

Legend

- Buildings
- NCA Boundary
- Construction Footprint

Noise Contours

- 45-50 dBA LAeq
- 50-55 dBA LAeq
- 55-60 dBA LAeq
- 60-65 dBA LAeq
- 65-70 dBA LAeq
- 70-75 dBA LAeq
- >75 dBA LAeq

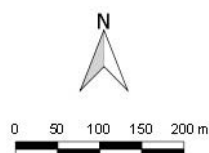
Map represents the maximum LAeq noise level of the following works activities:
ICL-15 - Site rehabilitation works



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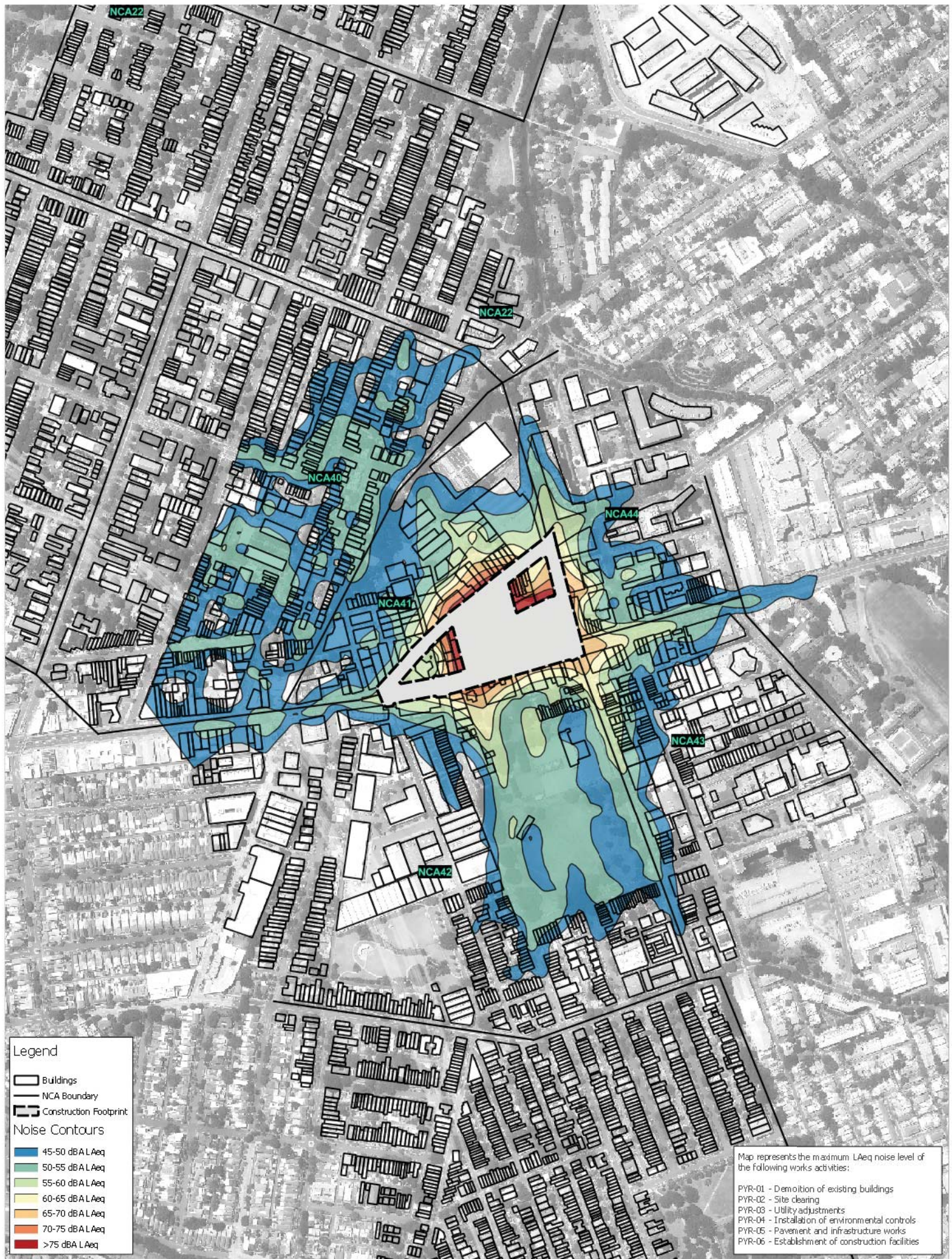
Sydney Motorway Corporation

WestConnex M4-M5 Link

**Iron Cove Construction Site
Construction Noise Contours
Site Rehabilitation**

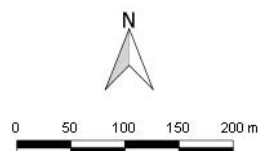
Annexure G-5

Construction airborne noise contours – Pyrmont Bridge Road



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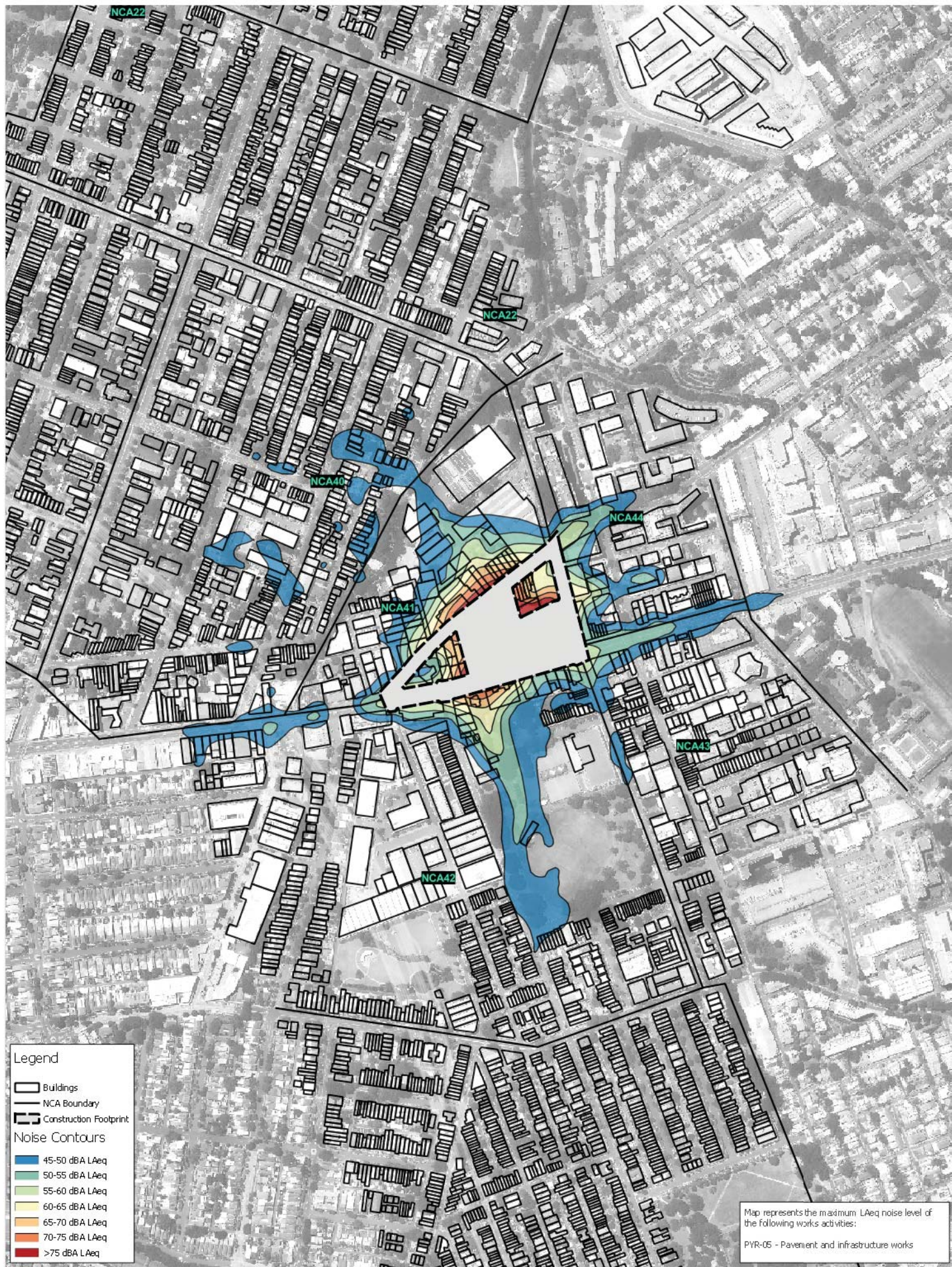


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WestConnex M4-M5 Link

**Pyrmont Bridge Road Construction Site
Construction Noise Contours
Site Establishment - Daytime**

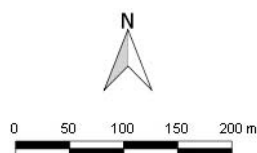
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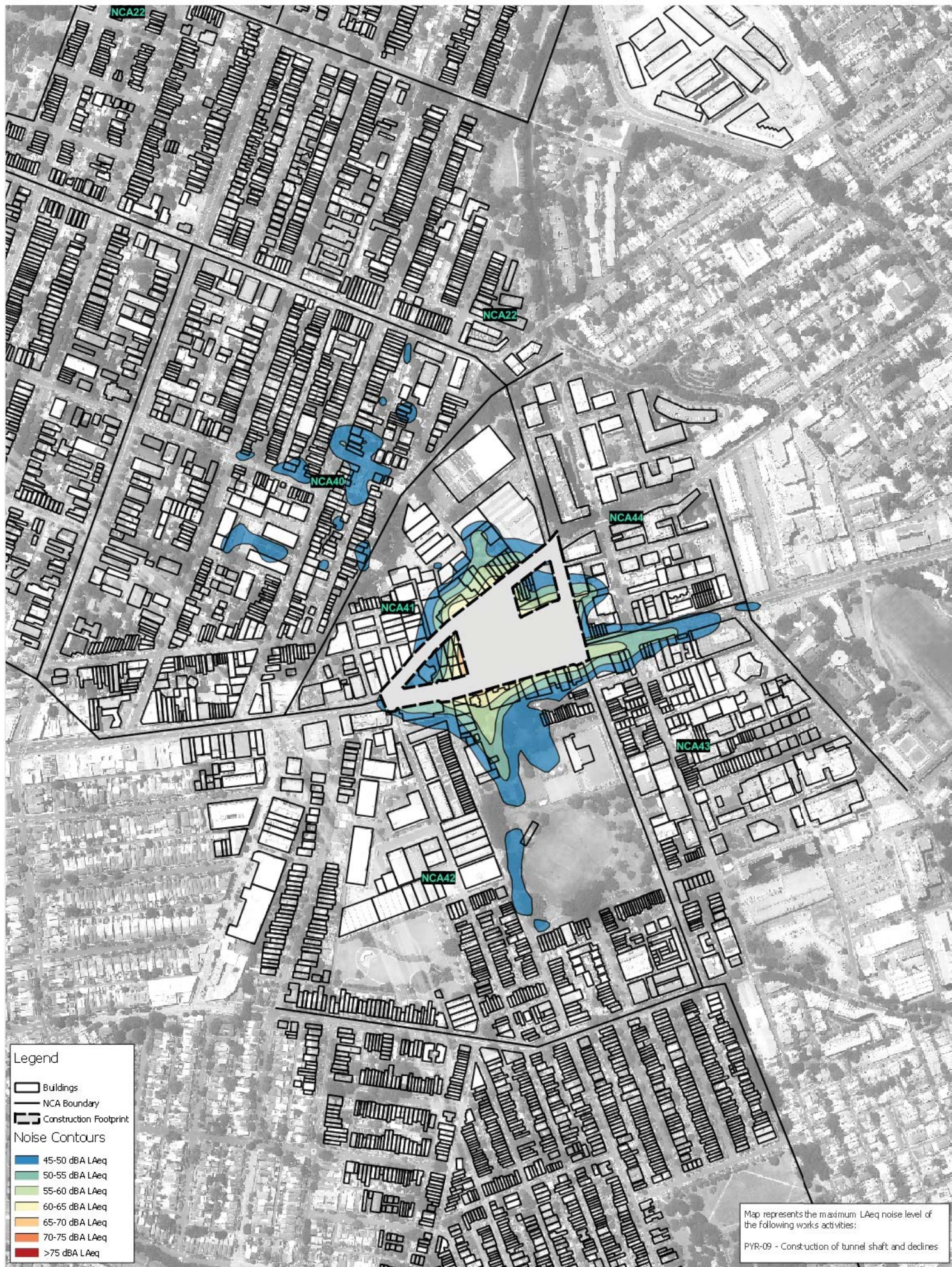
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WestConnex M4-M5 Link

