

Reycroft Avenue, Quakers Hill

The predicted $L_{Aeq(15 \text{ hour})}$, $L_{Aeq(9 \text{ hour})}$ and L_{Amax} noise contours for Reycroft Avenue for the year 2023 are shown in Figures 8-5, 8-6 and 8-7. A summary of the predicted exceedances of the IGANRIP trigger levels for the long-term situation (Year 2023) is provided in Table 8-25.

Table 8-25 Summary of IGANRIP trigger level exceedances – Reycroft Avenue during Year 2023 (track chainage 41.670 km – 41.760 km)

Noise level descriptor	Predicted noise level (dBA) (Year 2007) ¹	Overall noise trigger level (dBA)	Predicted noise level increase (dBA)	Noise level increase trigger (dBA)	Number of IGANRIP exceedances within zone
$L_{Aeq(15 \text{ hour})}$	64 (60)	65	4	2 or more	0
$L_{Aeq(9 \text{ hour})}$	59 (57)	60	2	2 or more	0
L_{Amax}	88 (88)	85	0	3 or more	0

Note 1: The predicted noise levels are representative of the highest levels within the exceedance zone.

The future (Year 2023) $L_{Aeq(15 \text{ hour})}$ and $L_{Aeq(9 \text{ hour})}$ noise levels are predicted to comply with the trigger levels of $L_{Aeq(15 \text{ hour})}$ 65 dBA and $L_{Aeq(9 \text{ hour})}$ 60 dBA at all receivers located on Reycroft Avenue. The $L_{Aeq(15 \text{ hour})}$ and $L_{Aeq(9 \text{ hour})}$ noise levels are predicted to increase by up to 4 dBA and 2 dBA, respectively, at the receivers located immediately adjacent to the corridor.

The future L_{Amax} noise levels are predicted to exceed the trigger level of 85 dBA at four receivers located on Reycroft Avenue. However, the L_{Amax} noise levels are not predicted to increase by 3 dBA or more as a result of the Project at this location, as the new track would be located further from the existing residents and existing train speeds on this section of the Richmond Line are expected to remain unchanged.

For the Project to trigger an overall IGANRIP exceedance, the predicted noise levels must exceed either:

- 65 dBA with an increase of 2 dBA or more in $L_{Aeq(15 \text{ hour})}$
- 60 dBA with an increase of 2 dBA or more in $L_{Aeq(9 \text{ hour})}$
- 85 dBA with an increase of 3 dBA or more in L_{Amax} .

The predicted noise levels for Reycroft Avenue receivers adjacent to the rail corridor do not trigger an overall IGANRIP exceedance for the future situation (Year 2023). Therefore, no further assessment is warranted for the consideration of reasonable and feasible noise mitigation at this location.

Bridge Street and Tain Place, Schofields

The predicted $L_{Aeq(15 \text{ hour})}$, $L_{Aeq(9 \text{ hour})}$ and L_{Amax} noise contours for Bridge Street and Tain Place for the year 2023 are shown in Figures 8-8, 8-9 and 8-10. A summary of the predicted exceedances of the IGANRIP trigger levels for the long-term situation (Year 2023) is provided in Table 8-26.

Table 8-26 Summary of IGANRIP trigger level exceedances – Bridge Street/Tain Place during Year 2023 (track chainage 43.530 km – 43.720 km)

Noise level descriptor	Predicted noise level (dBA) (Year 2007) ¹	Overall noise trigger level (dBA)	Predicted noise level increase (dBA)	Noise level increase trigger (dBA)	Number of IGANRIP exceedances within zone
L _{Aeq} (15 hour)	63 (54)	65	9	2 or more	0
L _{Aeq} (9 hour)	57 (51)	60	6	2 or more	0
L _{Amax}	87 (80)	85	7	3 or more	6

Note 1: The predicted noise levels are representative of the highest levels within the exceedance zone.

The future (Year 2023) noise levels are predicted to comply with the trigger level of L_{Aeq}(15hour) 65 dBA and L_{Aeq}(9 hour) 60 dBA at all receivers located on Bridge Street and Tain Place. The L_{Aeq}(15hour) and L_{Aeq}(9 hour) noise levels are predicted to increase by up to 9 dBA and 6 dBA, respectively, at these receiver locations.

The future (Year 2023) L_{Amax} noise levels are predicted to exceed the trigger level of 85 dBA at six receivers located on Bridge Street and Tain Place. The L_{Amax} noise levels are predicted to increase by up to 7 dBA at these receiver locations. The increase in L_{Amax} noise levels is due to the increased line speed on this section of track.

