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23 November 2026

By Post and Email

Distribution List

Dear Sir / Madam,

Agreement No. CE 41/2025 (HY)
Northern Metropolis Highway (San Tin Section) – Design and Construction

Environmental Permit Submission of Road Traffic Noise Mitigation Plan (RTNMP) (Final) (Rev.1)

In accordance with Environmental Permit Condition 2.20 of Norther Metropolis Highway – San Tin Highway (EP-681/2026), we are pleased to submit the Road Traffic Noise Mitigation Plan (RTNMP) (Final) for your review. The RTNMP has been prepared and checked by the Certified Noise Modelling Professional of Hong Kong Institute of Qualified Environmental Professionals (HKIQEP), certified by our proposed other professionals for Environmental Team Leader (ETL) and verified by our proposed other professionals for Independent Environmental Checker (IEC).

We would be much grateful if you could approve the RTNMP in accordance with EP Condition 2.20. Nil return is required.

Should you have any queries, please feel free to contact our Mr. WK CHIU at 2972 1322 or email to Kwan.Chiu@atkinsrealis.com.

Yours faithfully,
For and on behalf of
AECOM-AtkinsRealis JV

Louis Lau
Deputy Project Manager
AECOM-AtkinsRealis JV

Encl.

Agreement No. CE41/2025(HY))
Northern Metropolis Highway (San Tin Section)
–Design and Construction

Road Traffic Noise Mitigation Plan (Final) (Rev.1)

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Highways Department

Agreement No. CE 41/2025 (HY)

Northern Metropolis Highway (San Tin Section) – Design and Construction

Road Traffic Noise Mitigation Plan (Final) (Rev.1)

November 2026

Prepared and Checked by: 23 November 2026

Mr. CHIU Wai Kwan
HKIQEP Certified Noise Modelling Professional
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Certified by: 23 November 2026

Ms. Rachel Wong
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1. INTRODUCTION

1.1 Background

1.1.1 Based on the initiatives under the "Strategic Studies on Railways and Major Roads beyond 2030" (RMR 2030+), the Transport Department (TD) commissioned a consultancy study titled "Strategic Study on Major Roads beyond 2030 – Feasibility Study" under Agreement No. CE 7/2018 (TT) in December 2020.

1.1.2 The 2022 Policy Address announced that the Northern Metropolis Highway (NMH) as recommended under the "Strategic Study on Major Roads beyond 2030" (SSMR 2030+) would be taken forward to facilitate "east-west" connectivity in the New Territories North between Tin Shui Wai in the west and Kwu Tung North in the east via San Tin, and expand transport capacity in the Northern Metropolis.

1.1.3 The 2023 Policy Address announced that the NMH proposal would be extended to the east to connect Sha Tau Kok Road Interchange, enhancing east-west connectivity in the New Territories North (NTN).

1.1.4 Altogether, NMH was planned and designed to be a major east-west corridor linking the development nodes (including Ngau Tam Mei (NTM), San Tin Technopole, Kwu Tung North (KTN)/Fanling North (FLN) and NTN New Town) in the Northern Metropolis with a total length of approximately 24 km. The Recommended Alignment of the NMH connects Tin Shui Wai to the NTN New Town near Ping Che, and consists of four major road sections, including Tin Shui Wai Section, San Tin Section, Kwu Tung Section and NTN New Town Section, with 11 proposed interchanges.

1.1.5 Among the four major road sections of NMH, San Tin Section will be taken forward first for implementation with a target to achieve technical readiness for tendering by 2027 for target completion by 2034.

1.1.6 Highways Department (HyD) commissioned a consultancy study titled "Northern Metropolis Highway – Investigation" under Agreement No. CE 4/2024 (HY) in March 2025. The recommended road alignment was endorsed by the Project Steering Group in July 2025. The road scheme of San Tin Section was gazetted under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 30 April 2026.

1.1.7 NMH (San Tin Section) starts in the west near the interchange between the existing Route 3 and Route 9 at Kam Tin River, runs alongside San Tin Highway and NTM NDA near Kai Kung Leng, traverses across Ngau Tam Shan and Hadden Hill (also known as Ki Lun Shan), and connects to KTN NDA in the east. It is a dual three-lane trunk road with a total length of approximately 9 km, comprising approximately 6.5 km of viaduct/at-grade road, 2.5 km of tunnel and five interchanges.

