noise levels, dB(A)					
		Day (Standard)		Night (OOHW)		Night (Sleep Disturbance)	
NCA	Address	NML	WC_01	NML	WC_01	NML	WC_01
NCA13	14 DUNCAN STREET ARNCLIFFE	59	34	47	14	65	41
NCA13	16 DUNCAN STREET ARNCLIFFE	59	30	47	16	65	43
NCA13	18 DUNCAN STREET ARNCLIFFE	59	39	47	19	65	47
NCA13	20 DUNCAN STREET ARNCLIFFE	59	31	47	14	65	40
NCA13	22 DUNCAN STREET ARNCLIFFE	59	31	47	17	65	42
NCA13	24 DUNCAN STREET ARNCLIFFE	59	34	47	15	65	41
NCA13	26 DUNCAN STREET ARNCLIFFE	59	32	47	16	65	40
NCA13	28 DUNCAN STREET ARNCLIFFE	59	31	47	17	65	43
NCA13	30 DUNCAN STREET ARNCLIFFE	59	34	47	16	65	44
NCA13	32 DUNCAN STREET ARNCLIFFE	59	34	47	15	65	42
NCA13	34 DUNCAN STREET ARNCLIFFE	59	38	47	19	65	49
NCA13	36 DUNCAN STREET ARNCLIFFE	59	36	47	17	65	46
NCA13	38 DUNCAN STREET ARNCLIFFE	59	35	47	17	65	44
NCA13	40 DUNCAN STREET ARNCLIFFE	59	35	47	15	65	43
NCA13	42 DUNCAN STREET ARNCLIFFE	59	36	47	15	65	41
NCA13	44 DUNCAN STREET ARNCLIFFE	59	35	47	15	65	42
NCA13	1 EVE STREET ARNCLIFFE	59	25	47	8	65	37
NCA13	3 EVE STREET ARNCLIFFE	59	27	47	8	65	38
NCA13	5 EVE STREET ARNCLIFFE	59	26	47	8	65	37
NCA13	6 EVE STREET ARNCLIFFE	59	28	47	7	65	35
NCA13	7 EVE STREET ARNCLIFFE	59	26	47	8	65	37
NCA13	9 EVE STREET ARNCLIFFE	59	25	47	8	65	35
NCA13	11 EVE STREET ARNCLIFFE	59	26	47	7	65	36
NCA13	15 EVE STREET ARNCLIFFE	59	26	47	8	65	37
NCA13	15 KYLE STREET ARNCLIFFE	59	34	47	19	65	51
NCA13	17 KYLE STREET ARNCLIFFE	59	33	47	18	65	49
NCA13	19 KYLE STREET ARNCLIFFE	59	32	47	17	65	48
NCA13	21 KYLE STREET ARNCLIFFE	59	32	47	16	65	48
NCA13	23 KYLE STREET ARNCLIFFE	59	32	47	15	65	45
NCA13	23A KYLE STREET ARNCLIFFE	59	29	47	9	65	30
NCA13	25 KYLE STREET ARNCLIFFE	59	32	47	15	65	44
NCA13	27 KYLE STREET ARNCLIFFE	59	31	47	14	65	44
NCA13	29 KYLE STREET ARNCLIFFE	59	31	47	14	65	43
NCA13	31 KYLE STREET ARNCLIFFE	59	31	47	14	65	43
NCA13	21 WEST BOTANY STREET ARNCLIFFE	59	26	47	5	65	33
NCA13	23 WEST BOTANY STREET ARNCLIFFE	59	26	47	5	65	32
NCA13	25 WEST BOTANY STREET ARNCLIFFE	59	24	47	5	65	30
NCA13	27 WEST BOTANY STREET ARNCLIFFE	59	24	47	6	65	33
NCA13	29 WEST BOTANY STREET ARNCLIFFE	59	24	47	6	65	32
NCA13	31 WEST BOTANY STREET ARNCLIFFE	59	25	47	6	65	32
NCA13	33 WEST BOTANY STREET ARNCLIFFE	59	33	47	14	65	42
NCA13	35 WEST BOTANY STREET ARNCLIFFE	59	29	47	11	65	37
NCA13	37 WEST BOTANY STREET ARNCLIFFE	59	37	47	17	65	46
NCA13	39 WEST BOTANY STREET ARNCLIFFE	59	31	47	12	65	38
NCA13	41 WEST BOTANY STREET ARNCLIFFE	59	32	47	12	65	39
NCA13	43 WEST BOTANY STREET ARNCLIFFE	59	32	47	16	65	46
NCA13	45 WEST BOTANY STREET ARNCLIFFE	59	31	47	15	65	42
NCA13	47 WEST BOTANY STREET ARNCLIFFE	59	35	47	18	65	44
NCA13	61 WEST BOTANY STREET ARNCLIFFE	59	33	47	13	65	40
NCA13	63 WEST BOTANY STREET ARNCLIFFE	59	30	47	13	65	41
NCA13	63A WEST BOTANY STREET ARNCLIFFE	59	33	47	12	65	38
NCA13	65 WEST BOTANY STREET ARNCLIFFE	59	30	47	12	65	41
NCA13	67 WEST BOTANY STREET ARNCLIFFE	59	32	47	14	65	41
NCA13	69 WEST BOTANY STREET ARNCLIFFE	59	32	47	13	65	41
NCA13	71 WEST BOTANY STREET ARNCLIFFE	59	31	47	13	65	38
NCA13	73 WEST BOTANY STREET ARNCLIFFE	59	31	47	12	65	40
NCA13	75 WEST BOTANY STREET ARNCLIFFE	59	34	47	14	65	43
NCA13	77 WEST BOTANY STREET ARNCLIFFE	59	27	47	10	65	38
NCA13	79 WEST BOTANY STREET ARNCLIFFE	59	30	47	12	65	42
NCA13	81 WEST BOTANY STREET ARNCLIFFE	59	28	47	11	65	39
NCA13	83 WEST BOTANY STREET ARNCLIFFE	59	28	47	9	65	30
NCA13	85 WEST BOTANY STREET ARNCLIFFE	59	28	47	7	65	28
NCA13	85A WEST BOTANY STREET ARNCLIFFE	59	22	47	3	65	27
NCA13	87 WEST BOTANY STREET ARNCLIFFE	59	28	47	7	65	29
NCA13	89 WEST BOTANY STREET ARNCLIFFE	59	25	47	2	65	26
NCA13	89A WEST BOTANY STREET ARNCLIFFE	59	23	47	1	65	26

