



Transport
for NSW

Sydney
Light Rail

CBD AND SOUTH EAST LIGHT RAIL PROJECT

STATE SIGNIFICANT INFRASTRUCTURE APPROVAL (SSI-6042)

Administrative modification - Timing of Randwick stabling facility noise mitigation

APRIL 2016



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1. Introduction

This chapter outlines the background to the approved Project and outlines a summary of the proposed modification and why it is required.

1.1 The CSELR Project

The CBD and South East Light Rail (CSELR) Project was identified as a key priority transport infrastructure project for the NSW Government in the NSW Long Term Transport Master Plan. Sydney's Light Rail Future presents the NSW Government's plan to expand light rail in Sydney.

The CSELR Project comprises the construction and operation of a new light rail service in Sydney, including approximately 12 kilometres of new light rail track from Circular Quay to Central, Kingsford and Randwick via Surry Hills and Moore Park. The approved Project includes:

- 19 light rail stops
- a pedestrian zone on George Street (between Hunter and Bathurst streets)
- approximately 12 substations to provide power for the light rail vehicles (LRVs)
- an LRV stabling facility in Randwick and a maintenance depot in Rozelle.

1.1.1 Project approvals

The CSELR Project was declared Critical State Significant Infrastructure by the NSW Minister for Planning and Infrastructure (now Minister for Planning) on 25 June 2013. The CBD and South East Light Rail Environmental Impact Statement (Transport for NSW, 2013) (CSELR EIS) was prepared and exhibited from 14 November 2013 to 16 December 2013. A subsequent Submissions Report (incorporating a preferred infrastructure report) was prepared and submitted to the Department of Planning and Infrastructure (now the Department of Planning and Environment (DP&E)) in March 2014.

Planning approval was granted by the Minister for Planning under Part 5.1 of the Environmental Planning and Assessment Act 1979 on 4 June 2014.

Following the approval of the Project on 4 June 2014, four modifications to the approval have been submitted to, and approved by DP&E.

1.2 Overview of the proposed modification

1.2.1 Proposed modification

Transport for NSW is requesting an administrative modification to change condition of approval B13 as outlined in red text below.

B13. ~~Any noise mitigation~~ The noise wall proposed for the Randwick Stabling Facility at or adjacent residential receivers to address operational noise impacts (inclusive of noise generated from traffic movements to and from the facility) shall be ~~implemented~~ completed by the Proponent prior to the commencement of construction of the facility so that construction noise impacts to ~~surrounding adjacent~~ residential receivers are also minimised.

1.2.2 Why is the modification required?

This proposed administrative modification to planning approval condition B13 is required to enable construction activities to commence for the Randwick stabling facility once the noise barrier (required for operational noise mitigation) has been completed.

At present the planning approval condition permits construction to commence once all operational noise mitigation measures are in place (noise wall and property treatments). This report demonstrates that construction of the noise wall prior to construction will provide a substantial benefit to adjacent residents to the stabling facility. Further justification for this proposed change is outlined below.

The proposed change ensures that residents adjacent to the Randwick stabling facility benefit from the noise wall during construction as the source of the noise is contained below the height of the wall.

Under the proposed modification architectural treatments will continue in parallel to construction and are required to manage noise during operation.



2. Background

This chapter summarises the background to the relevant planning approval requirements and the operational noise mitigation design for the Randwick Stabling Facility.

2.1 Planning approval conditions

Two key conditions within the planning approval are relevant to the implementation of operational noise mitigation at the Randwick stabling facility site.

The first is condition of approval B13, which requires that any noise mitigation proposed for the Randwick stabling facility to address operational noise impacts shall be implemented prior to the commencement of construction. This condition was placed on the project to provide further mitigation of noise to nearby residential receivers during the facility's construction.

The second condition of approval is B36(g), which requires that any structure greater than 3 metres above existing ground level should be set back 1 metre from the residential boundary for every half metre above 3 metres in height. This condition was included to minimise the overshadowing and visual impact of the noise wall to adjacent residences to the west of the site.

2.2 Stabling facility design

As identified in the Operational noise and vibration review (ONVR), the Randwick stabling facility provides accommodation for up to 32 Light Rail Vehicles (LRVs) stabled in 13 separate tracks. When viewed from the eastern boundary, the LRVs are grouped as pairs for the first 8 tracks (16 LRV), and triplets for the remaining 5 tracks (15 LRV) up to the western boundary.

Figure 1 identifies the Randwick stabling facilities site layout. The layout of the site has been modified since the submission of the EIS, which now incorporates a maintenance facility, sand plant and wash area within the one building. The operation control centre for the site is located at the southern end of the track, positioned inside the turning loop. Provision for car parking has been provided throughout the site.