1.1.8 There are two major tunnel sections in NMH (San Tin Section), one traversing Ngau Tam Shan and the other traversing Ki Lun Shan. The remaining sections of the alignment predominantly consist of viaducts and at-grade roads. Connection at interchange to/from the existing Yuen Long Highway and Tsing Long Highway was proposed, enabling works for future interchange modifications under Tin Shui Wai Section of NMH. Signalised all-movement interchanges with smart traffic management features were also proposed to enhance the operation efficiency of the interchanges.

1.1.9 An EIA Report was prepared to assess the environmental impacts associated with the proposed construction and operational works of the "Northern Metropolis Highway – San Tin Section" (hereafter referred to as the Project). The EIA Report (Register No. AEIAR-276/2026) was approved by the Director of Environmental Protection (DEP) on 12 August 2026 with approval conditions stipulated in the Director's letter (Reference: f () in EP2/N6/A/239 Part 3). The Project is governed by Environmental Permit (EP) No. EP-681/2026 issued by DEP on 14 August 2026. Location of the Project is shown in **Figure 1.1**.

1.1.10 Pursuant to EP Condition 2.20, The Permit Holder shall, no later than 6 months before the commencement of construction of road traffic noise mitigation measures, submit to the Director 2 hard copies and 2 electronic copies of a finalised Road Traffic Noise Mitigation Plan (RTNMP) for approval, unless otherwise agreed by the Director. Prior to submission to the Director, the Permit Holder shall liaise with the relevant implementation party(ies) of the planned developments as identified in the approved EIA report (Register No. AEIAR-276/2026) along the project alignment to review and explore the wider use of at-receiver mitigation measures. The RTNMP shall document the noise reduction performance of the at-receiver mitigation measures to demonstrate that the road traffic noise performance requirements set out in the approved EIA Report will not be exceeded with the mitigation measures in place. The RTNMP or subsequent updates of RTNMP shall include a proposed road traffic noise impact monitoring and audit programme unless otherwise agreed by the Director, and an implementation schedule in table form to clearly list out the mitigation measures to be implemented, and the implementation party, location, timing, and environmental performance required for implementation of the mitigation measures. The road traffic noise model of RTNMP / updated RTNMP shall be prepared and checked by a Certified / Qualified Noise Modelling Professional as recognised by the HKIE, HKIQEP, HKIOA or other professional as agreed by the Director. The RTNMP / updated RTNMP shall be certified by the ET Leader or other professional as agreed by the Director, and verified by the IEC or other professional as agreed by the Director, as conforming to the findings and recommendations of the approved EIA Report (Register No. AEIAR-276/2026). All mitigation measures recommended and requirements specified in the RTNMP / updated RTNMP shall be fully implemented.

1.2 Objective of this Road Traffic Noise Mitigation Plan

1.2.1 Subsequent to the approval of the NMH-ST EIA, there are minor changes in the road alignment including the Pok Wai area as illustrated in **Appendix 1.1a** and also the changes in interchange near Ngau Tam Mei Development Area and the provision of junction for planned road of Kwu Tung New Development Area (NDA) connecting to the existing local access road as illustrated in **Appendix 1.1b**. As shown in **Appendix 1.1a**, the Conforming Alignment Scheme denotes the alignment adopted in the NMH-ST EIA and Revised Alignment Scheme comprises the changes as illustrated in **Appendix 1.1a** and **Appendix 1.1b** above.

1.2.2 As such, this RTNMP has been prepared to demonstrate the traffic noise performance requirements set out in the EIA Report (Register No.: AEIAR-276/2026) for the Project will not be exceeded with the adoption of the Revised Alignment Scheme and overall noise mitigation measures (NMMs) proposed in the EIA report.

2. REVIEW OF TRAFFIC NOISE MITIGATION MEASURES

2.1 Introduction

2.1.1 This section presents the road traffic noise assessment findings and the performance of the traffic noise mitigation measures.