Pyrmont Bridge Road Construction Site
Construction Noise Contours
Site Establishment - Night-time



Legend

- Buildings
- NCA Boundary
- Construction Footprint

Noise Contours

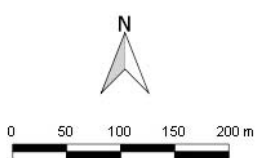
- 45-50 dBA LAeq
- 50-55 dBA LAeq
- 55-60 dBA LAeq
- 60-65 dBA LAeq
- 65-70 dBA LAeq
- 70-75 dBA LAeq
- >75 dBA LAeq

Map represents the maximum LAeq noise level of the following works activities:
PYR-09 - Construction of tunnel shaft and declines



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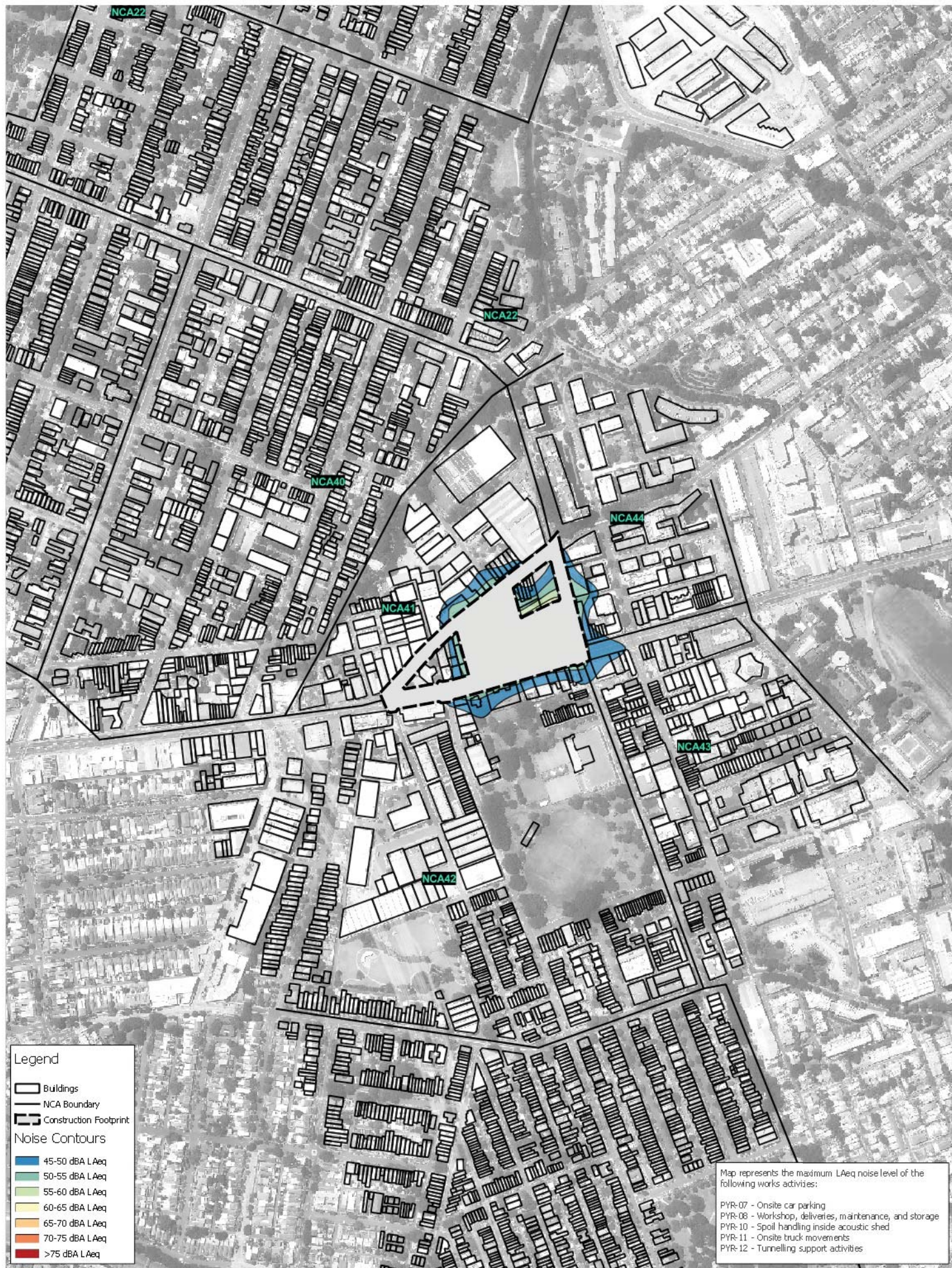


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Pyrmont Bridge Road Construction Site
Construction Noise Contours
Tunnel Shafts & Declines

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Legend

- Buildings
- NCA Boundary
- Construction Footprint
- Noise Contours**
- 45-50 dBA LAeq
- 50-55 dBA LAeq
- 55-60 dBA LAeq
- 60-65 dBA LAeq
- 65-70 dBA LAeq
- 70-75 dBA LAeq
- >75 dBA LAeq

Map represents the maximum LAeq noise level of the following works activities:

- PYR-07 - Onsite car parking
- PYR-08 - Workshop, deliveries, maintenance, and storage
- PYR-10 - Spoil handling inside acoustic shed
- PYR-11 - Onsite truck movements
- PYR-12 - Tunnelling support activities



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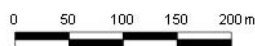
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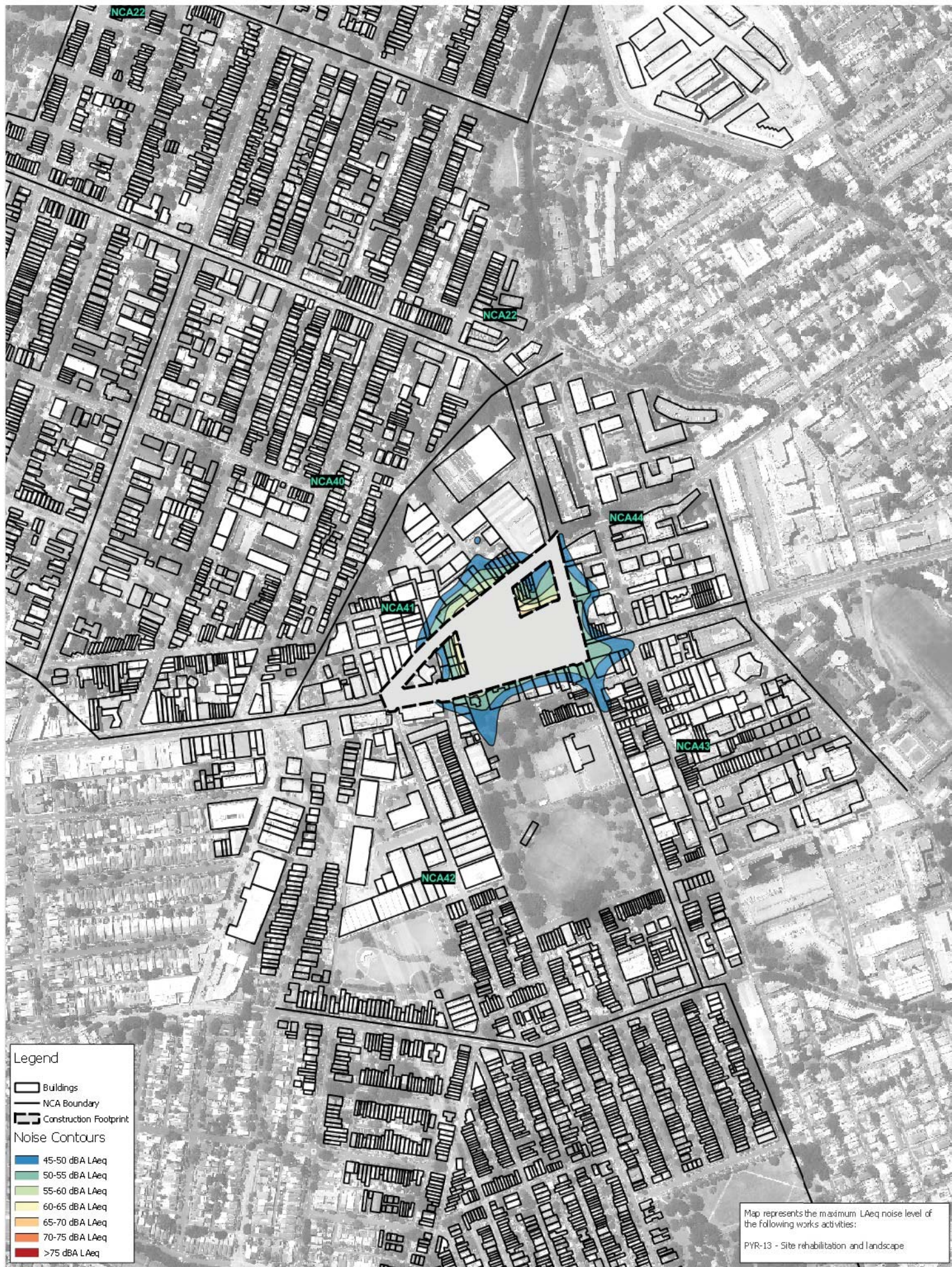