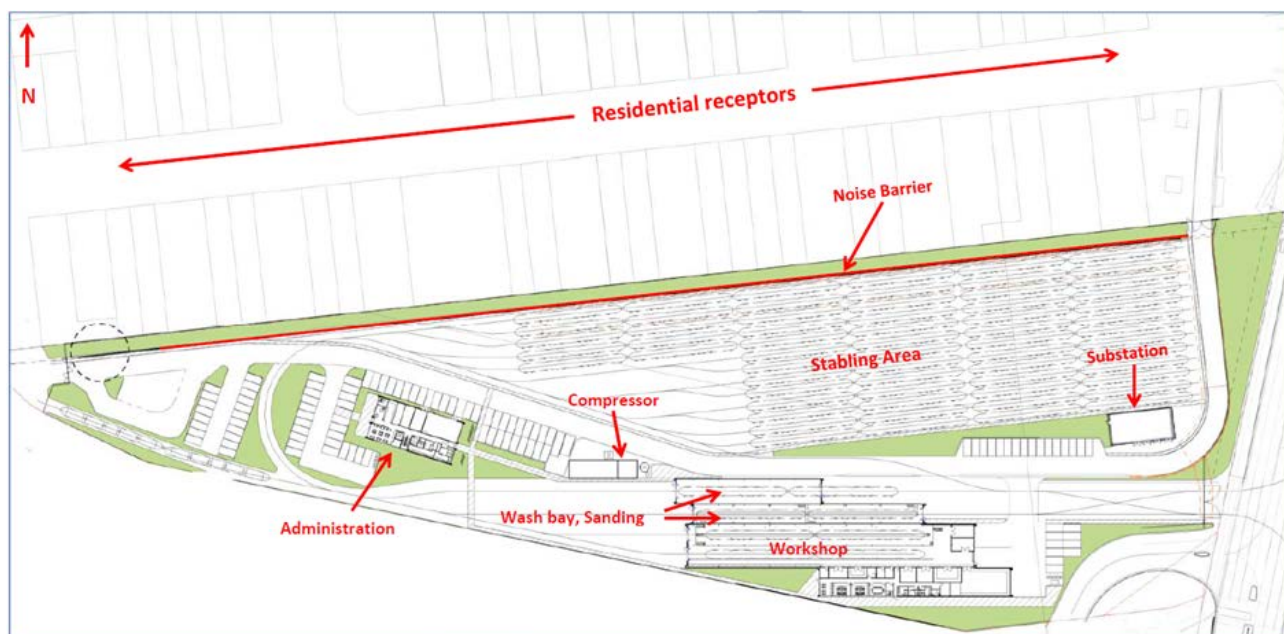


Figure 1 Randwick stabling facility site layout

2.2.1 Operational noise mitigation

EIS

The EIS proposed that a 6 metre high noise barrier adjacent to the western boundary of the site would be constructed to mitigate operational noise levels. The EIS predicted that the inclusion of a six metre high noise wall adjacent to the stabling facility would still result in exceedances of up to 8 dBA at night at 33 properties.

The EIS presented an option of an acoustic shed instead of a wall. The acoustic shed would reduce the number of properties that exceed the goals (by up to 3 dBA) to five, mainly due to staff cars entering and leaving the site. It was noted that the provision of a shed has implications on cost, visual amenity and potential overshadowing impacts.

ONVR

As the design of the Randwick stabling facility has progressed, the operational noise impacts have been further modelled and refined. The final impacts have been outlined in the ONVR, which was submitted to the Department of Planning and Environment in November 2015.

Noise barrier

In order to mitigate the operational noise and comply with the conditions of planning approval applicable to the Randwick stabling facility the ONVR proposes that a noise barrier along the western boundary of the depot (4.5 metres from existing ground level) is the primary means of reducing direct noise emitted from the stabling facility to nearby residential properties. The ONVR also concluded that with a noise barrier the treatment of approximately 108 houses was also reasonable and feasible to treat the residual operational noise impacts.

The 6 metre set-back from the property boundary is fixed due to the size requirements of the facility design to incorporate the requirements for operation of the LRV network. Additionally, the noise barrier is offset from the tracks on the racecourse (eastern) side by 1 metre, which is the minimum allowable distance for a structure to be from a moving vehicle.



The height of the noise wall has been maximised, due to the increase in height of the structure to 4.5 metres the noise barrier is located 6 metres from the boundary to comply with planning approval condition B36(g).

The noise barrier will consist of a steel framed post and panel system. The panels will be a precast reinforced concrete panel and the steel posts will be fixed to reinforced concrete piles.