2.2 Environmental Legislation, Standards and Criteria

2.2.1 The criteria for assessing road traffic noise are given in the Technical Memorandum on Environmental Impact Assessment Process (EIAO-TM). The road traffic noise criterion is 70 dB(A) for all domestic premises, temporary housing accommodation, hotels, convalescent homes and homes for the aged; and 65 dB(A) for educational institutes (including kindergartens and nurseries), places of public worship and courts of law; and a more stringent criterion of 55 dB(A) is stipulated for hospitals and medical clinics. It should be noted that all these criteria only apply to NSRs that rely on opened windows for ventilation.

2.3 Representative Noise Sensitive Receivers

2.3.1 As discussed in **Section 1.2.1**, there would be minor change to the road alignment in Pok Wai Area and the interchange near Ngau Tam Mei Development and the provision of junction for planned road of Kwu Tung NDA, since the approval of the EIA report. The representative NSRs under the latest road alignment (i.e. Revised Alignment Scheme), as reviewed, are shown in **Table 2.1** and illustrated in **Figures 2.1.** Based on desktop review during the preparation of this Plan, there is no update on the layout plan of the planned developments identified during the EIA study.

Table 2.1 Reviewed Representative Noise Sensitive Receivers under the Revised Alignment Scheme

NSR Description	Representative NSR ID	NAP [1]	Zoning [2]	Use [3]	No. of Storeys [1]	Shortest Horizontal Distance from the Project Works Boundary, m [1]	Remarks
Existing NSRs							
Ko Po San Tsuen	KPST1-3	KPST1, KPST2, KPST3	AGR	R	1-3	160	-
HK Boy Scouts Association Yuen Long East District Centre	HKBSA	HKBSA	GB	G/IC	3	280	-
Au Tau Youth Centre	AT1	AT1	GB	G/IC	1	280	-
Ha Ko Po Tsuen	HKPT	HKPT	R(E)	R	1	70	-
Helorus Boulevard Tower 2 & 3 and	RV1-2	RV1, RV2	R(B)	R	21	85	-
Tower 6, Tower 9 & Tower 10, Crescent Green	CR1-3	CR1, CR2, CR3	R(B)1	R	12	22	-
Village type houses at Tung Shing Lei	TSL1-3	TSL1a, TSL1b, TSL2, TSL3a, TSL3b	U	R	1-2	20	-
Tower 2B, 7A, 1A Park Yoho	PY1-3	PY1a, PY1b, PY2, PY3a, PY3b	CDA	R	10-14	100	-
Village type houses at Fung Kat Heung	FKH	FKHa, FKHb	OU	R	1	60	-
Shum Residence	SR1-3	SR1, SR2, SR3	R(C)3	R, W	2	100 – 120	-
Village type houses at Mo Fan Heung	MFH1-8	MFH1, MFH2, MFH3, MFH4, MFH5, MFH6, MFH7a, MFH7b, MFH7c, MFH8	OU, I(D)	R	1-2	<10	-
Village type houses at Wing Kei Tsuen	WKT1-2	WKT1, WKT2	OU	R	2	110	-

NSR Description	Representative NSR ID	NAP [1]	Zoning [2]	Use [3]	No. of Storeys [1]	Shortest Horizontal Distance from the Project Works Boundary, m [1]	Remarks
Elite Garden	EG1-6	EG1, EG2, EG3, EG4, EG5, EG6	V	R	3	25	-
Village type houses at Pok Wai	PW1-10	PW1a, PW1b, PW1c, PW2a, PW2b, PW3a, PW3b, PW4a, PW4b, PW5, PW6, PW7, PW8, PW9, PW10	OU	R	3	<10	PW7 to PW10 are additional NSRs compared to the approved EIA report arising from the modifications on the road alignment near Pok Wai
Merry Garden	MG1	MG1	V	R	3	20	-
Village type houses at Long Ha	LH	LHa, LHb	CDA	R	1	20	-
Chan Ming Yam Tong	CMYT1-2	CMYT1a, CMYT1b, CMYT1c, CMYT2	CDA, OU	R	1	35	-
Village type houses at San Wai Tsuen	SWT1-4	SWT1, SWT2a, SWT2b, SWT2c, SWT3a, SWT3b, SWT3c, SWT4	V	R	2-3	70	-
Village type houses at Ngau Tam Mei	NTMV1-5	NTMV1, NTMV2, NTMV3, NTMV4, NTMV5a, NTMV5b, NTMV5c	V, GB	R	1-2	10	NTMV5 is a new NSR as compared to EIA Report due to the