Six receivers are predicted to exceed the overall IGANRIP noise trigger levels for the future situation (Year 2023). Exceedances of the IGANRIP noise trigger levels are predicted based on the L_{Amax} trigger being exceeded at six locations with a corresponding increase of 3 dBA or more. Accordingly, further assessment is warranted for the consideration of reasonable and feasible noise mitigation at this location (as also identified for the opening situation).

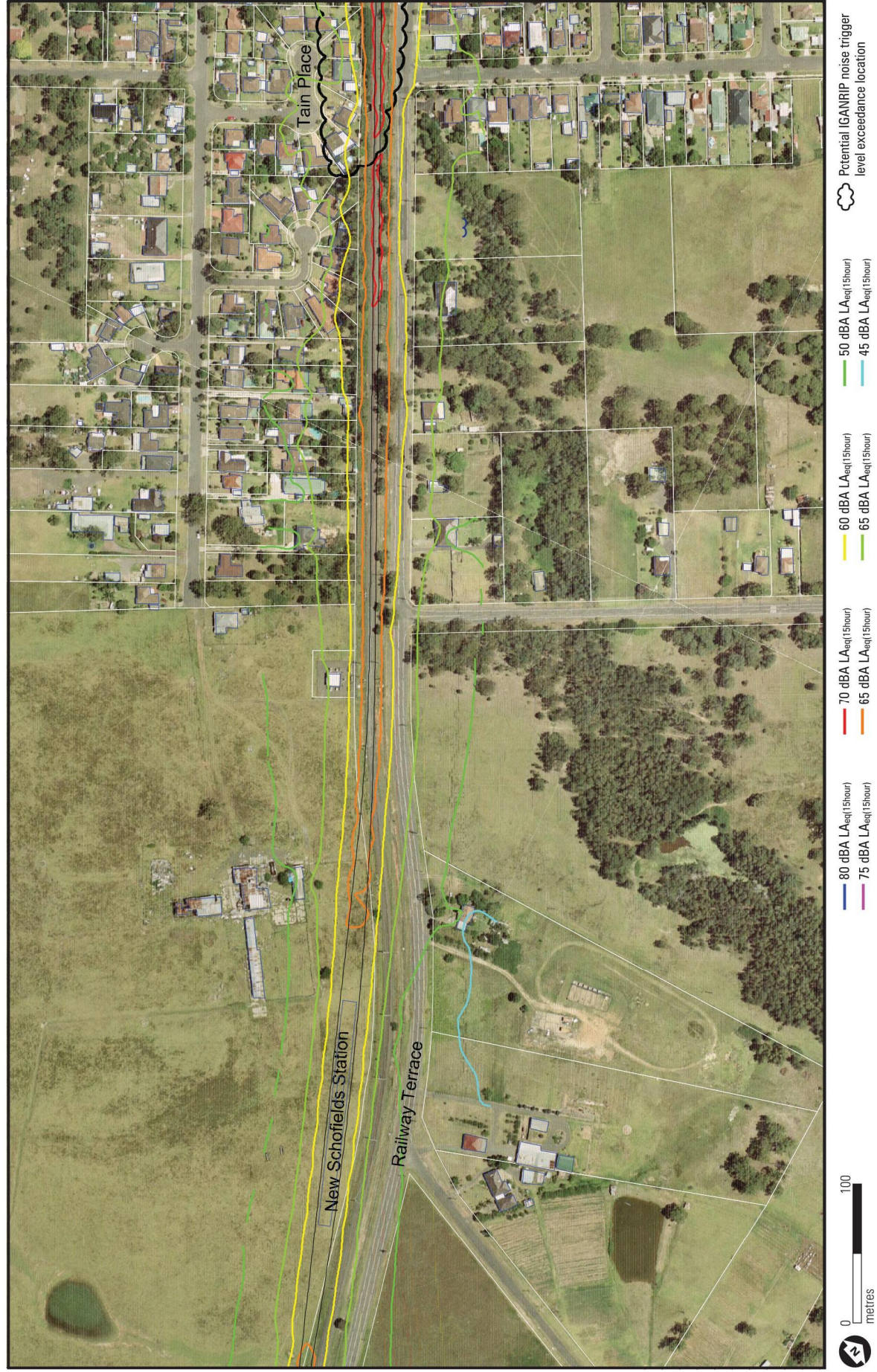


Figure 8-8a Year 2023 daytime $LA_{eq}(15\text{hour})$ noise contour plots for Bridge Street and Tain Place