Figure 2 provides a cross section of the noise barrier and stabling facility. The panel section of the noise wall is 4.5 metres overall with an effective barrier height of 3.0 metres starting at the top of rail level of the stabling facility. The noise wall will be isolated from the drainage culvert that runs along the western edge of the stabling area with the first 1.5m of the barrier slotted to allow water to drain from the stormwater culvert. There will be no gaps between the mating surface of the noise wall and the rail concourse.

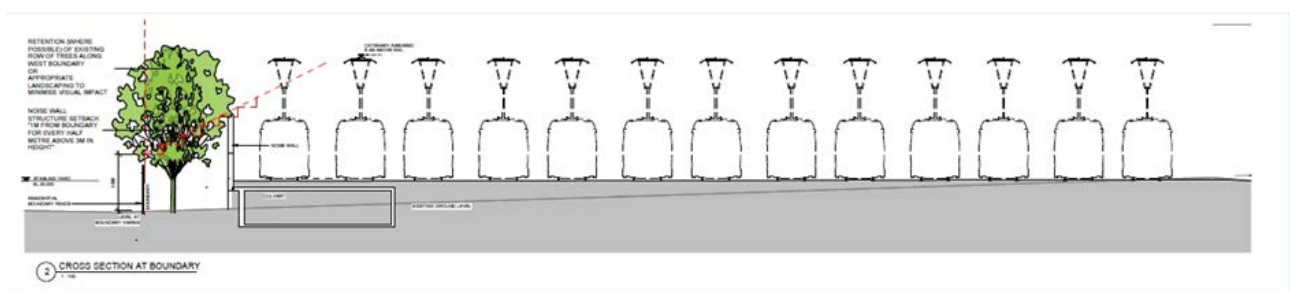


Figure 2 Noise barrier cross section

Architectural Treatments

The design limitation imposed by planning approval condition B36(g) for a maximum barrier height means that the optimal height for the noise wall height cannot be obtained. To address the residual noise impacts from the stabling facility, assessments of architectural treatments has been undertaken for the adjacent and nearby receptors.

The ONVR identified 205 facades (approximately 108 properties) that require treatment to manage operational noise generated from Randwick Stabling Facility.

Other mitigation considered

Options considered to reduce the number of properties requiring architectural treatment included increasing the height of the noise wall. For example a 6 metre noise wall in the same position as the 3 metre noise wall would sufficiently mitigate operational noise to a greater number of properties with only 33 properties requiring architectural treatment. However, this not would comply with the distance offset required by condition of approval B36 (g).

To comply with CoA B36 (g) the size of the stabling facility would be reduced (due to the 9 metre offset from the boundary) and it would not be feasible to construct and operate the site as a stabling facility. Therefore, it has been determined that a 3 metre wall and treatment to 108 houses is considered the most reasonable and feasible option.

3. Scope of construction activities

The following sections outline the scope of work for each activity scenario that is proposed to occur in parallel with the completion of the architectural treatments.

3.1 Tree clearing

While the architectural treatments are occurring tree clearing will be undertaken as shown in Figure 3. The trees highlighted in purple will be cleared from the site. This work will take approximately 1 week to complete and the plant and equipment required will include a chainsaw, mulching equipment, and a dump truck.



Figure 3 - Tree Removal locations

3.2 Demolition – Brick Ramp

Upon completion of the tree removal the Heritage Brick Ramp and isolated bridge footings will be demolished at locations shown in Figure 4. It is expected the demolition will take two days to complete. The works are approximately 40m from the nearest resident, with the noise wall located between the works and the properties. This work will require a 30 tonne excavator and a dump truck.



Figure 4 - Brick Ramp Demolition

3.3 Ground Improvements & Bulk Earthworks

Bulk earthworks will be conducted to the site footprint shaded grey in Figure 5 (approximately 25,000m²). This will involve importing material from other areas of the project or from external sources. This will require approximately 42 truck movements per day. The plant and equipment required would include an excavator, grader, roller and dump trucks.

Following completion of bulk earthworks, ground improvements (impact rolling) will be conducted to the same site footprint. The area highlighted in green below shows the footprint for the Building Pads which will require further earthworks.