NSR Description	Representative NSR ID	NAP [1]	Zoning [2]	Use [3]	No. of Storeys [1]	Shortest Horizontal Distance from the Project Works Boundary, m [1]	Remarks
							amendment of works boundary
Village type houses at Cheung Lek	CL1-2	CL1, CL2a, CL2b	GB	R	1	30	-
Village type houses at Ki Lun Tsuen South	KLTS1-4	KLTS1a, KLTS1b, KLTS2, KLTS3, KLTS4	GB	R	1-2	35	-
Village type houses at Ki Lun Tsuen North	KLTN1–4	KLTN1a, KLTN1b, KLTN1c, KLTN2a, KLTN2b, KLTN3a, KLTN3b, KLTN4a, KLTN4b	AGR, GB	R	1-2	20	-
Village type houses at Kwu Tung	KT1-3	KT1, KT2, KT3	GB	R	1-2	25	-
Kwu Tung North Multi-welfare Services Complex	KTN1	KTN1	G/IC	R	7	60	-
Europa Garden	EPG1-6	EPG1a, EPG1b, EPG2a, EPG2b, EPG3a, EPG3b, EPG4a, EPG4b, EPG5a, EPG5b, EPG6a, EPG6b	R(C)2	R	2	<10	-
Lady Ho Tung Welfare Centre Eco-Learn Institute	LHTWC	LHTWCa, LHTWCb	G/IC	E	1	23	-
Valais	VL	VL	R(C)2	R	2	18	-
Village type houses at Ma Tso Lung	MCL	MCLa, MCLb, MCLc	GB	R	1	160	-
Planned NSRs							

NSR Description	Representative NSR ID	NAP [1]	Zoning [2]	Use [3]	No. of Storeys [1]	Shortest Horizontal Distance from the Project Works Boundary, m [1]	Remarks
Proposed Comprehensive Residential Development under Application No. A/YL-KTN/964	KTN964_1-3	KTN964_1, KTN964_2, KTN964_3	R(E)	R	15	150	-
Proposed Comprehensive Residential Development under Application No. A/YL-NSW/293	NSW293_1-9	NSW293_1 NSW293_2, NSW293_3, NSW293_4, NSW293_5a, NSW293_5b, NSW293_5c, NSW293_6a, NSW293_6b, NSW293_6c, NSW293_7, NSW293_8, NSW293_9	U	R	3-43	80	-
Land Sharing Pilot Scheme (LSPS) Application No. LSPS/002	LSPS1-2	LSPS1a, LSPS1b, LSPS2	R(A)1, R(A)2	R	24	210	-
Planned Public Housing Development and primary school at Sha Po under Agreement No. CE8/2022(CE)	SP1-7	SP1, SP2a, SP2b, SP3, SP4, SP5, SP6, SP7	R(A)	R, E	7-55	100	-
Proposed Residential Development and School Site under Application No. Y/YL-NSW/9	NSW9_1-3	NSW9_1a, NSW9_1b, NSW9_2a, NSW9_2b, NSW9_2c, NSW9_2d, NSW9_2e, NSW9_2f, NSW9_3a, NSW9_3b, NSW9_3c, NSW9_3d, NSW9_3e, NSW9_3f	OU	R, E	8-28	15 - 50	-
Proposed Residential Development under Application No. Y/YL-NSW/8	NSW8_1-3	NSW8_1a, NSW8_1b, NSW8_1c, NSW8_1d, NSW8_1e, NSW8_1f,	OU	R	27	<10	-