Figure 8-8b Year 2023 daytime $LA_{eq}(15\text{hour})$ noise contour plots for Bridge Street and Tain Place

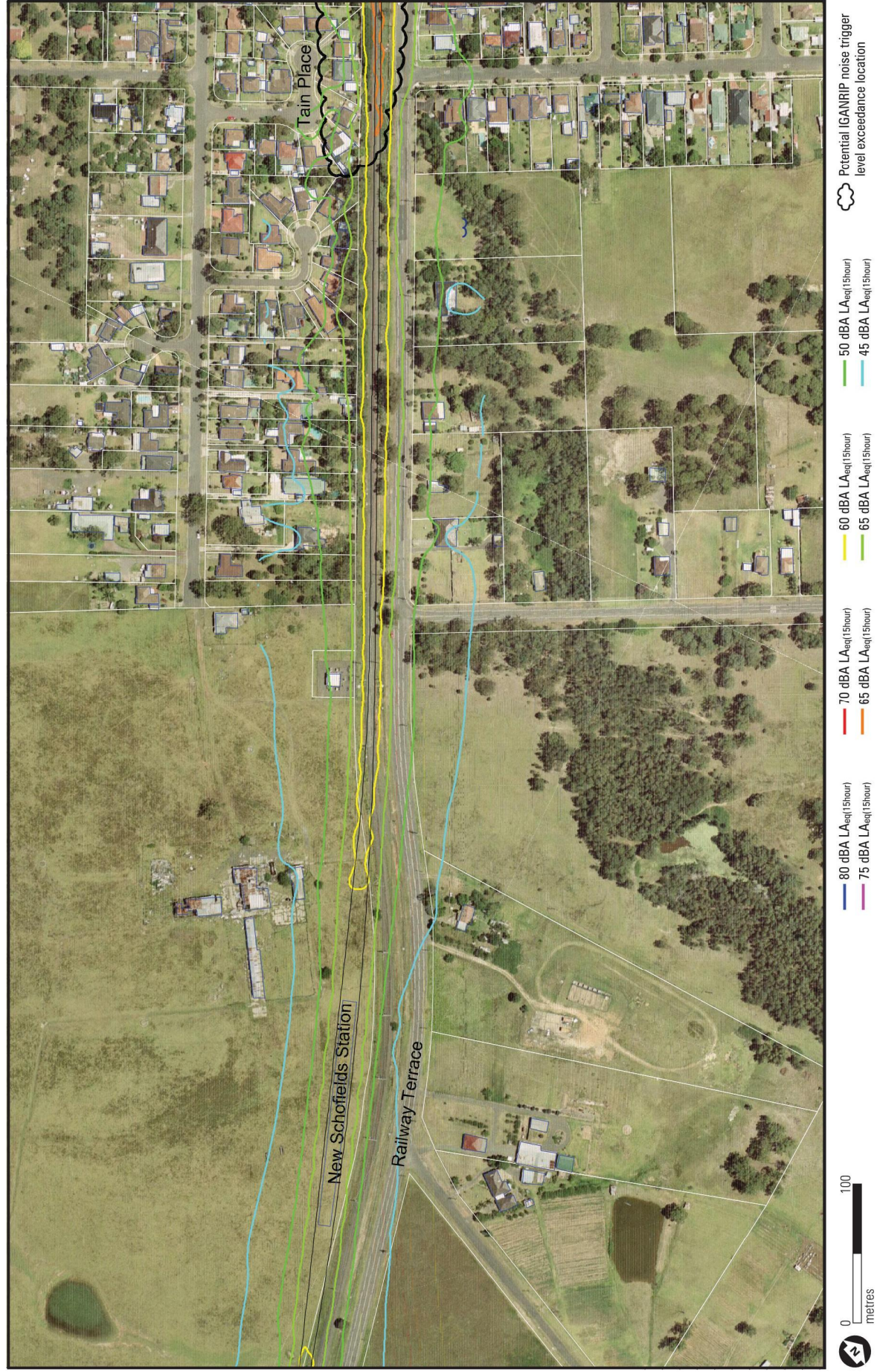


Figure 8-9a Year 2023 night-time $LA_{eq}(9\text{hour})$ noise contour plots for Bridge Street and Tain Place