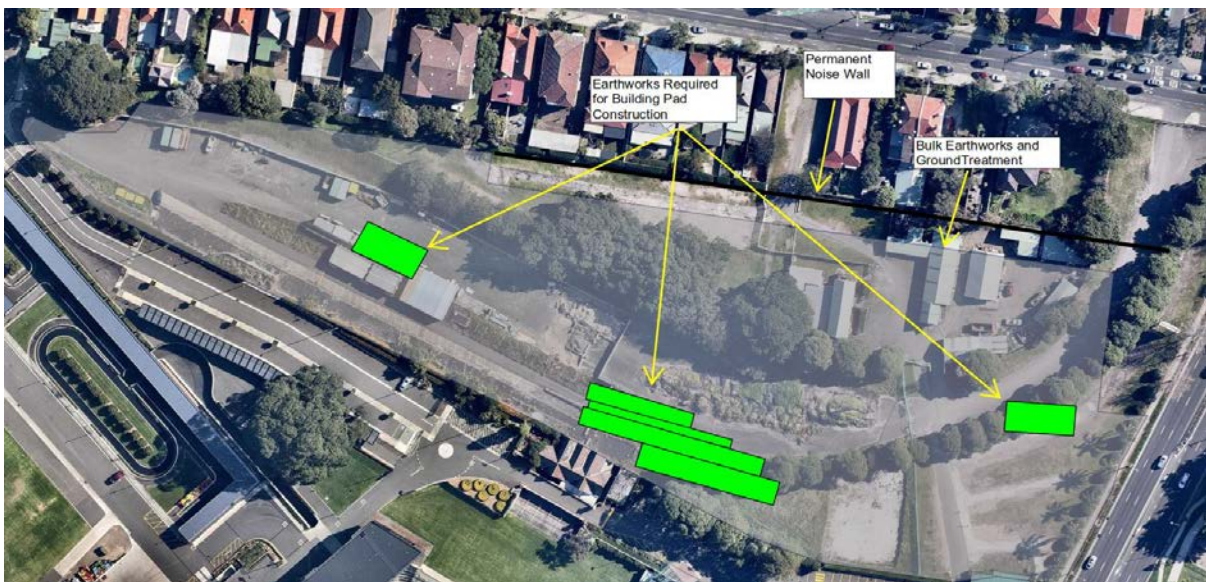


Figure 5 - Ground Improvements & Bulk Earthworks

3.4 Retaining Walls

Retaining walls will be constructed at the locations shown in Figure 6. In total 169 metres of retaining wall will be constructed in parallel with the architectural treatments taking place. The retaining wall along Doncaster Avenue boundary is located on the eastern side of the noise wall. The plant and equipment required for this work will include an excavator, bobcat, concrete truck, delivery trucks and concrete pump.



Figure 6 Retaining wall construction

3.5 Overhead Wire Foundations

A total of 133 OHW foundations will be constructed in parallel with the completion of the architectural treatments. The foundations will be done concurrently with the maintenance building construction and will take approximately 6 weeks. The plant and equipment required for this work includes an excavator, concrete truck, concrete pump, and dump truck.



3.6 Maintenance Building Pad Detailed Earthworks and Services

Figure 7 below shows the scope of the works required to complete the Maintenance Building within the Stabling Facility. This detailed earthworks includes underground services required for the nominated buildings. The plant and equipment required includes an excavator, dump truck, pothole truck, bobcat.