Table D2: Predicted construction noise levels

1 Burrows Street, Wollie Creek

Receiver		Predicted noise levels, dB(A)					
		Day (Standard)		Night (OOHW)		Night (Sleep Disturbance)	
NCA	Address	NML	WC_01	NML	WC_01	NML	WC_01
NCA13	89B WEST BOTANY STREET ARNCLIFFE	59	19	47	2	65	26
NCA13	91 WEST BOTANY STREET ARNCLIFFE	59	23	47	1	65	25
NCA13	93 WEST BOTANY STREET ARNCLIFFE	59	21	47	-	65	25
NCA13	93A WEST BOTANY STREET ARNCLIFFE	59	20	47	-	65	25
NCA13	24 WICKHAM STREET ARNCLIFFE	59	21	47	3	65	28
NCA13	26 WICKHAM STREET ARNCLIFFE	59	19	47	3	65	28
NCA13	28 WICKHAM STREET ARNCLIFFE	59	19	47	2	65	28
NCA13	30 WICKHAM STREET ARNCLIFFE	59	18	47	1	65	27
NCA13	32 WICKHAM STREET ARNCLIFFE	59	19	47	1	65	26
NCA13	34 WICKHAM STREET ARNCLIFFE	59	19	47	1	65	26
NCA13A	7 ALLEN STREET WOLLI CREEK	59	36	47	15	65	49
NCA13A	2 INNESDALE ROAD WOLLI CREEK	59	32	47	9	65	38
NCA13A	4 INNESDALE ROAD WOLLI CREEK	59	32	47	11	65	41
NCA13A	8 INNESDALE ROAD WOLLI CREEK	59	29	47	8	65	34
NCA13A	10 INNESDALE ROAD WOLLI CREEK	59	29	47	8	65	35
NCA13A	12 INNESDALE ROAD WOLLI CREEK	59	30	47	8	65	35
NCA13A	14 INNESDALE ROAD WOLLI CREEK	59	25	47	6	65	33
NCA13A	16 INNESDALE ROAD WOLLI CREEK	59	26	47	7	65	35
NCA13A	18 INNESDALE ROAD WOLLI CREEK	59	30	47	8	65	37
NCA13A	10/15-17 ANN STREET WOLLI CREEK	59	49	47	28	65	58
NCA13A	10/15-17 ANN STREET WOLLI CREEK	59	45	47	20	65	48
NCA13A	20 ANN STREET WOLLI CREEK	59	55	47	28	65	56
NCA13A	18 ANN STREET WOLLI CREEK	59	55	47	29	65	59
NCA13A	22 ANN STREET WOLLI CREEK	59	54	47	27	65	57
NCA13A	24 ANN STREET WOLLI CREEK	59	55	47	27	65	58
NCA13A	6/28 ANN STREET WOLLI CREEK	59	57	47	31	65	61
NCA13A	4 EDEN STREET WOLLI CREEK	59	58	47	42	65	70
NCA13A	6 EDEN STREET WOLLI CREEK	59	57	47	43	65	71
NCA13A	8 EDEN STREET WOLLI CREEK	59	56	47	43	65	71
NCA13A	68 PRINCES HIGHWAY ARNCLIFFE	57	45	47	27	65	55
NCA13A	66 PRINCES HIGHWAY ARNCLIFFE	57	46	47	27	65	55
NCA13A	64 PRINCES HIGHWAY ARNCLIFFE	57	44	47	26	65	54
NCA13A	62 PRINCES HIGHWAY ARNCLIFFE	57	41	47	24	65	53
NCA13A	15 WEST BOTANY STREET ARNCLIFFE	59	31	47	12	65	40
NCA13A	17 WEST BOTANY STREET ARNCLIFFE	59	31	47	14	65	43
NCA13A	19 WEST BOTANY STREET ARNCLIFFE	59	33	47	10	65	36
NCA13A	7 WEST BOTANY STREET ARNCLIFFE	59	29	47	7	65	33
NCA13A	5 WEST BOTANY STREET ARNCLIFFE	59	33	47	11	65	39
NCA13A	2/52 PRINCES HIGHWAY ARNCLIFFE	57	36	47	17	65	46
NCA13A	54 PRINCES HIGHWAY ARNCLIFFE	57	38	47	22	65	52
NCA13A	3 DUNCAN STREET ARNCLIFFE	59	41	47	24	65	52
NCA13A	2/5 DUNCAN STREET ARNCLIFFE	59	43	47	24	65	56
NCA13A	7 DUNCAN STREET ARNCLIFFE	59	43	47	25	65	53
NCA13A	9 DUNCAN STREET ARNCLIFFE	59	43	47	25	65	53
NCA13A	11 DUNCAN STREET ARNCLIFFE	59	41	47	20	65	49
NCA13A	13 DUNCAN STREET ARNCLIFFE	59	43	47	22	65	53
NCA13A	17 DUNCAN STREET ARNCLIFFE	59	41	47	22	65	52
NCA13A	19 DUNCAN STREET ARNCLIFFE	59	43	47	26	65	57
NCA13A	3A DUNCAN STREET ARNCLIFFE	59	41	47	24	65	52
NCA13A	1A DUNCAN STREET ARNCLIFFE	59	41	47	23	65	51
NCA13A	21 DUNCAN STREET ARNCLIFFE	59	44	47	28	65	59
NCA13A	25 DUNCAN STREET ARNCLIFFE	59	39	47	21	65	50
NCA13A	27 DUNCAN STREET ARNCLIFFE	59	44	47	25	65	55
NCA13A	33 DUNCAN STREET ARNCLIFFE	59	37	47	20	65	46
NCA13A	35 DUNCAN STREET ARNCLIFFE	59	44	47	27	65	55
NCA13A	37 DUNCAN STREET ARNCLIFFE	59	38	47	19	65	47
NCA13A	39 DUNCAN STREET ARNCLIFFE	59	38	47	19	65	47
NCA13A	41 DUNCAN STREET ARNCLIFFE	59	40	47	20	65	48
NCA13A	43 DUNCAN STREET ARNCLIFFE	59	38	47	19	65	46
NCA13A	45 DUNCAN STREET ARNCLIFFE	59	40	47	20	65	48
NCA13A	47 DUNCAN STREET ARNCLIFFE	59	39	47	19	65	44
NCA13A	49 DUNCAN STREET ARNCLIFFE	59	35	47	18	65	43
NCA13A	51 DUNCAN STREET ARNCLIFFE	59	34	47	17	65	45
NCA13A	37 BURROWS STREET ARNCLIFFE	59	55	47	45	65	77
NCA13A	39 BURROWS STREET ARNCLIFFE	59	55	47	47	65	80
NCA13A	5 EDEN STREET ARNCLIFFE	59	56	47	45	65	76