NSR Description	Representative NSR ID	NAP [1]	Zoning [2]	Use [3]	No. of Storeys [1]	Shortest Horizontal Distance from the Project Works Boundary, m [1]	Remarks
		NSW8_2a, NSW8_2b, NSW8_2c, NSW8_2d, NSW8_3a, NSW8_3b					
Proposed Comprehensive Development under Application No. Y/YL-NSW/7	NSW7_1-3	NSW7_1, NSW7_2, NSW7_3,	OU	R	15	130	-
Proposed Social Welfare Facilities (RCHE) under Application No. A/YL-NSW/348&349	NSW348&NSW349	NSW348, NSW349	V	R	3	220	-
Proposed Residential Development under Application No. A/YL-NSW/314	NSW314_1-2	NSW314_1, NSW314_2	OU	R	2	270	-
Proposed Residential Development, Staff Quarters and Student Hostels at Ngau Tam Mei New Development Area	NTM1-12	NTM1, NTM2, NTM3, NTM4, NTM5, NTM6, NTM7, NTM8, NTM9, NTM10, NTM11, NTM12	OU, R, G/IC	R	20-47	15	-
Proposed School at Kwu Tung South under Application No. Y/NE-KTS/18	KTSIS1-2	KTSIS1, KTSIS2	AGR	R	4-10	90	-
Planned residential developments and schools at Kwu Tung North New Development Area	KTN2-7	KTN2, KTN3, KTN4, KTN5, KTN6, KTN7	G/IC, OU, R(A)1, R(A)2	R, E	8-38	30 – 35	-

Notes:

NSR Description	Representative NSR ID	NAP [1]	Zoning [2]	Use [3]	No. of Storeys [1]	Shortest Horizontal Distance from the Project Works Boundary, m [1]	Remarks

[1]: Referenced from the EIA report.

[2]: R: Residential (Private Housing); R(A)1: Residential (Group A)1; R(A)2: Residential (Group A)2; R(B): Residential (Group B); R(B)1: Residential (Group B)1; R(C)2: Residential (Group C)2; R(C)3: Residential (Group C)3; R(E): Residential (Group E); U: Undetermined; CDA: Comprehensive Development Area; G/IC: Government, Institution or Community; OU: Other Specified Uses; I(D): Industrial (Group D); V: Village Type Development; AGR: Agriculture; GB: Green Belt; C: Commercial.

[3]: R: residential; E: educational institution; W: places of public worship, G/IC: Government, Institution and Community

2.4 Traffic Noise Impact Assessment Methodology

2.4.1 Same road traffic noise assessment methodology as presented in Section 4.6.2 of the EIA Report has been adopted in this noise impact assessment.

2.4.2 The methodology adopted for traffic noise impact assessment, traffic flow forecast and the assessment year remains unchanged from the EIA Report.

2.5 Traffic Noise Impact Assessment

2.5.1 The unmitigated road traffic noise impacts on the NSRs under the Revised Alignment Scheme has been assessed, results of which is summarised in **Appendix 2.1**. Based on the Revised Alignment Scheme, including the latest road alignment in Pok Wai Area which requires an adjusted location of vertical barrier V11 and cantilever barrier C11, and that near Ngau Tam Mei Development Area and Kwu Tung New Development Area, the proposed noise mitigation measures under the approved EIA report have been reviewed. The results are listed in **Table 2.2**, and the location of reviewed noise mitigation measures is at **Figures 2.2.1 – 2.2.8**. The reviewed at-source noise mitigation under the approved EIA Report is listed in **Table 2.2**.

Table 2.2 Reviewed At-source Noise Mitigation Measures under the Revised Alignment Scheme

Location	Noise Mitigation Measures ID[1]	Type of Noise Mitigation Measures	Height above Road level (m)	Approximate Length (m)	NSRs to be Protected	When to Implement?
NM Highway near East and North of Tung Shing Lei	V01 (ST)	Vertical Noise Barrier	3	115	TSL1-2 (Existing)	Before commencement of NMH - ST
	V02 (TSW)	Vertical Noise Barrier	5	145	NSW293 (Planned)	Before population intake of the planned development and commencement of NMH - TSW
	V03 (TSW)	Vertical Noise Barrier	5	260	PY1 (Existing), NSW293 (Planned)	Before commencement of NMH - TSW
	C01 (ST)	Cantilevered noise barrier (absorptive)	5+3	210	TSL1, PY1 (Existing)	Before commencement of NMH - ST
	C02 (TSW)	Cantilevered noise barrier	7+3	200	NSW293_5-7 (Planned)	Before population intake of the planned development and commencement of NMH - TSW
	C03 (TSW)	Cantilevered noise barrier	5+3	205	LSPS1-2 (Planned)	Before population intake of the planned development and commencement of NMH - TSW
	C04 (TSW)	Cantilevered noise barrier	5+3	315	LSPS1-2 (Planned)	Before population intake of the planned development and commencement of NMH - TSW
	V04 (ST)	Vertical Noise Barrier	3	320	LSPS1-2 (Planned)	Before population intake of the planned development