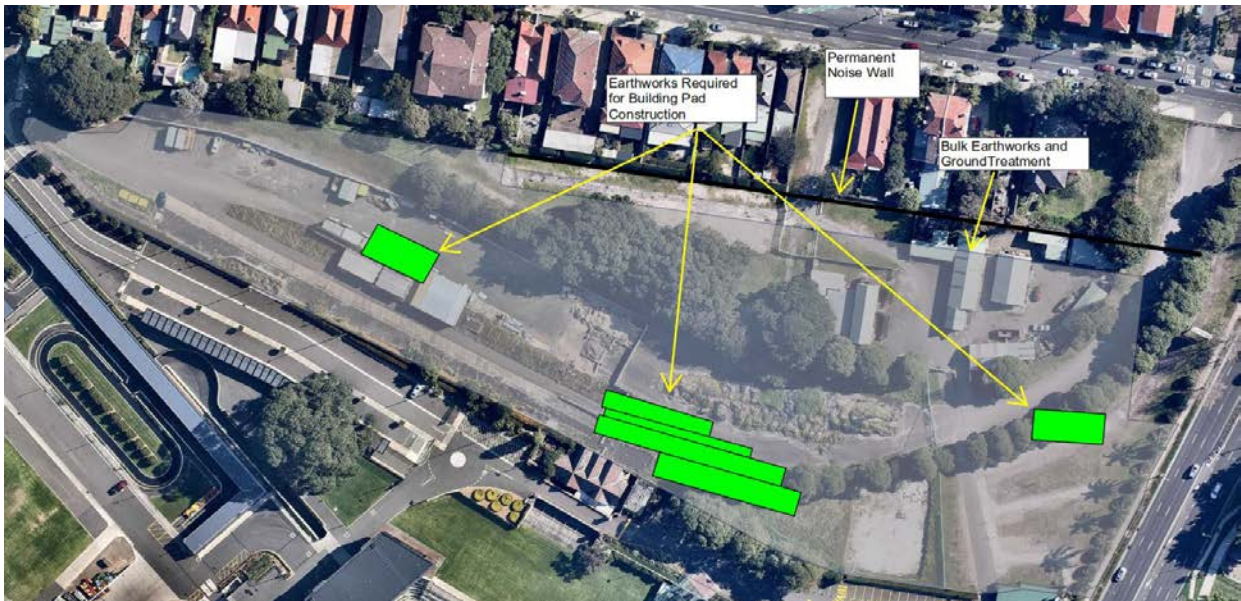


Figure 7 Maintenance Building Pad Construction

4. Status of architectural treatments

As discussed in Section 2.3.2, noise attenuation works at Randwick Stabling Facility involve:

- Construction of a noise wall three metres from depot level; and
- Architectural treatment to adjacent and surrounding properties.

A dedicated Property Manager has been engaged to manage the implementation of the ONVR findings. This has involved liaising with the property owners to discuss the architectural treatment requirements; architects and tradesmen to deliver the work in an efficient manner. The program has identified the implementation of the ONVR will take approximately 6-8 months.

The Property Manager has undertaken mail outs to all property owners (where contact details are available) providing details of the operational noise management requirements. Inspections have commenced with the architect where the owner/occupier has agreed.



5. Noise assessment

Given the requirement of condition of approval B13 to provide mitigation for construction noise further analysis of the results in the ONVR was undertaken in relation to construction mitigation through the Construction Noise and Vibration Impact Statement (CNVIS).

The CNVIS has been prepared to determine the noise impact from the construction activities occurring in parallel with the completion of architectural treatments. The construction activities and the duration of these activities are shown in Table 1.

Table 1 Construction Activities with noise wall complete - Noise levels and criteria

Activity scenario	Construction activity – Day time	Duration (weeks)	Construction Noise Management Level	Noise level (worst case prediction) LAeq (15 minute)
1	Tree clearing	1	54	76
2	Demolition – brick ramp	0.2	54	57
3	Bulk Earthworks/Ground Improvements	7	54	75
4	Retaining Walls/ OHW Foundations / Maintenance Building Pad	9	54	81*

*this is based on the use of a concrete/road saw which will be used approx. 30min/day once the concrete foundation has been poured and represents the worst case scenario.

The two scenarios modelled in the CNVIS were construction activities without the noise wall in place and with the noise wall completed. Table 2 provides a summary of the findings for the construction activities with the longest duration at representative locations. The findings of the comparison of the two scenarios demonstrates the receivers will experience significantly less noise as a result of the noise wall being installed.

The noise levels outlined in Table 2 represent the predictions at the external façade of these properties. Consequently, the internal noise levels would be typically expected to be 10 dB(A) lower with windows open for adequate ventilation. This assumption is consistent with the *Interim Construction Noise Guideline, EPA 2009*. Based on this assumption the construction works occurring are anticipated to be below the applicable noise management levels (NML) when they are inside their houses, with the noise barrier in place.

Construction will be conducted during the standard construction hours within planning approval condition B2.

Table 2: Predicted daytime NML exceedance level

Location	Address	At the external façade without noise barrier (dBA)			At the external façade with noise barrier(dBA)			Internal with noise barrier(dBA)		
		Tree clearing	Bulk Earthworks	Foundations and building work	Tree clearing	Bulk Earthworks	Foundations and building work	Tree clearing	Bulk Earthworks	Foundations and building work
North	14 Doncaster Ave Kensington	23	22	29	4	2	9	Less than NML	Less than NML	Less than NML
East	32 Doncaster Ave Kensington	23	22	29	3	2	9	Less than NML	Less than NML	Less than NML
South	62 Doncaster Ave Kensington	24	23	29	5	4	11	Less than NML	Less than NML	Greater than NML (1dbA)



6. Conclusion

The predicted exceedances of the daytime noise NMLs would be 11 dB(A) or below at the external façade of the nearest residential properties. With the anticipated reduction between external and internal noise levels the predicted construction noise levels would be below the daytime NMLs. The architectural treatments will further minimise the residual noise generated during operation.

Therefore, the analysis presented in this report confirms that the noise wall will provide a substantial noise reduction to houses adjacent to the stabling facility during construction as the source of the noise from the work activities is below the height of the wall. Consequently, the original intent of the condition, to provide mitigation of construction noise is still anticipated to be met with the proposed administrative modification.