Table D2: Predicted construction noise levels

1 Burrows Street, Wollli Creek

Receiver		Predicted noise levels, dB(A)					
		Day (Standard)		Night (OOHW)		Night (Sleep Disturbance)	
NCA	Address	NML	WC_01	NML	WC_01	NML	WC_01
NCA13A	7 EDEN STREET ARNCLIFFE	59	53	47	43	65	74
NCA13A	9 EDEN STREET ARNCLIFFE	59	51	47	41	65	72
NCA13A	14/9A-11 EDEN STREET ARNCLIFFE	59	51	47	40	65	70
NCA13A	15 EDEN STREET ARNCLIFFE	59	45	47	33	65	64
NCA13A	1-3 THE ARCADE ARNCLIFFE	59	42	47	34	65	65
NCA13A	15A EDEN STREET ARNCLIFFE	59	31	47	16	65	42
NCA13A	16/19-21 EDEN STREET ARNCLIFFE	59	44	47	31	65	61
NCA13A	6/23 EDEN STREET ARNCLIFFE	59	30	47	14	65	39
NCA13A	17/27-29 EDEN STREET ARNCLIFFE	59	41	47	28	65	58
NCA13A	17/27-29 EDEN STREET ARNCLIFFE	59	31	47	14	65	40
NCA13A	7/31-37 EDEN STREET ARNCLIFFE	59	36	47	22	65	51
NCA13A	16 EDEN STREET ARNCLIFFE	59	52	47	41	65	70
NCA13A	18 EDEN STREET ARNCLIFFE	59	51	47	40	65	69
NCA13A	19/20-24 EDEN STREET ARNCLIFFE	59	50	47	37	65	67
NCA13A	19/20-24 EDEN STREET ARNCLIFFE	59	47	47	35	65	66
NCA13A	161 PRINCES HIGHWAY ARNCLIFFE	59	40	47	19	65	47
NCA13A	161 PRINCES HIGHWAY ARNCLIFFE	59	44	47	26	65	56
NCA13A	161 PRINCES HIGHWAY ARNCLIFFE	59	37	47	22	65	51
NCA13A	161 PRINCES HIGHWAY ARNCLIFFE	59	46	47	31	65	61
NCA13A	161 PRINCES HIGHWAY ARNCLIFFE	59	41	47	26	65	51
NCA13A	161 PRINCES HIGHWAY ARNCLIFFE	59	41	47	25	65	50
NCA13A	161 PRINCES HIGHWAY ARNCLIFFE	59	39	47	22	65	50
NCA13A	161 PRINCES HIGHWAY ARNCLIFFE	59	39	47	21	65	50
NCA13A	1/175-179 Princes Highway Arncliffe	59	39	47	21	65	49
NCA13A	2/175-179 Princes Highway Arncliffe	59	38	47	21	65	47
NCA13A	3/175-179 Princes Highway Arncliffe	59	36	47	19	65	43
NCA13A	1/173-177 Princes Highway Arncliffe	59	34	47	18	65	43
NCA13A	2/173-177 Princes Highway Arncliffe	59	36	47	17	65	43
NCA13A	42 Eden Street Arncliffe	59	35	47	17	65	43
NCA13A	181 Princes Highway Arncliffe	59	27	47	10	65	36
NCA13A	7 Forest Rd Arncliffe	59	28	47	10	65	35
NCA13A	9-11 Forest Rd Arncliffe	59	30	47	11	65	37
NCA13A	23-25 Forest Rd Arncliffe	59	35	47	19	65	47
NCA13A	52 Eden Street Arncliffe	59	31	47	15	65	40
NCA13A	54 Eden Street	59	33	47	15	65	41
NCA13A	1 CHARLES STREET ARNCLIFFE	59	19	47	5	65	30
NCA13A	3 CHARLES STREET ARNCLIFFE	59	22	47	5	65	29
NCA13A	5 CHARLES STREET ARNCLIFFE	59	21	47	5	65	29
NCA13A	7 CHARLES STREET ARNCLIFFE	59	34	47	3	65	28
NCA13A	9 CHARLES STREET ARNCLIFFE	59	19	47	2	65	27
NCA13A	1/11-13 CHARLES STREET ARNCLIFFE	59	19	47	2	65	27
NCA13A	22 WICKHAM STREET ARNCLIFFE	59	19	47	2	65	27
NCA13A	20 WICKHAM STREET ARNCLIFFE	59	19	47	2	65	27
NCA13A	18 WICKHAM STREET ARNCLIFFE	59	19	47	2	65	28
NCA13A	16 WICKHAM STREET ARNCLIFFE	59	20	47	3	65	28
NCA13A	10 WICKHAM STREET ARNCLIFFE	59	24	47	7	65	35
NCA13A	8 WICKHAM STREET ARNCLIFFE	59	25	47	8	65	35
NCA13A	8A Wickham Street Arncliffe	59	26	47	8	65	34
NCA13A	6 Wickham Street Arncliffe	59	27	47	9	65	34
NCA13A	4 Wickham Street Arncliffe	59	27	47	9	65	36
NCA13A	2 Wickham Street Arncliffe	59	29	47	12	65	39
NCA13A	34 Ann Street Arncliffe	59	56	47	31	65	62
NCA13A	36 Ann Street Arncliffe	59	56	47	32	65	61
NCA13A	19-21 Ann Street Arncliffe	59	48	47	26	65	58
NCA13A	23-27 Ann Street Arncliffe	59	42	47	20	65	52
NCA13A	18 Ann Street Arncliffe	59	45	47	24	65	55
NCA13A	39 Eden Street Arncliffe	59	27	47	10	65	36
NCA13A	39a Eden Street Arncliffe	59	29	47	12	65	37
NCA13A	108 Princes Highway Arncliffe	59	50	47	37	65	67
NCA13A	118 Princes Highway Arncliffe	59	45	47	30	65	62
NCA13A	9 Kyle Street Arncliffe	59	48	47	33	65	63
NCA13A	1 Firth Street	59	49	47	27	65	60
NCA13A	2 Firth Street	59	48	47	27	65	59
NCA13A	24 Done Street Arncliffe	59	49	47	30	65	59
NCA13A	22 Done Street Arncliffe	59	48	47	28	65	56
NCA13A	20 Done Street Arncliffe	59	50	47	29	65	61