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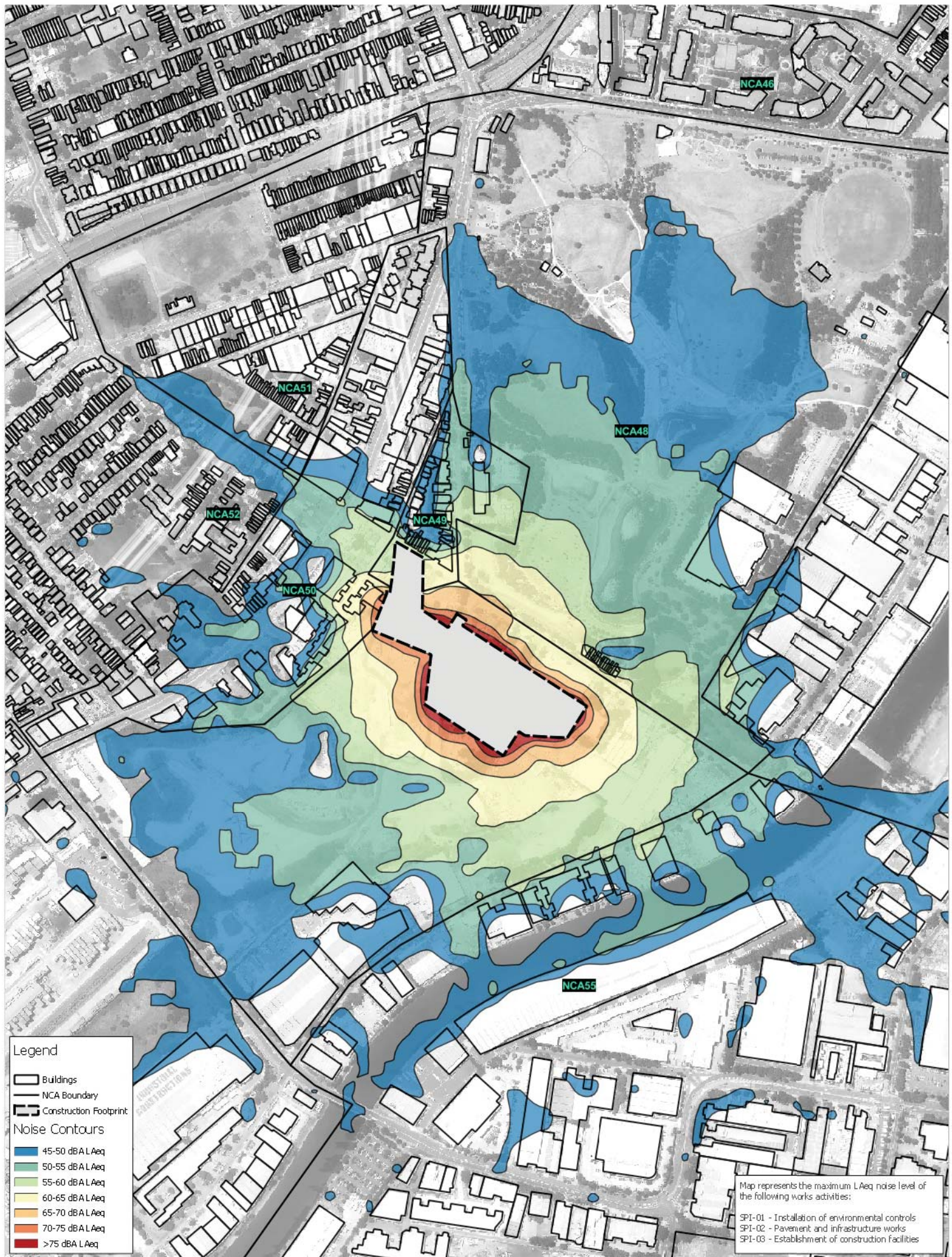
Pyrmont Bridge Road Construction Site
Construction Noise Contours
Tunnelling & Supporting Works

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Annexure G-6

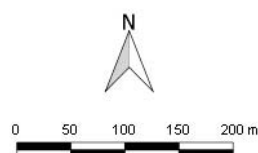
Construction airborne noise contours – St Peters



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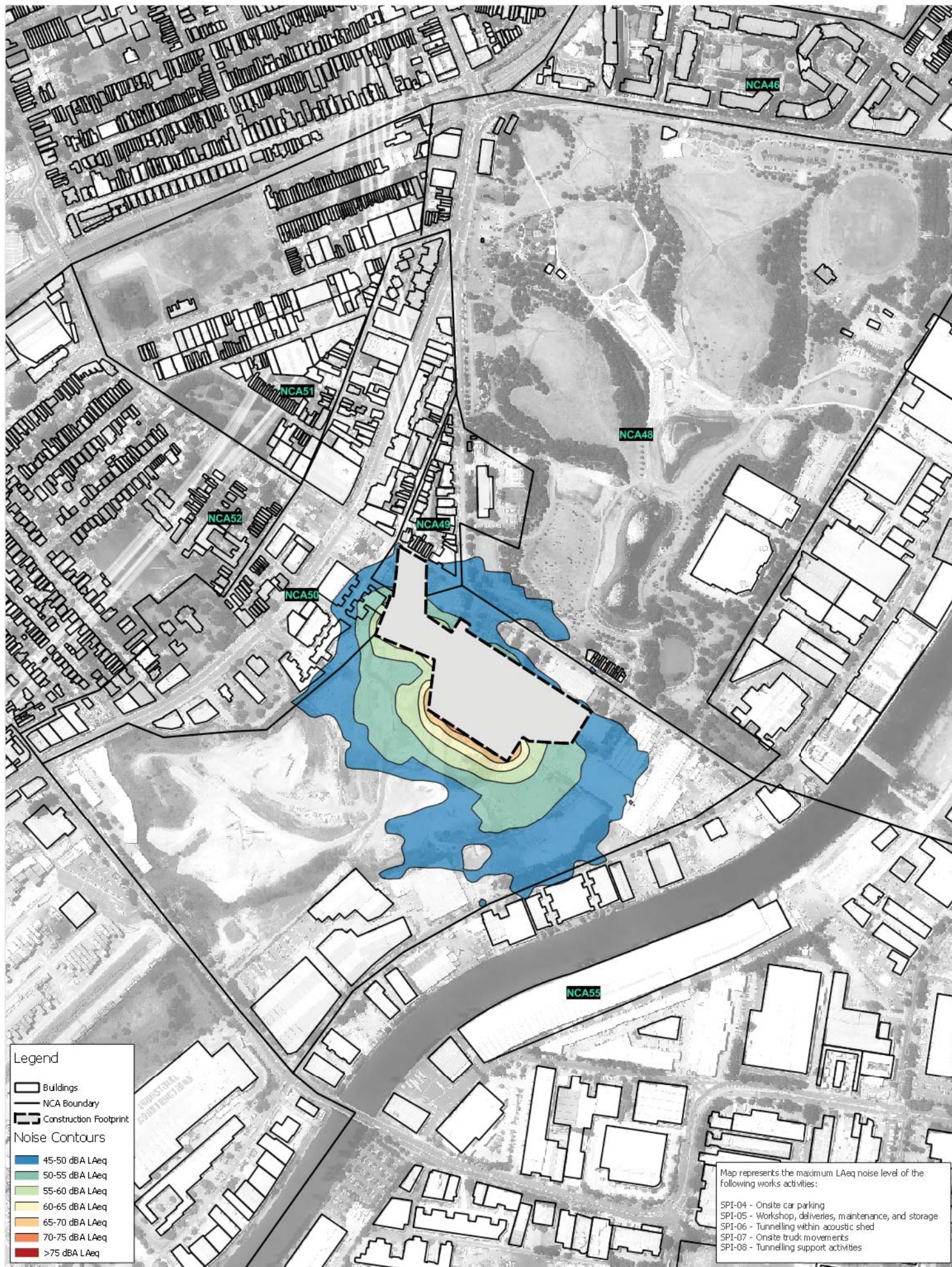
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WestConnex M4-M5 Link

St Peters Construction Site
Construction Noise Contours
Site Establishment



Legend

- Buildings
- NCA Boundary
- Construction Footprint

Noise Contours

- 45-50 dBA LAeq
- 50-55 dBA LAeq
- 55-60 dBA LAeq
- 60-65 dBA LAeq
- 65-70 dBA LAeq
- 70-75 dBA LAeq
- >75 dBA LAeq

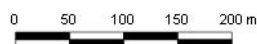
Map represents the maximum LAeq noise level of the following works activities:

- SPI-04 - On-site car parking
- SPI-05 - Workshop, deliveries, maintenance, and storage
- SPI-06 - Tunnelling within acoustic shed
- SPI-07 - On-site truck movements
- SPI-08 - Tunnelling support activities



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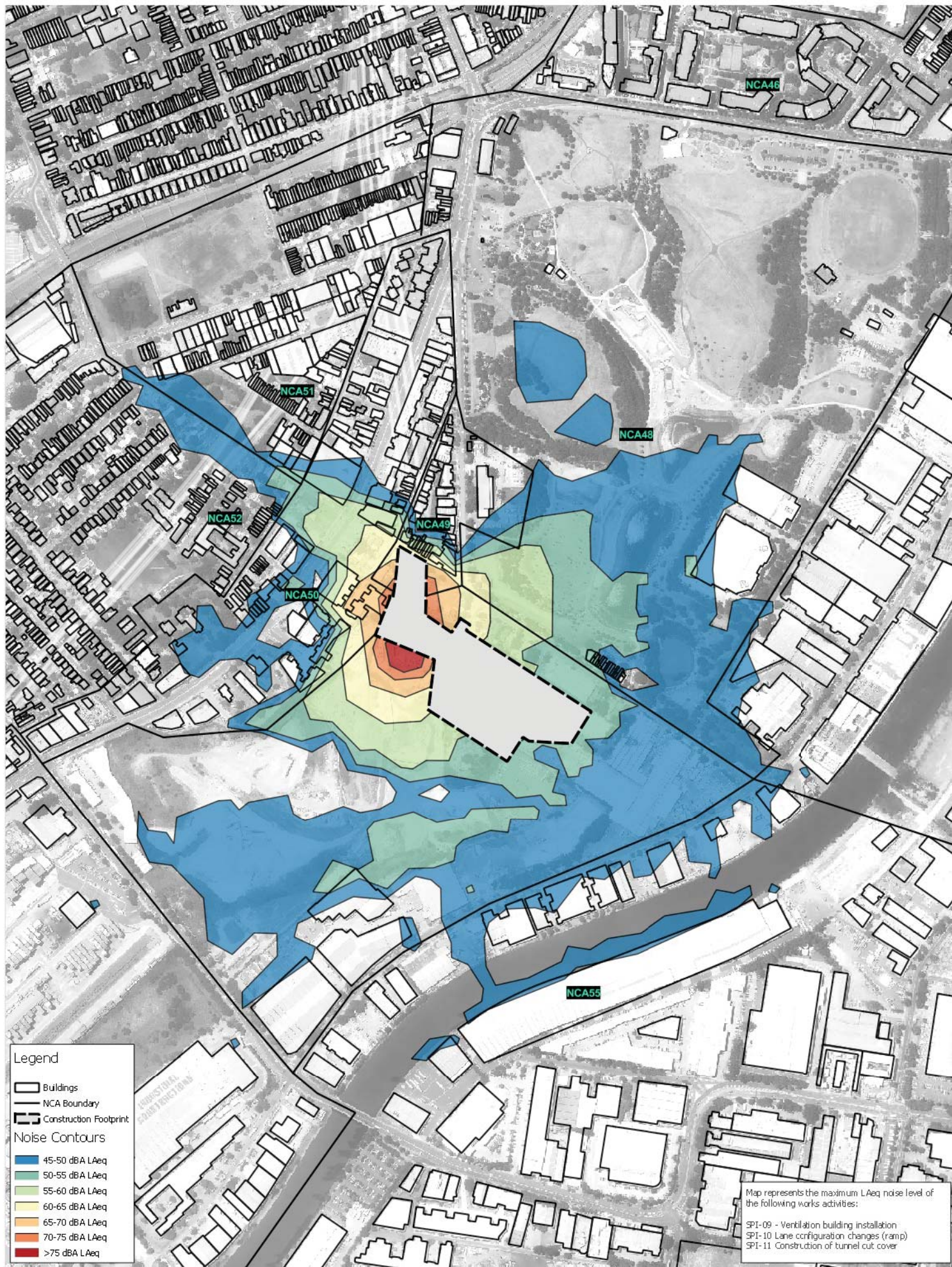