Appendix A

CNVIS Results

Randwick Stabling Yard - No Barrier

Name	NCA	NML				Predicted LAeq(15 minute) Noise Level						Predicted NML Exceedance Level					
						Bulk			Demolition -		Foundations	Tree	Bulk	Demolitio	Foundatio		
		Day	Evening	Night	Night SD	Tree clearing	Earthworks	Services	Brick Ramp	Trackwork	and building work					Earthworks	n - Brick
574 ANZAC PARADE KINGSFORD	NCA04.3	65	65	65	0	17	16	19	13	22	22	0	0	0	0	0	
590 ANZAC PARADE KINGSFORD	NCA04.3	70	70	70	0	0	0	0	0	0	0	0	0	0	0	0	
6 HAYWARD STREET KINGSFORD	NCA04.3	67	63	53	63	0	0	0	0	5	5	0	0	0	0	0	
6 STURT STREET KINGSFORD	NCA04.3	67	63	53	63	13	12	15	10	19	18	0	0	0	0	0	
6 WALLACE STREET KINGSFORD	NCA04.3	67	63	53	63	16	14	18	13	21	21	0	0	0	0	0	
69 FORSYTH STREET KINGSFORD	NCA04.3	67	63	53	63	17	16	19	13	21	22	0	0	0	0	0	
7 STURT STREET KINGSFORD	NCA04.3	67	63	53	63	15	14	17	12	20	20	0	0	0	0	0	
8 WALLACE STREET KINGSFORD	NCA04.3	67	63	53	63	15	14	17	13	21	21	0	0	0	0	0	
8-12 RAINBOW STREET KINGSFORD	NCA04.3	67	63	53	63	16	15	18	13	21	22	0	0	0	0	0	
9 STURT STREET KINGSFORD	NCA04.3	67	63	53	63	11	10	13	7	16	16	0	0	0	0	0	
1 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	35	34	37	26	35	41	0	0	0	0	0	
11 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	36	35	38	32	40	42	0	0	0	0	0	
11-13 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	35	34	37	32	40	41	0	0	0	0	0	
1-3 TAY STREET KENSINGTON	NCA05.1	63	54	44	54	33	32	35	28	36	39	0	0	0	0	0	
15 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	41	40	43	33	41	46	0	0	0	0	0	
17-19 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	39	38	41	35	44	44	0	0	0	0	0	
17-19 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	33	32	35	28	37	39	0	0	0	0	0	
23 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	48	46	50	36	44	53	0	0	0	0	0	
25-27 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	47	46	49	35	44	53	0	0	0	0	0	
29 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	45	44	47	36	44	51	0	0	0	0	0	
3 ABBOTFORD STREET KENSINGTON	NCA05.1	63	54	44	54	50	48	52	38	46	55	0	0	0	0	0	
3 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	35	34	37	30	39	41	0	0	0	0	0	
31 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	46	45	48	40	48	52	0	0	0	0	0	
33 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	45	44	47	40	48	51	0	0	0	0	0	
35 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	54	53	56	41	49	60	0	0	0	0	0	
5 ABBOTFORD STREET KENSINGTON	NCA05.1	63	54	44	54	47	46	49	37	45	53	0	0	0	0	0	
5 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	34	33	36	31	40	40	0	0	0	0	0	
5AA ABBOTFORD STREET KENSINGTON	NCA05.1	63	54	44	54	49	48	51	39	47	55	0	0	0	0	0	
7 ABBOTFORD STREET KENSINGTON	NCA05.1	63	54	44	54	49	48	51	36	45	55	0	0	0	0	0	
7-9 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	39	38	41	31	40	45	0	0	0	0	0	
9 ABBOTFORD STREET KENSINGTON	NCA05.1	63	54	44	54	43	42	45	35	44	49	0	0	0	0	0	
9 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	32	31	34	27	35	38	0	0	0	0	0	
1 CARLTON STREET KENSINGTON	NCA05.2	54	53	43	53	59	58	61	40	48	65	5	4	7	0	11	
1 CARLTON STREET KENSINGTON	NCA05.2	54	53	43	53	61	60	63	44	52	67	7	6	9	0	13	
10 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	74	72	76	47	56	79	20	18	22	0	25	
11 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	60	59	62	41	49	66	6	5	8	0	12	
12 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	74	73	76	47	56	79	20	19	22	0	25	
13 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	61	60	63	42	50	67	7	6	9	0	13	
13 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	56	55	58	40	48	62	2	1	4	0	8	
14 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	77	76	79	48	57	83	23	22	25	0	29	
15 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	63	61	65	43	51	68	9	7	11	0	14	
16 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	77	76	79	48	57	83	23	22	25	0	29	
17 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	64	62	66	42	50	69	10	8	12	0	15	
17AA DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	63	62	65	42	51	69	9	8	11	0	15	
19 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	63	62	65	43	52	69	9	8	11	0	15	
20 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	74	72	76	48	56	79	20	18	22	0	25	
21 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	60	59	62	41	50	66	6	5	8	0	12	
22 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	73	72	75	48	57	79	19	18	21	0	25	
23 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	61	60	63	42	50	67	7	6	9	0	13	
24 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	73	72	75	48	56	79	19	18	21	0	25	
25 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	60	59	62	41	49	65	6	5	8	0	11	
26 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	74	73	76	48	57	80	20	19	22	0	26	
27-29 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	60	59	62	45	54	66	6	5	8	0	12	
27-29 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	61	60	63	45	54	67	7	6	9	0	13	
3 CARLTON STREET KENSINGTON	NCA05.2	54	53	43	53	58	57	60	39	48	64	4	3	6	0	10	
31 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	60	59	62	45	53	65	6	5	8	0	11	
32 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	77	76	79	50	58	83	23	22	25	0	29	
32 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	77	76	79	49	57	83	23	22	25	0	29	
33 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	60	59	62	42	50	66	6	5	8	0	12	
34 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	77	76	79	49	58	83	23	22	25	0	29	
35 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	62	61	64	43	5							