Table D2: Predicted construction noise levels

1 Burrows Street, Wollie Creek

Receiver		Predicted noise levels, dB(A)					
		Day (Standard)		Night (OOHW)		Night (Sleep Disturbance)	
NCA	Address	NML	WC_01	NML	WC_01	NML	WC_01
NCA13A	18 Done Street Arncliffe	59	47	47	26	65	58
NCA13A	16 Done Street Arncliffe	59	47	47	26	65	57
NCA13A	14 Done Street Arncliffe	59	46	47	25	65	55
NCA13A	12 Done Street Arncliffe	59	42	47	25	65	55
NCA13A	10 Done Street Arncliffe	59	41	47	25	65	54
NCA13A	6-8 Done Street Arncliffe	59	42	47	22	65	54
NCA13A	2-4 Done Street Arncliffe	59	42	47	19	65	53
NCA13A	16 Wollongog Rd Arncliffe	59	43	47	23	65	51
NCA13A	1 Done Street Arncliffe	59	42	47	28	65	52
NCA13A	3 Done Street Arncliffe	59	45	47	28	65	54
NCA13A	5 Done Street Arncliffe	59	47	47	30	65	58
NCA13A	7 Done Street Arncliffe	59	46	47	29	65	59
NCA13A	9 Done Street Arncliffe	59	48	47	29	65	60
NCA13A	11 Done Street Arncliffe	59	47	47	29	65	60
NCA13A	13 Done Street Arncliffe	59	49	47	31	65	62
NCA13A	1 Station Street Arncliffe	59	40	47	19	65	50
NCA13A	3 Station Street Arncliffe	59	38	47	19	65	49
NCA13A	5 Station Street Arncliffe	59	32	47	13	65	39
NCA13A	17 Done Street Arncliffe	59	50	47	32	65	62
NCA13A	2 Station Street Arncliffe	59	46	47	30	65	59
NCA13A	4-6 Station Street Arncliffe	59	47	47	30	65	60
NCA13A	8-12 Station Street Arncliffe	59	48	47	31	65	61
NCA13A	18 Wollongong Rd Arncliffe	59	36	47	17	65	44
NCA13A	20 Wollongong Rd Arncliffe	59	33	47	14	65	40
NCA13A	22 Wollongong Rd Arncliffe	59	32	47	14	65	39
NCA13A	24 Wollongong Rd Arncliffe	59	34	47	15	65	40
NCA13A	28 Wollongong Rd Arncliffe	59	36	47	15	65	42
NCA13A	30 Wollongong Rd Arncliffe	59	32	47	16	65	43
NCA13A	32 Wollongong Rd Arncliffe	59	33	47	16	65	44
NCA13A	34 Wollongong Rd Arncliffe	59	37	47	18	65	46
NCA13A	12-16 Princes Highway Arncliffe	59	36	47	18	65	46
NCA13A	18-20 Princes Highway Arncliffe	59	37	47	19	65	47
NCA13A	12 Allen Street Arncliffe	59	50	47	30	65	59
NCA14	1 BRENNANS ROAD ARNCLIFFE	57	22	44	-	65	24
NCA14	1A BRENNANS ROAD ARNCLIFFE	57	18	44	-	65	24
NCA14	1B BRENNANS ROAD ARNCLIFFE	57	20	44	-	65	24
NCA14	2 BRENNANS ROAD ARNCLIFFE	57	26	44	-	65	24
NCA14	2A BRENNANS ROAD ARNCLIFFE	57	22	44	-	65	24
NCA14	2B BRENNANS ROAD ARNCLIFFE	57	23	44	-	65	24
NCA14	3 BRENNANS ROAD ARNCLIFFE	57	24	44	-	65	24
NCA14	4 BRENNANS ROAD ARNCLIFFE	57	27	44	2	65	24
NCA14	5 BRENNANS ROAD ARNCLIFFE	57	26	44	-	65	24
NCA14	6 BRENNANS ROAD ARNCLIFFE	57	27	44	4	65	24
NCA14	7 BRENNANS ROAD ARNCLIFFE	57	27	44	-	65	24
NCA14	8 BRENNANS ROAD ARNCLIFFE	57	27	44	7	65	24
NCA14	9 BRENNANS ROAD ARNCLIFFE	57	27	44	2	65	24
NCA14	10 BRENNANS ROAD ARNCLIFFE	57	27	44	9	65	25
NCA14	11 BRENNANS ROAD ARNCLIFFE	57	27	44	7	65	24
NCA14	12 BRENNANS ROAD ARNCLIFFE	57	27	44	9	65	25
NCA14	13 BRENNANS ROAD ARNCLIFFE	57	27	44	8	65	24
NCA14	14 BRENNANS ROAD ARNCLIFFE	57	27	44	9	65	26
NCA14	15 BRENNANS ROAD ARNCLIFFE	57	26	44	9	65	25
NCA14	16 BRENNANS ROAD ARNCLIFFE	57	26	44	9	65	39
NCA14	18 BRENNANS ROAD ARNCLIFFE	57	24	44	4	65	31
NCA14	20 BRENNANS ROAD ARNCLIFFE	57	27	44	9	65	39
NCA14	22 BRENNANS ROAD ARNCLIFFE	57	26	44	8	65	38
NCA14	17 EVE STREET ARNCLIFFE	57	26	44	4	65	23
NCA14	19 EVE STREET ARNCLIFFE	57	27	44	5	65	23
NCA14	21 EVE STREET ARNCLIFFE	57	27	44	-	65	23
NCA14	23 EVE STREET ARNCLIFFE	57	22	44	-	65	20
NCA14	1 FIRMSTONE GARDEN ARNCLIFFE	57	13	44	-	65	20
NCA14	2 FIRMSTONE GARDEN ARNCLIFFE	57	17	44	-	65	24
NCA14	3 FIRMSTONE GARDEN ARNCLIFFE	57	18	44	-	65	23
NCA14	4 FIRMSTONE GARDEN ARNCLIFFE	57	13	44	-	65	20
NCA14	5 FIRMSTONE GARDEN ARNCLIFFE	57	17	44	-	65	23
NCA14	6 FIRMSTONE GARDEN ARNCLIFFE	57	17	44	-	65	25