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**St Peters Construction Site
Construction Noise Contours
Tunnelling & Supporting Works**

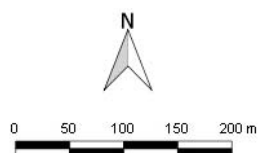
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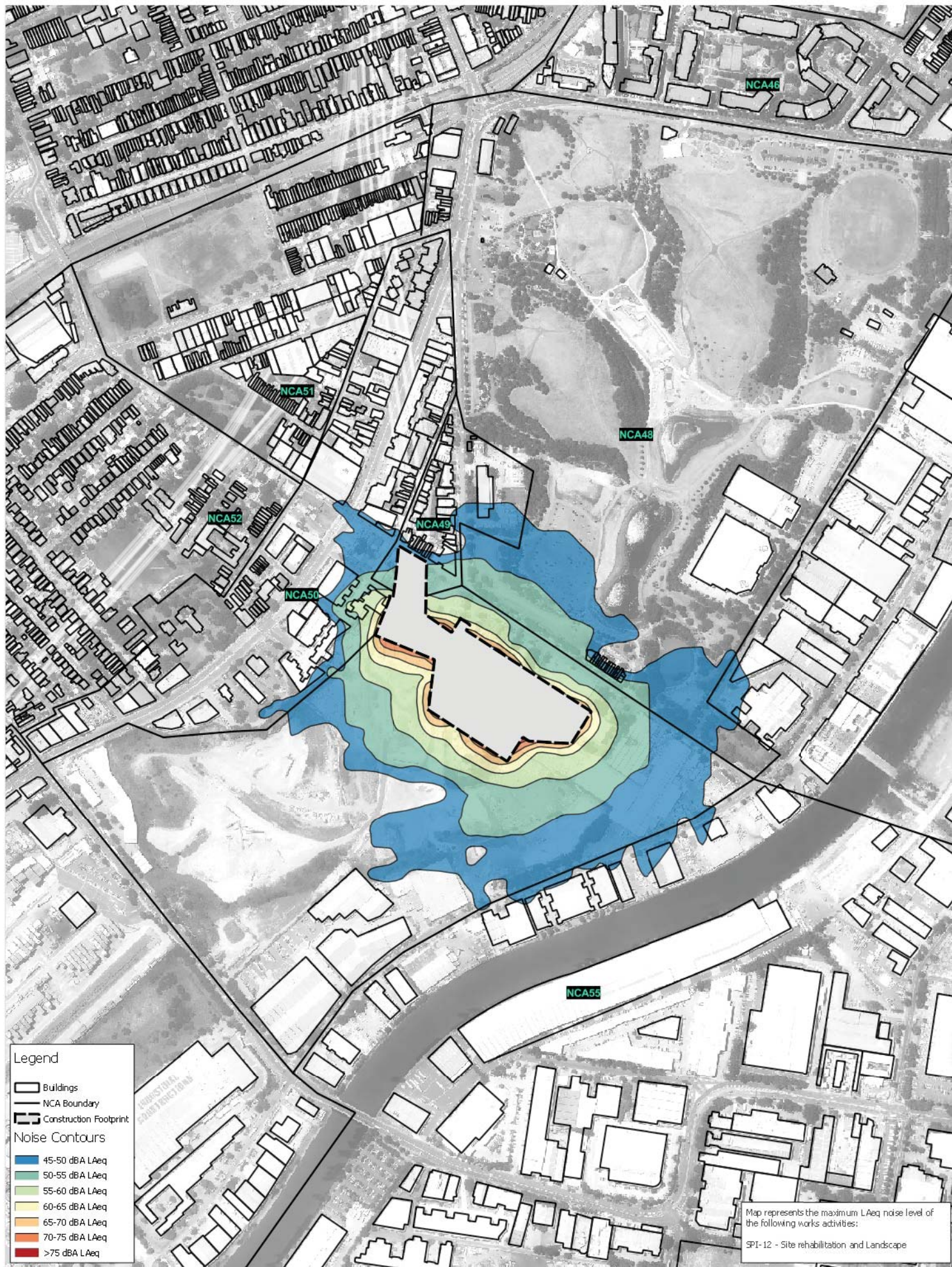
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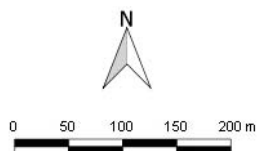
**St Peters Construction Site
Construction Noise Contours
General Construction Works**



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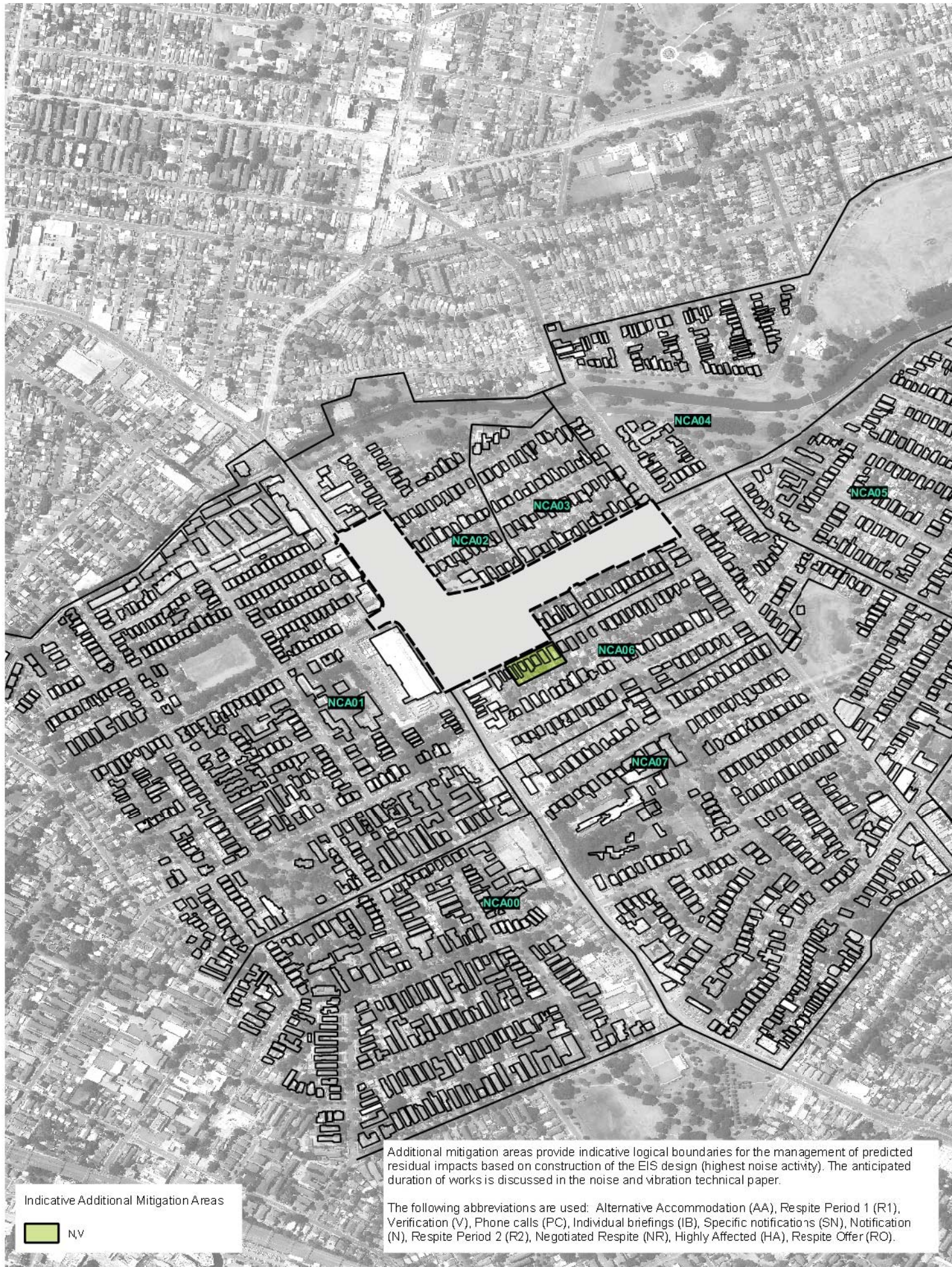
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St Peters Construction Site
Construction Noise Contours
Site Rehabilitation

Annexure H

Construction CNVG additional mitigation locations



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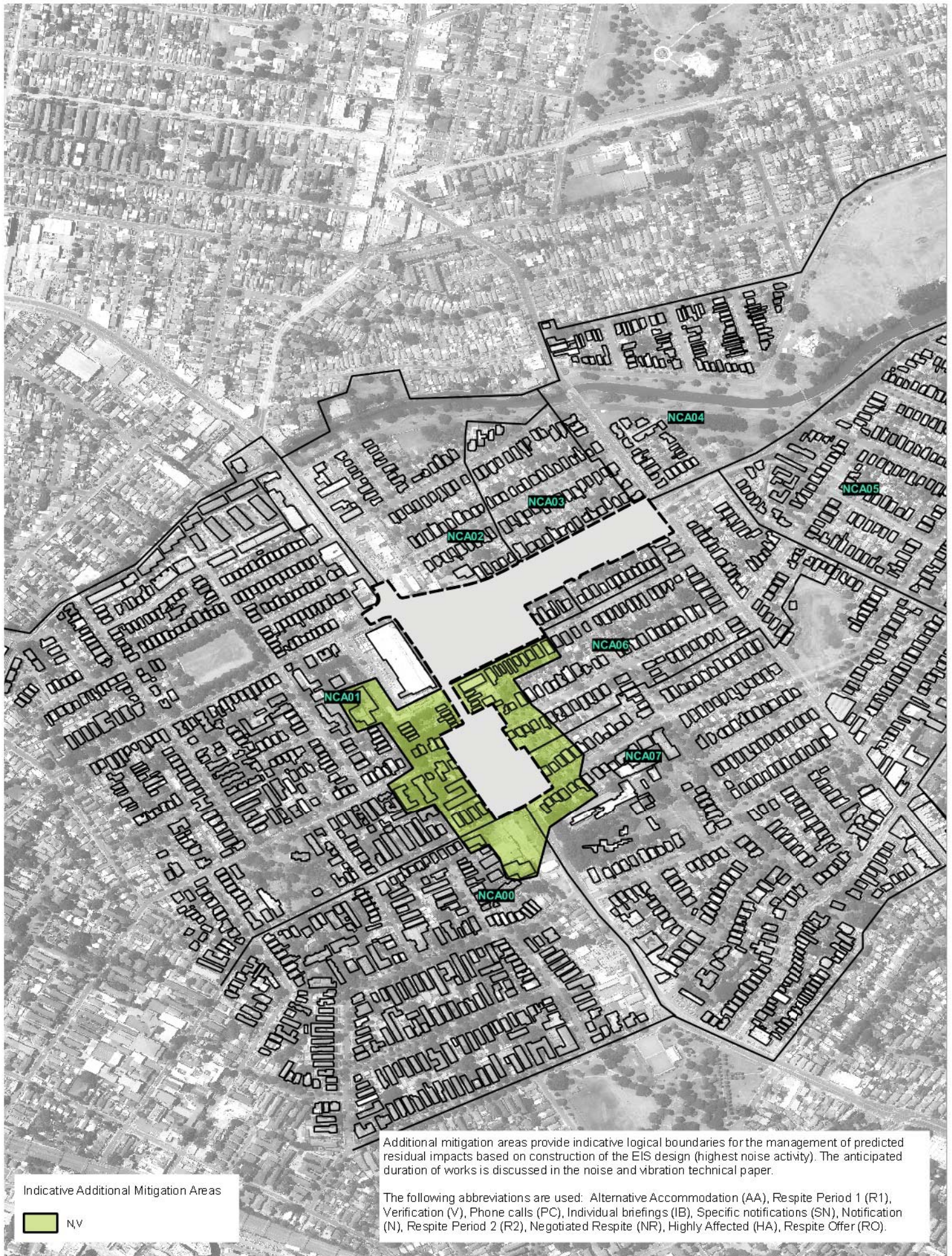