Randwick Stabling Yard - Barrier

						Predicted LAeq(15 minute) Noise Level										Predicted NML Exceedance Level										Foundations and building work
						Bulk			Demolition - Brick Ramp	Trackwork	Tree clearing	Bulk Earthworks			Demolition - Brick Ramp	Trackwork										
						Tree clearing	Earthworks	Services				Services														
	Day	Evening	Night	Night SO	Tree clearing	Earthworks	Services	Demolition - Brick Ramp	Trackwork	Foundations and building work	Tree clearing	Bulk Earthworks	Services	Demolition - Brick Ramp	Trackwork											
574 ANZAC PARADE KINGSFORD	NCA04.3	65	65	65	0	17	16	19	13	22	22	0	0	0	0	0										
590 ANZAC PARADE KINGSFORD	NCA04.3	70	70	70	0	0	0	0	0	0	0	0	0	0	0	0										
6 HAYWARD STREET KINGSFORD	NCA04.3	67	63	53	63	0	0	0	0	5	5	0	0	0	0	0										
6 STURT STREET KINGSFORD	NCA04.3	67	63	53	63	13	12	15	10	19	18	0	0	0	0	0										
6 WALLACE STREET KINGSFORD	NCA04.3	67	63	53	63	15	14	17	13	21	21	0	0	0	0	0										
69 FORSYTH STREET KINGSFORD	NCA04.3	67	63	53	63	16	15	18	12	20	22	0	0	0	0	0										
7 STURT STREET KINGSFORD	NCA04.3	67	63	53	63	15	13	16	12	20	20	0	0	0	0	0										
8 WALLACE STREET KINGSFORD	NCA04.3	67	63	53	63	15	14	17	13	21	21	0	0	0	0	0										
8-12 RAINBOW STREET KINGSFORD	NCA04.3	67	63	53	63	17	16	19	12	20	22	0	0	0	0	0										
9 STURT STREET KINGSFORD	NCA04.3	67	63	53	63	11	10	12	7	16	16	0	0	0	0	0										
1 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	35	34	37	26	35	41	0	0	0	0	0										
11 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	36	35	38	32	40	42	0	0	0	0	0										
11-13 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	35	34	37	32	40	41	0	0	0	0	0										
1-3 TAY STREET KENSINGTON	NCA05.1	63	54	44	54	33	32	35	28	36	39	0	0	0	0	0										
15 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	41	40	43	33	41	46	0	0	0	0	0										
17-19 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	39	38	41	35	44	44	0	0	0	0	0										
17-19 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	33	32	35	28	37	39	0	0	0	0	0										
23 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	47	46	49	36	44	53	0	0	0	0	0										
25-27 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	46	45	48	35	44	52	0	0	0	0	0										
29 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	44	43	46	36	44	50	0	0	0	0	0										
3 ABBOTTFORD STREET KENSINGTON	NCA05.1	63	54	44	54	49	48	51	38	46	55	0	0	0	0	0										
3 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	35	34	37	30	39	41	0	0	0	0	0										
31 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	46	45	48	40	48	52	0	0	0	0	0										
33 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	45	44	47	40	48	51	0	0	0	0	0										
35 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	53	52	55	40	49	59	0	0	0	0	0										
5 ABBOTTFORD STREET KENSINGTON	NCA05.1	63	54	44	54	45	44	47	37	45	51	0	0	0	0	0										
5 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	34	33	36	31	40	40	0	0	0	0	0										
5AA ABBOTTFORD STREET KENSINGTON	NCA05.1	63	54	44	54	47	46	49	38	47	53	0	0	0	0	0										
7 ABBOTTFORD STREET KENSINGTON	NCA05.1	63	54	44	54	48	47	50	36	45	54	0	0	0	0	0										
7-9 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	39	38	41	31	40	45	0	0	0	0	0										
9 ABBOTTFORD STREET KENSINGTON	NCA05.1	63	54	44	54	43	41	45	35	44	48	0	0	0	0	0										
9 ALISON ROAD KENSINGTON	NCA05.1	63	54	44	54	32	31	34	27	35	38	0	0	0	0	0										
1 CARLTON STREET KENSINGTON	NCA05.2	54	53	43	53	49	48	51	39	47	55	0	0	0	0	0										
1 CARLTON STREET KENSINGTON	NCA05.2	54	53	43	53	50	49	52	38	47	56	0	0	0	0	0										
10 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	62	61	64	47	55	68	8	7	10	0	0										
11 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	51	50	53	37	45	57	0	0	0	0	0										
12 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	61	60	63	46	54	67	7	6	9	0	0										