Table D2: Predicted construction noise levels

1 Burrows Street, Wollie Creek

Receiver		Predicted noise levels, dB(A)					
		Day (Standard)		Night (OOHW)		Night (Sleep Disturbance)	
NCA	Address	NML	WC_01	NML	WC_01	NML	WC_01
NCA14	7 FIRMSTONE GARDEN ARNCLIFFE	57	13	44	-	65	20
NCA14	8 FIRMSTONE GARDEN ARNCLIFFE	57	14	44	-	65	20
NCA14	9 FIRMSTONE GARDEN ARNCLIFFE	57	13	44	-	65	20
NCA14	10 FIRMSTONE GARDEN ARNCLIFFE	57	13	44	-	65	20
NCA14	11 FIRMSTONE GARDEN ARNCLIFFE	57	16	44	-	65	24
NCA14	12 FIRMSTONE GARDEN ARNCLIFFE	57	13	44	-	65	20
NCA14	13 FIRMSTONE GARDEN ARNCLIFFE	57	13	44	-	65	20
NCA14	14 FIRMSTONE GARDEN ARNCLIFFE	57	13	44	-	65	20
NCA14	15 FIRMSTONE GARDEN ARNCLIFFE	57	13	44	-	65	19
NCA14	16 FIRMSTONE GARDEN ARNCLIFFE	57	13	44	-	65	19
NCA14	17 FIRMSTONE GARDEN ARNCLIFFE	57	16	44	-	65	24
NCA14	18 FIRMSTONE GARDEN ARNCLIFFE	57	17	44	-	65	24
NCA14	19 FIRMSTONE GARDEN ARNCLIFFE	57	16	44	-	65	23
NCA14	20 FIRMSTONE GARDEN ARNCLIFFE	57	13	44	-	65	19
NCA14	21 FIRMSTONE GARDEN ARNCLIFFE	57	16	44	-	65	23
NCA14	22 FIRMSTONE GARDEN ARNCLIFFE	57	17	44	-	65	23
NCA14	23 FIRMSTONE GARDEN ARNCLIFFE	57	13	44	-	65	19
NCA14	24 FIRMSTONE GARDEN ARNCLIFFE	57	17	44	-	65	23
NCA14	25 FIRMSTONE GARDEN ARNCLIFFE	57	17	44	-	65	23
NCA14	26 FIRMSTONE GARDEN ARNCLIFFE	57	12	44	-	65	18
NCA14	1 NIBLICK STREET ARNCLIFFE	57	22	44	-	65	24
NCA14	3 NIBLICK STREET ARNCLIFFE	57	24	44	-	65	24
NCA14	5 NIBLICK STREET ARNCLIFFE	57	19	44	-	65	23
NCA14	7 NIBLICK STREET ARNCLIFFE	57	13	44	-	65	19
NCA14	9 NIBLICK STREET ARNCLIFFE	57	14	44	-	65	19
NCA14	11 NIBLICK STREET ARNCLIFFE	57	14	44	-	65	19
NCA14	13 NIBLICK STREET ARNCLIFFE	57	16	44	-	65	18
NCA14	108 WEST BOTANY STREET ARNCLIFFE	57	20	44	-	65	25
NCA14	110 WEST BOTANY STREET ARNCLIFFE	57	19	44	-	65	25
NCA14	112 WEST BOTANY STREET ARNCLIFFE	57	18	44	-	65	25
NCA14	114 WEST BOTANY STREET ARNCLIFFE	57	14	44	-	65	21
NCA14	1/116-120 WEST BOTANY STREET ARNCLIFFE	57	17	44	-	65	26