0 50 100 150 200 250 m

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Indicative Additional Mitigation Areas
Haberfield Option A Construction Site
Daytime



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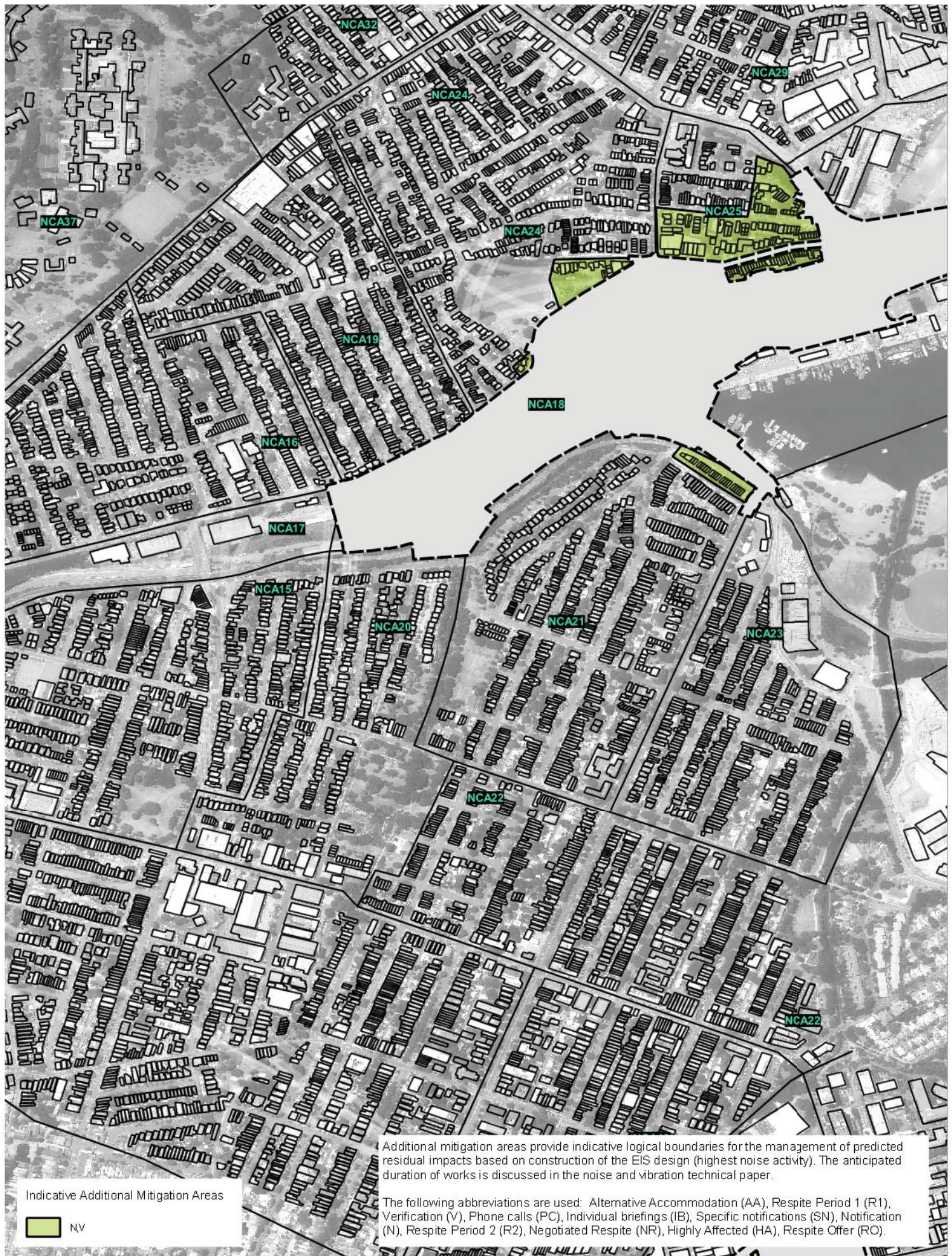


0 50 100 150 200 250m

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Indicative Additional Mitigation Areas
Darley Road Construction Site
Daytime



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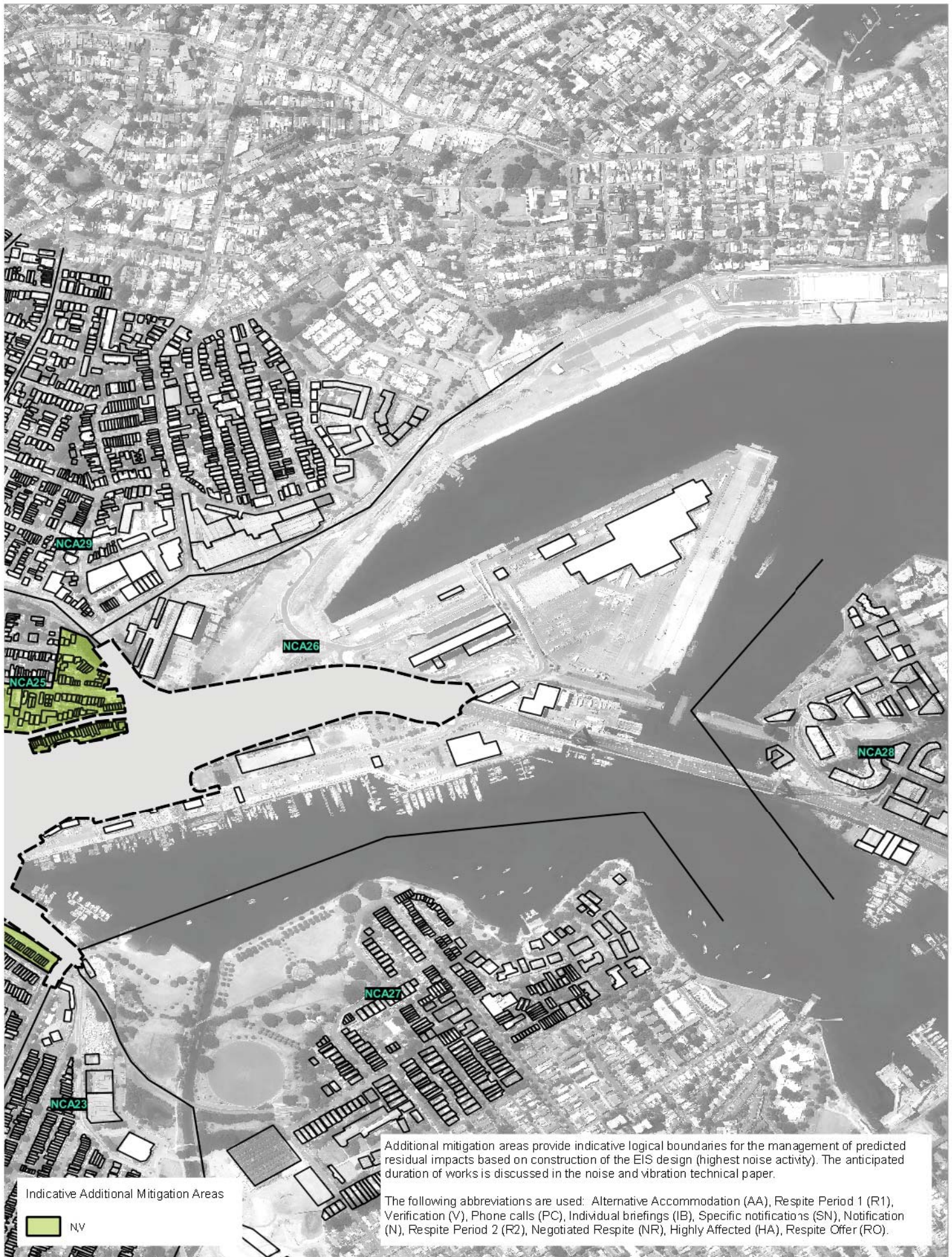


0 50 100 150 200 250m

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Indicative Additional Mitigation Areas
Rozelle Construction Site
Daytime



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0 50 100 150 200 250 m

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WestConnex M4-M5 Link

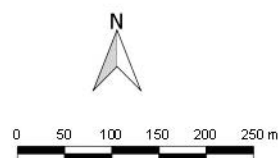
Indicative Additional Mitigation Areas
Rozelle Construction Site
Daytime



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Indicative Additional Mitigation Areas
Iron Cove Construction Site
Daytime



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0 50 100 150 200 250 m

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WestConnex M4-M5 Link

Indicative Additional Mitigation Areas
Pymont Bridge Road Construction Site
Daytime



Additional mitigation areas provide indicative logical boundaries for the management of predicted residual impacts based on construction of the EIS design (highest noise activity). The anticipated duration of works is discussed in the noise and vibration technical paper.

The following abbreviations are used: Alternative Accommodation (AA), Respite Period 1 (R1), Verification (V), Phone calls (PC), Individual briefings (IB), Specific notifications (SN), Notification (N), Respite Period 2 (R2), Negotiated Respite (NR), Highly Affected (HA), Respite Offer (RO).