13 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	51	50	53	37	46	57	0	0	0	0	0										
13 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	47	46	49	35	43	53	0	0	0	0	0										
14 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	58	56	60	37	46	63	4	2	6	0	0										
15 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	58	57	60	43	51	63	4	3	6	0	0										
16 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	57	56	59	37	45	63	3	2	5	0	0										
17 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	51	49	53	37	46	56	0	0	0	0	0										
17AA DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	55	54	57	42	51	61	1	0	3	0	0										
19 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	55	53	57	43	51	60	1	0	3	0	0										
20 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	54	53	56	38	46	60	0	0	2	0	0										
21 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	51	50	53	37	45	57	0	0	0	0	0										
22 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	53	52	55	32	41	59	0	0	1	0	0										
23 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	50	49	52	37	46	56	0	0	0	0	0										
24 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	54	53	56	38	47	60	0	0	2	0	0										
25 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	50	49	52	36	45	56	0	0	0	0	0										
26 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	55	54	57	40	48	61	1	0	3	0	0										
27-29 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	57	55	59	45	54	65	3	1	5	0	0										
27-29 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	57	56	59	45	54	62	3	2	5	0	0										
3 CARLTON STREET KENSINGTON	NCA05.2	54	53	43	53	48	47	50	38	47	54	0	0	0	0	0										
31 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	55	54	57	44	53	61	1	0	3	0	0										
32 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	57	56	59	40	48	63	3	2	5	0	0										
32 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	57	56	59	37	46	63	3	2	5	0	0										
33 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	50	49	52	37	46	56	0	0	0	0	0										
34 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	57	56	59	38	47	63	3	2	5	0	0										
35 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	50	48	52	39	47	55	0	0	0	0	0										
36 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	60	59	62	47	55	66	6	5	8	0	0										
37 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	55	54	57	43	51	61	1	0	3	0	0										
38 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	56	55	58	39	47	62	2	1	4	0	0										
39-41 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	53	52	55	42	51	59	0	0	1	0	0										
40 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	56	55	58	38	46	62	2	1	4	0	0										
42-44 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	71	69	73	57	65	76	17	15	19	3	0										
45 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	50	48	52	46	55	55	0	0	0	0	0										
46 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	60	59	62	48	56	66	6	5	8	0	0										
47 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	50	49	52	44	53	56	0	0	0	0	0										
48 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	58	56	60	39	47	63	4	2	6	0	0										
49 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	44	43	46	38	47	49	0	0	0	0	0										
4AA DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	66	65	68	41	49	72	12	11	14	0	0										
4AA DONCASTER AVENUE KENSINGTON	NCA05.2	65	65	65	0	58	57	60	39	47	64	0	0	0	0	0										
5 CARLTON STREET KENSINGTON	NCA05.2	54	53	43	53	52	51	54	40	49	58	0	0	0	0	0										
5 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	54	53	56	41	50	60	0	0	2	0	0										
50 DONCASTER AVENUE KENSINGTON	NCA05.2	54	53	43	53	58	56	60	41	49	63	4	2	6	0	0										
51 DONCASTER AVENUE KENSINGTON	NCA05																									