NCA14	2/116-120 WEST BOTANY STREET ARNCLIFFE	57	17	44	-	65	21
NCA14	3/116-120 WEST BOTANY STREET ARNCLIFFE	57	13	44	-	65	20
NCA14	4/116-120 WEST BOTANY STREET ARNCLIFFE	57	14	44	-	65	21
NCA14	5/116-120 WEST BOTANY STREET ARNCLIFFE	57	14	44	-	65	21
NCA14	6/116-120 WEST BOTANY STREET ARNCLIFFE	57	15	44	-	65	21
NCA14	7/116-120 WEST BOTANY STREET ARNCLIFFE	57	13	44	-	65	19
NCA14	8/116-120 WEST BOTANY STREET ARNCLIFFE	57	14	44	-	65	20
NCA14	9/116-120 WEST BOTANY STREET ARNCLIFFE	57	14	44	-	65	20
NCA14	10/116-120 WEST BOTANY STREET ARNCLIFFE	57	13	44	-	65	20
NCA14	11/116-120 WEST BOTANY STREET ARNCLIFFE	57	14	44	-	65	21
NCA14	12/116-120 WEST BOTANY STREET ARNCLIFFE	57	17	44	-	65	25
NCA14	122-124 WEST BOTANY STREET ARNCLIFFE	57	17	44	-	65	25
NCA14	126 WEST BOTANY STREET ARNCLIFFE	57	17	44	-	65	25
NCA14	128 WEST BOTANY STREET ARNCLIFFE	57	18	44	-	65	24
NCA14	130 WEST BOTANY STREET ARNCLIFFE	57	18	44	-	65	24
NCA14	132 WEST BOTANY STREET ARNCLIFFE	57	18	44	-	65	24
NCA14	134 WEST BOTANY STREET ARNCLIFFE	57	18	44	-	65	23
NCA14	136 WEST BOTANY STREET ARNCLIFFE	57	18	44	-	65	23
NCA14	138 WEST BOTANY STREET ARNCLIFFE	57	18	44	-	65	23
NCA14	140 WEST BOTANY STREET ARNCLIFFE	57	17	44	-	65	23
NCA14	142 WEST BOTANY STREET ARNCLIFFE	57	17	44	-	65	23
NCA14	144 WEST BOTANY STREET ARNCLIFFE	57	17	44	-	65	23
OSR	13-17 Forest Rd Arncliffe	70	29	70	10	70	36
OSR	19-21 Forest Rd Arncliffe	70	28	70	9	70	35
OSR	21A Forest Rd Arncliffe	70	28	70	10	70	36
OSR	48-50 PRINCES HIGHWAY ARNCLIFFE	70	41	70	23	70	51
OSR	48-50 PRINCES HIGHWAY ARNCLIFFE	70	40	70	22	70	51
OSR	130 PRINCES HIGHWAY ARNCLIFFE	70	21	70	4	70	29
OSR	22 ARNCLIFFE STREET WOLLIE CREEK	70	39	70	16	70	49
OSR	3 ARGYLE STREET WOLLIE CREEK	70	39	70	15	70	45
OSR	1 ARGYLE STREET WOLLIE CREEK	70	34	70	14	70	46
OSR	133-137 PRINCES HIGHWAY WOLLIE CREEK	70	42	70	22	70	52
OSR	127A Princes Highway Arncliffe	70	40	70	22	70	52
OSR	127 Princes Highway Arncliffe	70	39	70	16	70	45