Indicative Additional Mitigation Areas
NV



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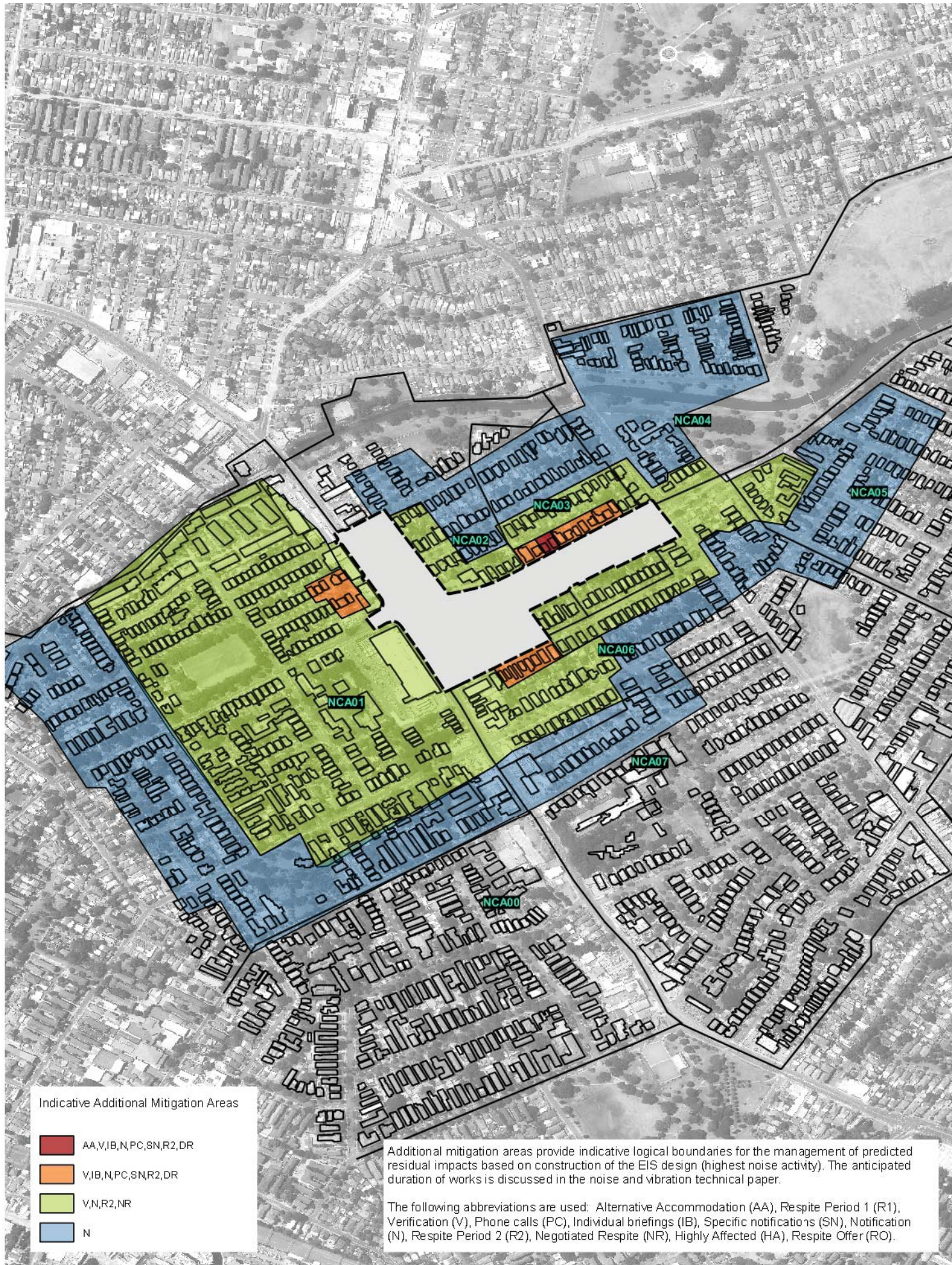


0 50 100 150 200 250 m

Sydney Motorway Corporation

WestConnex M4-M5 Link

Indicative Additional Mitigation Areas
St Peters Construction Site
Daytime



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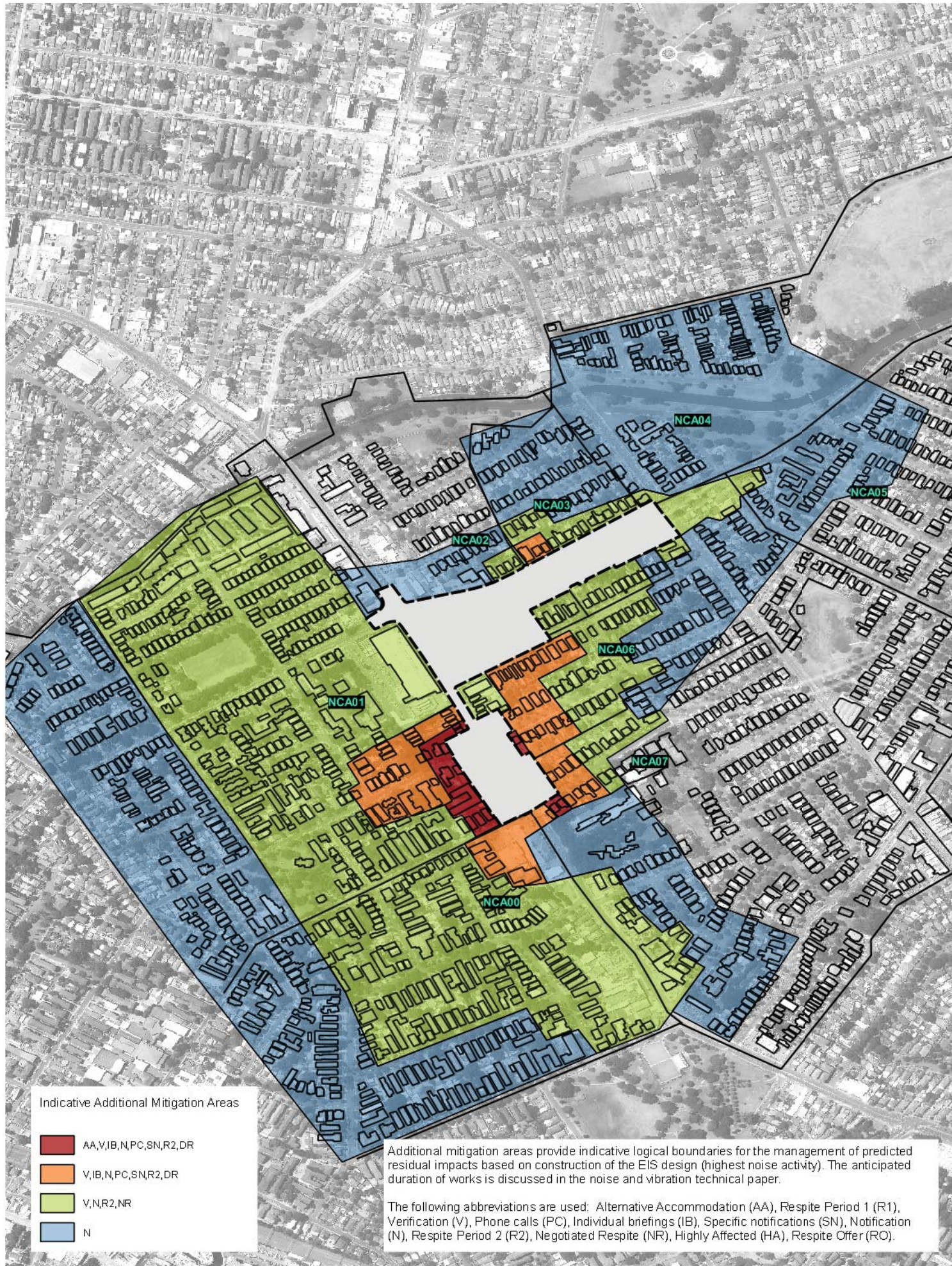


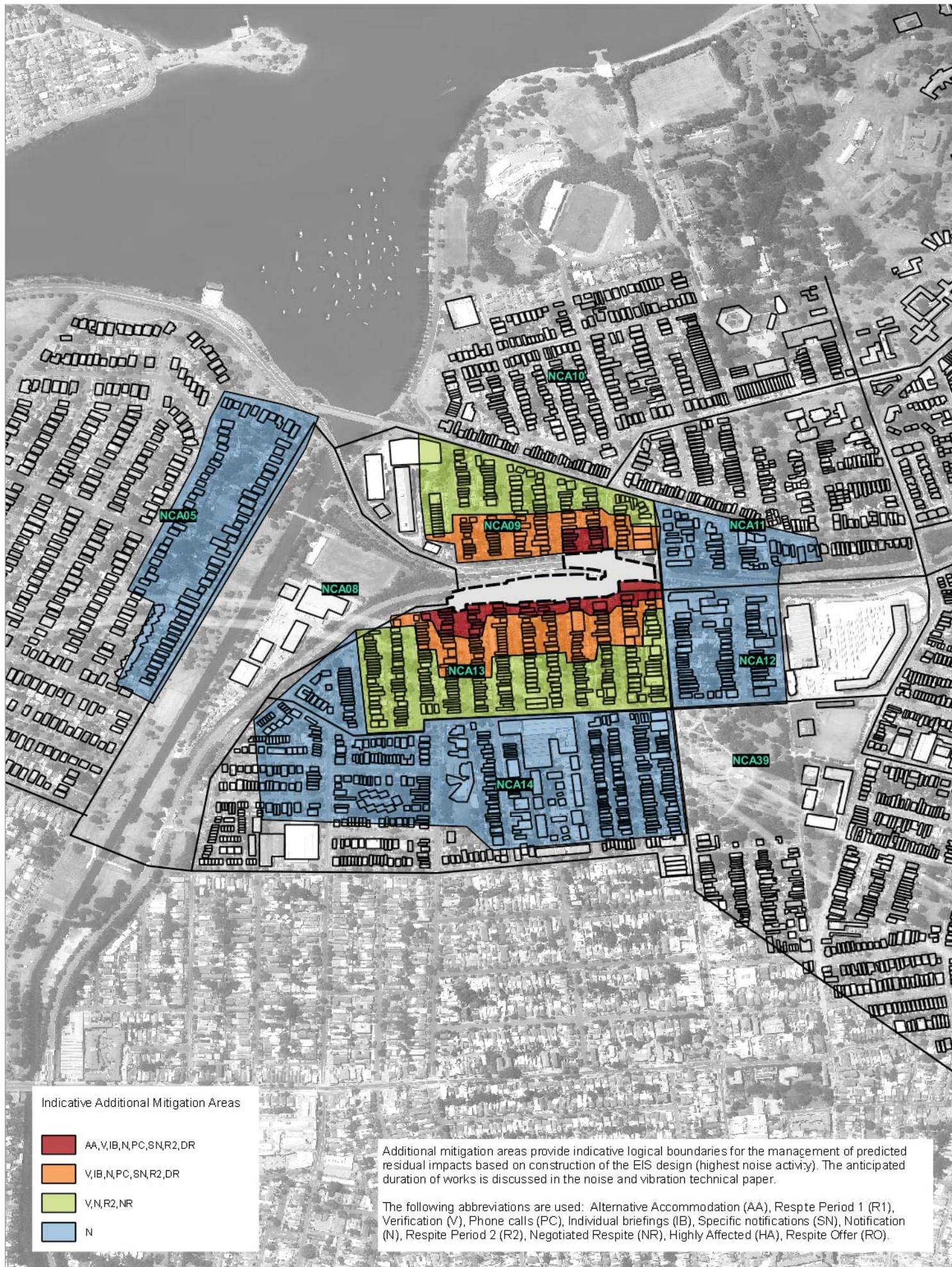
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WestConnex M4-M5 Link

Indicative Additional Mitigation Areas
Haberfield Option A Construction Site
Night-Time