Table D2: Predicted construction noise levels**1 Burrows Street, Wollli Creek**

Receiver		Predicted noise levels, dB(A)					
		Day (Standard)		Night (OOHW)		Night (Sleep Disturbance)	
NCA	Address	NML	WC_01	NML	WC_01	NML	WC_01
OSR	3 Argyle Street Arncliffe	70	40	70	16	70	47
OSR	34-38 ARNCLIFFE STREET WOLLI CREEK	70	35	70	12	70	45
OSR	7A ARGYLE STREET WOLLI CREEK	70	30	70	9	70	36
OSR	121 PRINCES HIGHWAY WOLLI CREEK	70	32	70	12	70	39
OSR	9 ARGYLE STREET WOLLI CREEK	70	30	70	10	70	39
OSR	107-117 Princes Highway Arncliffe	70	29	70	10	70	37
OSR	13-21 Argyle Street Arncliffe	70	31	70	9	70	37
OSR	93 PRINCES HIGHWAY WOLLI CREEK	70	33	70	11	70	43
OSR	93A PRINCES HIGHWAY WOLLI CREEK	70	33	70	11	70	44
OSR	137A PRINCES HIGHWAY WOLLI CREEK	70	48	70	28	70	57
OSR	137A PRINCES HIGHWAY WOLLI CREEK	70	49	70	27	70	57
OSR	10 EDEN STREET WOLLI CREEK	70	55	70	43	70	72
OSR	96-102 PRINCES HIGHWAY ARNCLIFFE	70	48	70	32	70	60
OSR	90-94 PRINCES HIGHWAY ARNCLIFFE	70	35	70	15	70	39
OSR	90-94 PRINCES HIGHWAY ARNCLIFFE	70	49	70	35	70	58
OSR	84-88 PRINCES HIGHWAY ARNCLIFFE	70	48	70	35	70	63
OSR	78 PRINCES HIGHWAY ARNCLIFFE	70	47	70	29	70	62
OSR	70-76 PRINCES HIGHWAY ARNCLIFFE	70	46	70	29	70	56
OSR	40A PRINCES HIGHWAY ARNCLIFFE	70	38	70	16	70	47
OSR	32 PRINCES HIGHWAY ARNCLIFFE	70	37	70	14	70	43
OSR	7 11 Arncliffe	70	36	70	16	70	47
OSR	132 Princes Highway Arncliffe	70	30	70	14	70	40
OSR	138 Princes Highway Arncliffe	70	30	70	13	70	39
OSR	21-25 Done Street Arncliffe	70	51	70	35	70	65
OSR	27 Done Street Arncliffe	70	53	70	36	70	65
OSR	4-10 Firth Street Arncliffe	70	52	70	36	70	65
OSR	Arncliffe Library	70	51	70	36	70	66
OSR	3-7 Belmore Street Arncliffe	70	46	70	34	70	64
OSR	9-15 Belmore Street Arncliffe	70	43	70	27	70	55
OSR	21 Belmore Street Arncliffe	70	48	70	29	70	57
OSR	23-25 Belmore Street Arncliffe	70	46	70	27	70	56
OSR	80 Princes Highway Arncliffe	70	46	70	32	70	63
OSR	34-42 INNESDALE ROAD WOLLI CREEK	60	28	60	6	60	37
OSR	34-42 INNESDALE ROAD WOLLI CREEK	60	25	60	5	60	36
OSR	34-42 INNESDALE ROAD WOLLI CREEK	60	26	60	5	60	37
OSR	22 LEVEY STREET WOLLI CREEK	60	29	60	3	60	30
OSR	2 WEST BOTANY STREET ARNCLIFFE	70	33	70	18	70	47
OSR	100-106 WEST BOTANY STREET ARNCLIFFE	60	28	60	7	60	34

APPENDIX E Additional noise mitigation measures

E.1 Letterbox drop notification

In accordance with the Section 0 letterbox drop notification will be carried out where:

- the NML is exceeded by more than 10 dB(A) during the day period (7 am to 6 pm), or
- the NML is exceeded by more than 5 dB(A) during the evening period (6 pm to 10 pm), or
- the NML is exceeded during the night period (10 pm to 7am).

Table E1 summarise the properties where predicted noise levels exceed the NML's as outlined above for the OOHW period. These receivers should be notified by letterbox drop prior to the commencement of OOHW.

E.2 Verification monitoring

In accordance with Section 0 more verification monitoring will be carried out where:

- the NML is exceeded by more than 10 dB(A) during the day period (7 am to 6 pm), or
- the NML is exceeded by more than 15 dB(A) during the evening period (6 pm to 10 pm), or
- the NML is exceeded by more than 5 dB(A) during the night period (10 pm to 7am).

Receivers that will require verification monitoring are identified in Table E1. Note that a representative receiver in each NCA will be sufficient for the purpose of verification monitoring.

E.3 Phone call

In accordance with Section 0 more sensitive receivers will be notified by phone call where:

- the receiver is highly noise affected (i.e. exposed to construction noise greater than 75 dB(A)) during the day period (7 am to 6 pm), or
- the NML is exceeded by more than 25 dB(A) during the evening period (6 pm to 10 pm), or
- the NML is exceeded by more than 15 dB(A) during the night period (10 pm to 7am).

E.4 Individual briefing

In accordance with Section 0 more specific notification such as individual briefings will be carried out where:

- the NML is exceeded by more than 25 dB(A) during the evening period (6 pm to 10 pm), or
- the NML is exceeded by more than 15 dB(A) during the night period (10 pm to 7am).

E.5 Respite offer

In accordance with Section 0 respite offers should be made available to receivers where the NML is exceeded by more than 25 dB(A) during the evening period (6 pm to 10 pm).

E.6 Alternative accommodation

In accordance with Section 0 alternative accommodation should be offered to receivers where the NML is exceeded by more than 25 dB(A) during the night period (10 pm to 7am).

E.7 Summary of additional mitigation measures

Table E1 following identifies the additional mitigation measures to be applied at construction noise affected receivers. The legend below identifies the notations in Table E1.

AM1 = LB	AM3 = LB, SN, V	AM5 = LB, SN, AA, V
AM2 = LB, V	AM4 = LB, SN, RO, V	
LB = Letter box drops	RO = Project specific respite offer	AA = Alternative accommodation
V = Validation of predicted noise levels	SN = Specific notification, Individual briefings, or Phone call	

Table E1: Additional noise mitigation and receiver notifications**1 Burrows Street, Wolli Creek**

Receiver		Additional noise mitigation and receiver notifications		
		Day (Standard)	Night (OOHW)	Night (Sleep Disturbance)
NCA	Address	WC_01	WC_01	WC_01
NCA13A	4 EDEN STREET WOLLI CREEK			AM1
NCA13A	6 EDEN STREET WOLLI CREEK			AM2
NCA13A	8 EDEN STREET WOLLI CREEK			AM2
NCA13A	37 BURROWS STREET ARNCLIFFE			AM2
NCA13A	39 BURROWS STREET ARNCLIFFE			AM2
NCA13A	5 EDEN STREET ARNCLIFFE			AM2
NCA13A	7 EDEN STREET ARNCLIFFE			AM2
NCA13A	9 EDEN STREET ARNCLIFFE			AM2
NCA13A	14/9A-11 EDEN STREET ARNCLIFFE			AM1
NCA13A	16 EDEN STREET ARNCLIFFE			AM1
NCA13A	18 EDEN STREET ARNCLIFFE			AM1
NCA13A	19/20-24 EDEN STREET ARNCLIFFE			AM1
NCA13A	19/20-24 EDEN STREET ARNCLIFFE			AM1
NCA13A	108 Princes Highway Arncliffe			AM1





Appendix C: Evidence of Consultation



Changes to the Burrows Street Compound, Arncliffe

As work has progressed on the New M5 Project changes are being made to our smaller compounds to accommodate the construction program.

What we're doing

Changes will be made to our ancillary site located at 1 Burrows Street, Arncliffe which has been used as a construction phase incident response office, and includes site offices and amenities, first aid room, storage facility, workshop and parking for the New M5 Project.

The site will now be used for the assembling of small plant and storing equipment.

The traffic in and out of the compound will now include delivery of materials during the day and a series of wide load deliveries leaving the compound at night.

Wide load deliveries will be loaded by crane during the day shift and moved from site at night under escort.

How this affects you

Equipment used on site will include:

- Elevated Work Platform
- Forklift
- Manual tools
- Mobile crane

Wide load movements are required to be undertaken outside of standard construction hours for the safety of workers, pedestrians and motorists.

If you have any questions or would like to provide feedback relating to these changes, please call 1800 660 248 (toll free) and ask to speak to a member of the New M5 community engagement team or email info@newm5.com.au.

When

March 2019

Hours of operation

Monday to Sunday

Where

Burrows Street Arncliffe

For more information

Contact the Community Relation Team by calling 1800 660 248 or via email at info@newm5.com.au

We speak your language

Need an interpreter?
Call the Translating and Interpreting Service on **131 450**.

Notification No. 643



Australian Government

BUILDING OUR FUTURE



Constructed by



Burrows Street Compound, Arncliffe



Indicative location of crane 

Night time exit location 



Burrows Street Distribution Map

Evidence of Consultation

Burrows Street Compound – Community Consultation	
1 March 2019	Phone call to Bayside Council – Msg left for call back
	Phone call to Masjid Darul Imaan Mosque – Msg left for call back
8 March 2019	Notification #634 (attached) letterbox dropped to impacted residents (distribution map attached)
	Phone call to Bayside Council – Msg left for call back
	Email sent to Bayside Council with notification attached
	<p>From: [REDACTED] Sent: Friday, 8 March 2019 11:26 AM To: [REDACTED] Subject: New M5 Project</p> <p>Hi Colin</p> <p>I telephoned to speak with you and have left a message with my direct contact number.</p> <p>As work has progressed on the New M5 Project changes are being made to our smaller compound located in Burrows Street Arncliffe to accommodate the construction program.</p> <p>I have attached the notification that is being distributed today to the local residents.</p> <p>Please don't hesitate to contact me if you have any questions.</p> <p>Kind regards</p> <p>[REDACTED] Community Relations and Resolution Lead</p> <p>Level 6, Building B 197 - 201 Coward Street, Mascot, NSW, 2020, T +61293813914 M 0447758480 E [REDACTED] www.westconnex.com.au</p>
	Phone call to [REDACTED] Imaan Mosque – Msg left for call back
	Email sent to [REDACTED] Imaan Mosque with notification attached
	<p>From: [REDACTED] Sent: Friday, 8 March 2019 11:39 AM To: [REDACTED] Subject: New M5 Project</p>

	<p>Dear Mr [REDACTED]</p> <p>I telephoned to speak with you and have left a message with my direct contact number.</p> <p>As work has progressed on the New M5 Project changes are being made to our smaller compound located in Burrows Street Arncliffe to accommodate the construction program.</p> <p>I have attached the notification that is being distributed today to the local residents; a notification will also be dropped to the Mosque.</p> <p>Please don't hesitate to contact me if you have any questions or would like to meet and discuss any concerns you may have.</p> <p>Kind regards</p> <p>[REDACTED] Community Relations and Resolution Lead</p>  <p>Level 6, Building B 197 - 201 Coward Street, Mascot, NSW, 2020, T +61293813914 M 0447758480 E [REDACTED] www.westconnex.com.au</p>
9 March 2019	Email response received from [REDACTED] Imaan Mosque
	<p>From: [REDACTED] Imaan - imaan.com.au <info@imaan.com.au> Sent: Saturday, 9 March 2019 10:29 PM To: Varley, [REDACTED] Subject: Re: New M5 Project</p> <p>Hi [REDACTED]</p> <p>Thank you for the information.</p>