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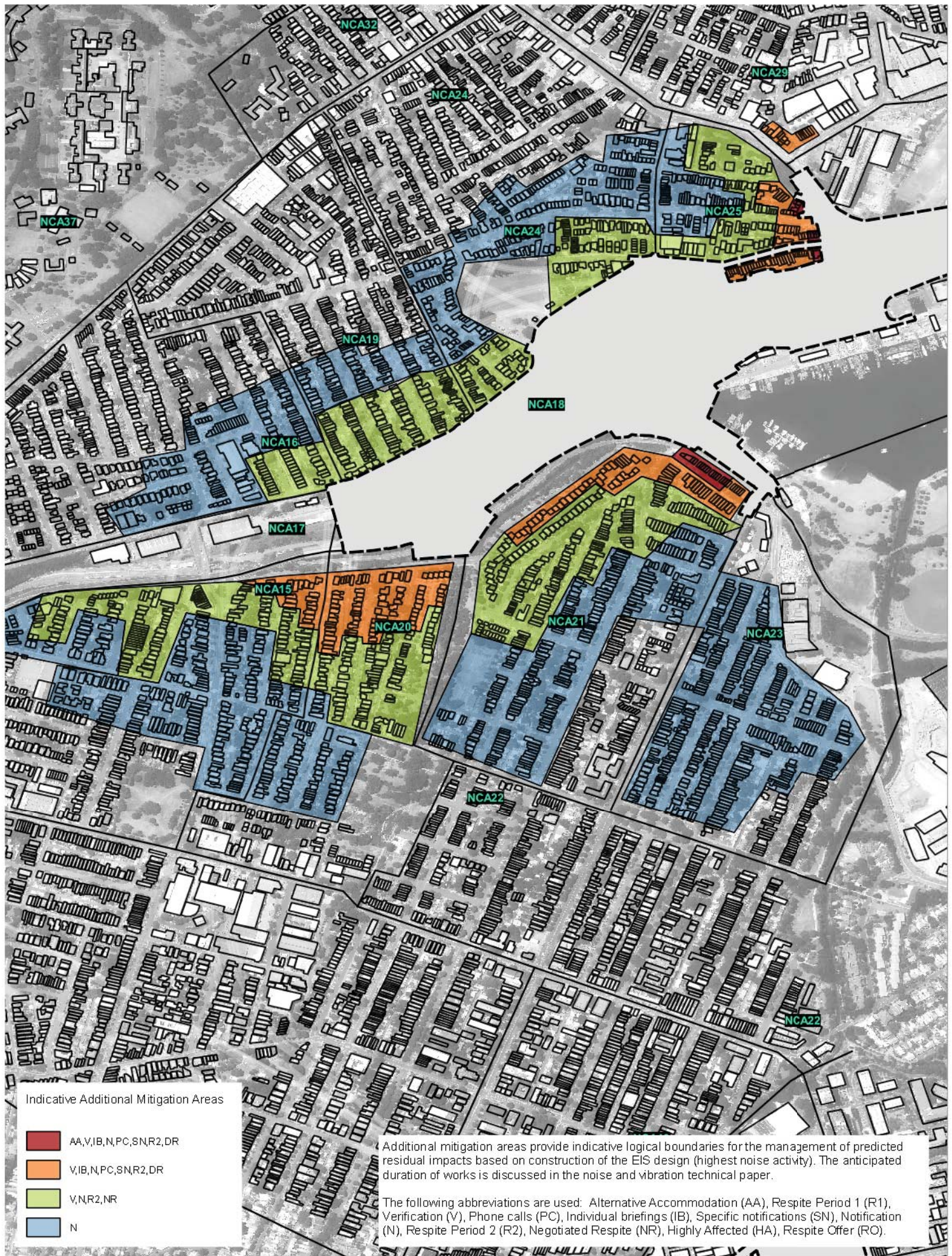


0 50 100 150 200 250 m

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WestConnex M4-M5 Link

Indicative Additional Mitigation Areas
Darley Road Construction Site
Night-Time



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0 50 100 150 200 250 m

Sydney Motorway Corporation

WestConnex M4-M5 Link

**Indicative Additional Mitigation Areas
Rozelle Construction Site
Night-Time**



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0 50 100 150 200 250 m

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WestConnex M4-M5 Link

**Indicative Additional Mitigation Areas
Rozelle Construction Site
Night-Time**



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0 50 100 150 200 250 m

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WestConnex M4-M5 Link

**Indicative Additional Mitigation Areas
Iron Cove Construction Site
Night-Time**



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0 50 100 150 200 250 m

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Indicative Additional Mitigation Areas
Pyrmont Bridge Road Construction Site
Night-Time



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0 50 100 150 200 250 m

Sydney Motorway Corporation

WestConnex M4-M5 Link

Indicative Additional Mitigation Areas
St Peters Construction Site
Night-Time

Annexure I

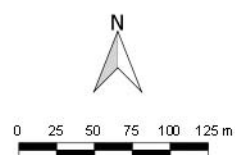
Construction ground-borne noise contours



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Haberfield Tunnelling
Ground-borne Noise



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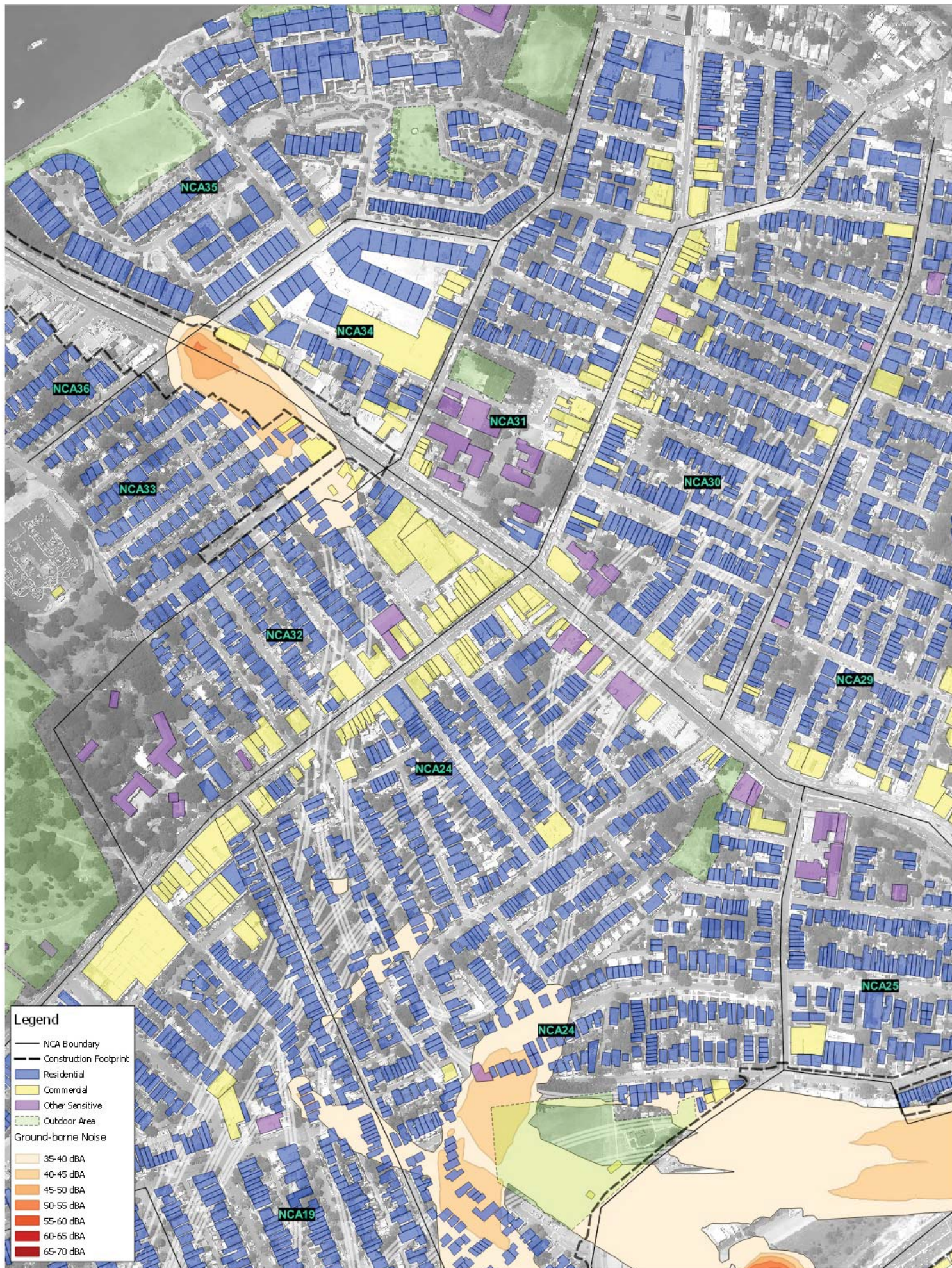


0 25 50 75 100 125 m

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WestConnex M4-M5 Link

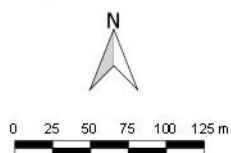
**Darley Road Tunneling
Ground-borne Noise**



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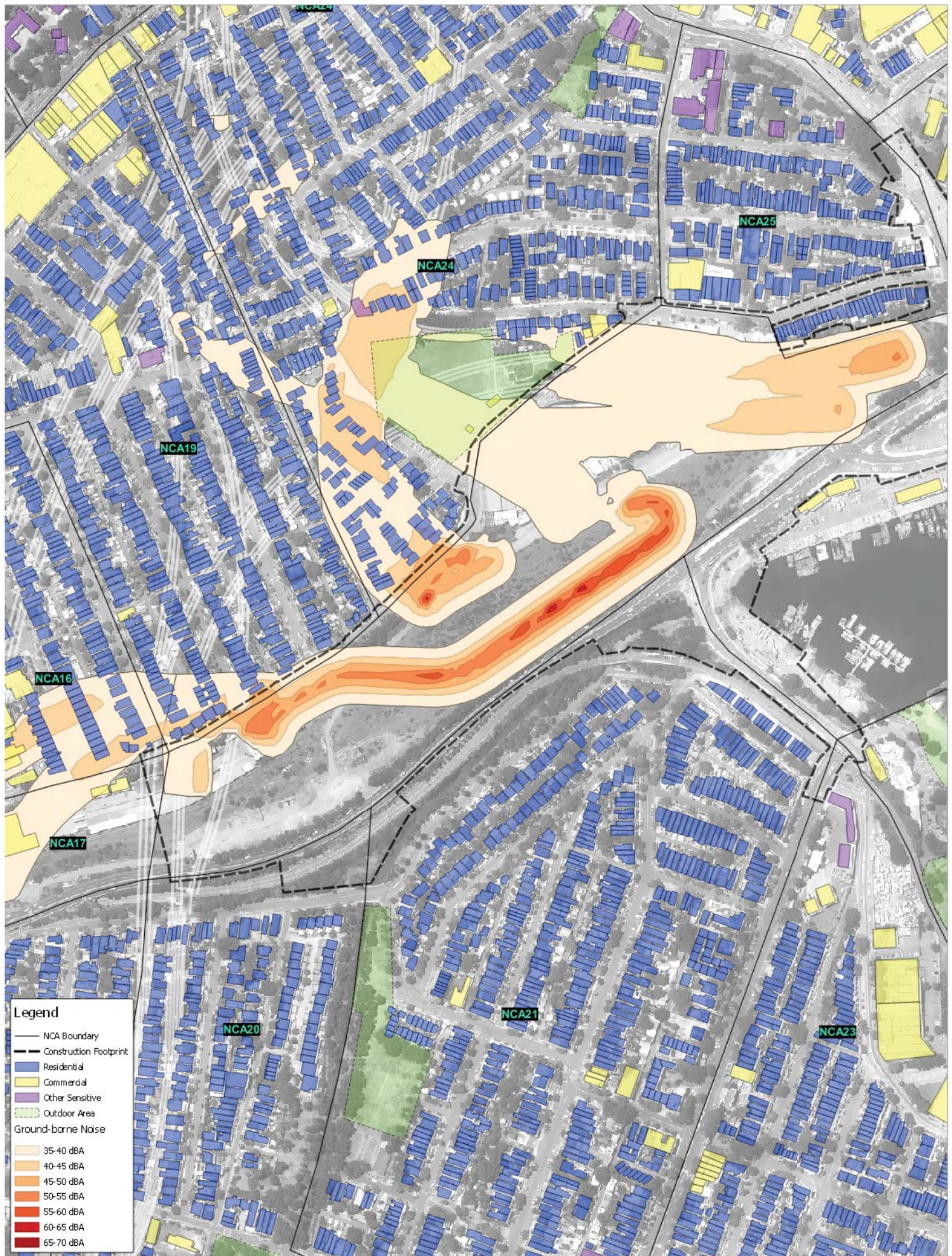
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Projection:	GDA 1994 MGA Zone 56



Sydney Motorway Corporation

WestConnex M4-M5 Link

Iron Cove Tunnelling
Ground-borne Noise



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0 25 50 75 100 125 m

Sydney Motorway Corporation

WestConnex M4-M5 Link

**Rozelle Tunnelling
Ground-borne Noise**



Legend

- NCA Boundary
- Construction Footprint
- Residential
- Commercial
- Other Sensitive
- Outdoor Area
- Ground-borne Noise
- 35-40 dBA
- 40-45 dBA
- 45-50 dBA
- 50-55 dBA
- 55-60 dBA
- 60-65 dBA
- 65-70 dBA



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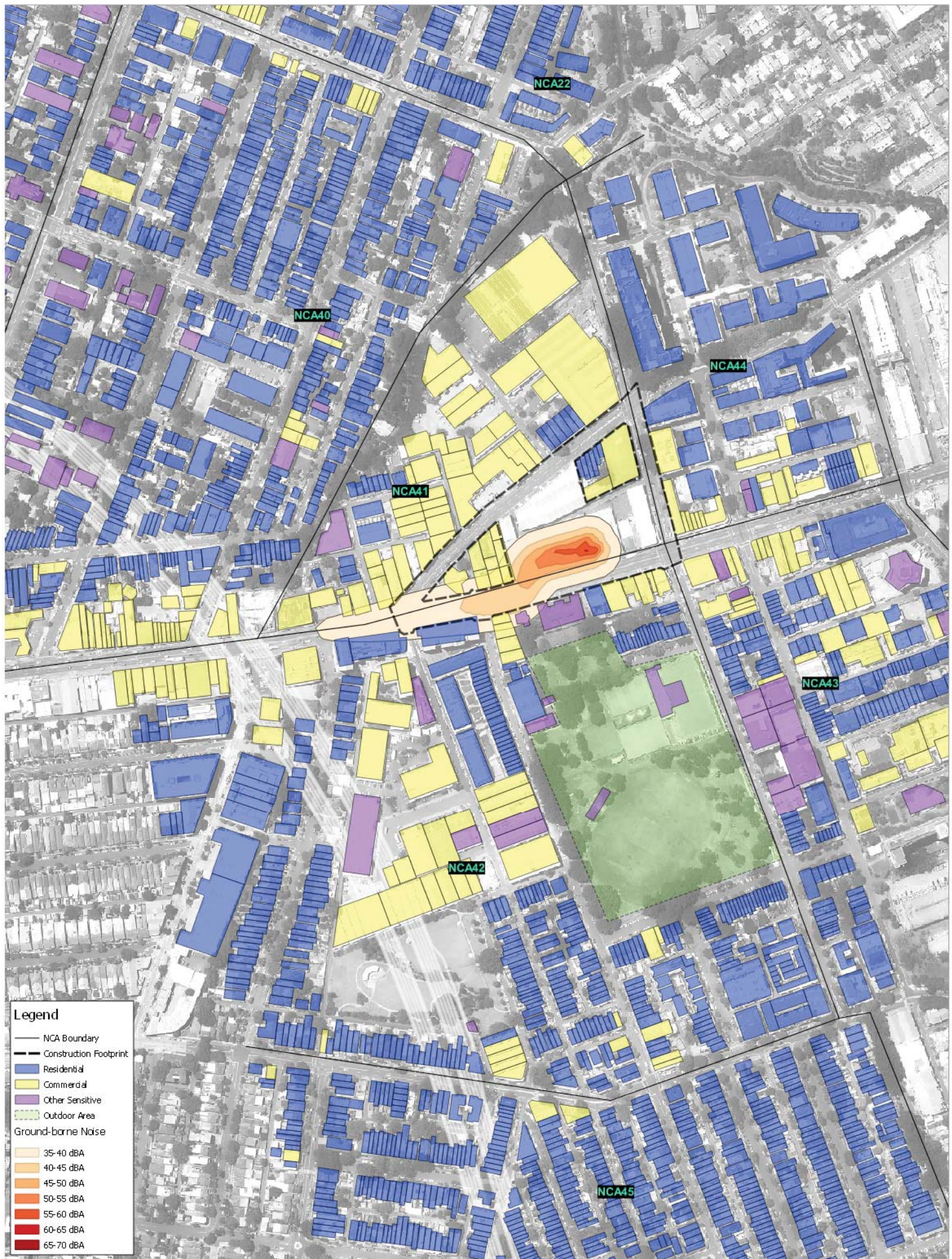
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WestConnex M4-M5 Link

Rozelle Tunnelling
Ground-borne Noise

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Legend

- NCA Boundary
- Construction Footprint
- Residential
- Commercial
- Other Sensitive
- Outdoor Area
- Ground-borne Noise
- 35-40 dBA
- 40-45 dBA
- 45-50 dBA
- 50-55 dBA
- 55-60 dBA
- 60-65 dBA
- 65-70 dBA



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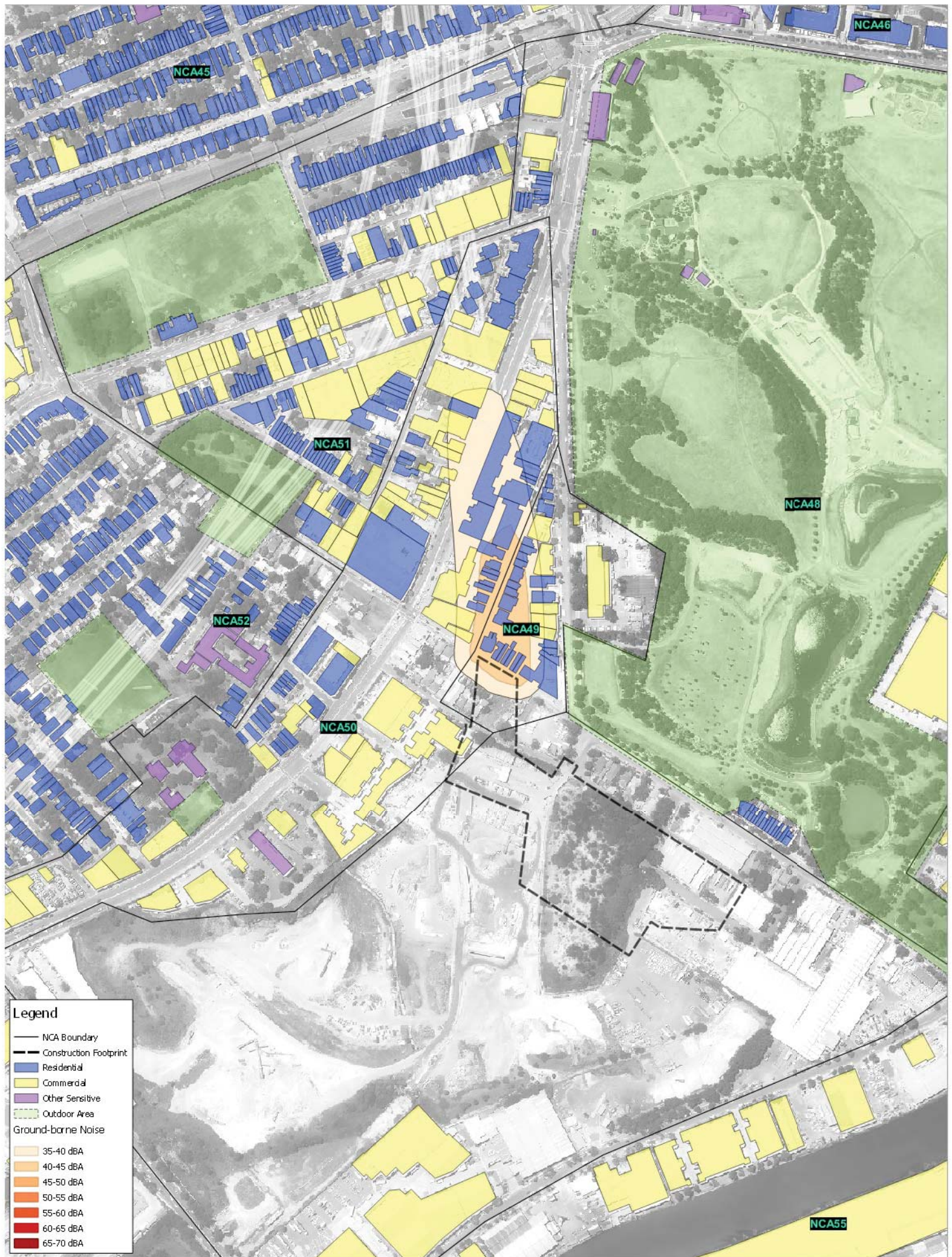


0 25 50 75 100 125 m

Sydney Motorway Corporation

WestConnex M4-M5 Link

Pyrmont Bridge Road Tunnelling
Ground-borne Noise



Legend

- NCA Boundary
- - - Construction Footprint
- Residential
- Commercial
- Other Sensitive
- Outdoor Area
- Ground-borne Noise
- 35-40 dBA
- 40-45 dBA
- 45-50 dBA
- 50-55 dBA
- 55-60 dBA
- 60-65 dBA
- 65-70 dBA



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0 25 50 75 100 125 m

Sydney Motorway Corporation

WestConnex M4-M5 Link

St Peters Tunnelling
Ground-borne Noise

Annexure J

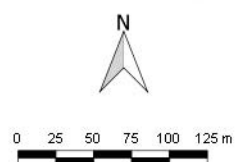
Construction vibration minimum working distances



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Sydney Motorway Corporation

WestConnex M4-M5 Link

Haberfield - Sensitive Receivers
Minimum Working Distance
Large Rock-breaker