Location	Noise Mitigation Measures ID[1]	Type of Noise Mitigation Measures	Height above Road level (m)	Approximate Length (m)	NSRs to be Protected	When to Implement?
NM Highway near Kam Tin River	V05 (ST)	Vertical Noise Barrier	5	200	PY1-3 (Existing)	Before commencement of NMH - ST
	V06 (TSW)	Vertical Noise Barrier	5	290	LSPS1-2 (Planned)	Before population intake of the planned development and commencement of NMH - TSW
	C05 (TSW)	Cantilevered noise barrier	5+3	450	PY1-3 (Existing); SP1-3 (Planned)	Before population intake of the planned development and commencement of NMH - TSW
	LNRS1&3 (ST) LNRS2&4 (TSW)	Low Noise Road Surfacing provided on the slip roads	-	2945	PY1-3 (Existing); NSW293_5-7, LSPS1-2, SP1-3, NSW9_1-3 (Planned)	Before commencement of NMH – ST and NMH - TSW
	V07 (TSW)	Vertical Noise Barrier	5	200	FKH (Existing); SP1-3 (Planned)	Before commencement of NMH - TSW
NM Highway near San Tin Highway	V08 (ST)	Vertical Noise Barrier	5	120	SP1-3 (Planned)	Before population intake of the planned development
	V09 (ST)	Vertical Noise Barrier. (absorptive)	5	375	NSW9_1-3, NSW8_1-2 (Planned)	Before population intake of the planned development
	V10[2] (ST)	Vertical Noise Barrier (absorptive)	5	270	MFH1-2 (Existing); SP1-6 (Planned)	Before commencement of NMH - ST

Location	Noise Mitigation Measures ID[1]	Type of Noise Mitigation Measures	Height above Road level (m)	Approximate Length (m)	NSRs to be Protected	When to Implement?
	C06 (ST)	Cantilevered noise barrier	5+3	250	NSW9_1-3, (Planned)	Before population intake of the planned development
	C07 (ST)	Cantilevered noise barrier	5+3	145	NSW9_1-3 (Planned)	Before population intake of the planned development
	C08 (ST)	Cantilevered noise barrier	5+3	245	SP1-3 (Planned), FKH (Existing)	Before population intake of the planned development
	C09 (ST)	Cantilevered noise barrier	7+3	470	NSW9_1-3, NSW8_1-3 (Planned)	Before population intake of the planned development
	C10 (ST)	Cantilevered noise barrier	7+3	215	SP1-6 (Planned)	Before population intake of the planned development
	C11 [3] (ST)	Cantilevered noise barrier	7+3	380	MFH3-8 (Existing); SP4-6 (Planned)	Before commencement of NMH - ST
	C12 [4] (ST)	Cantilevered noise barrier (absorptive)	5+3	140	MFH1-2 (Existing); SP4-6 (Planned)	Before commencement of NMH - ST
NM Highway near Pok Wai	V11 [3] (ST)	Vertical Noise Barrier	3.5	165	PW1-3 and PW8-10 (Existing)	Before commencement of NMH - ST
NM Highway near Ngau Tam Mei	V12 (ST)	Vertical Noise Barrier	3	130	NTMV4 (Existing)	Before commencement of NMH - ST
	C13 [5] (ST)	Cantilevered noise barrier (absorptive)	7+4	900	NTM5-12 (Planned)	Before population intake of the planned development

Location	Noise Mitigation Measures ID[1]	Type of Noise Mitigation Measures	Height above Road level (m)	Approximate Length (m)	NSRs to be Protected	When to Implement?
	C14 [5] (ST)	Cantilevered noise barrier (absorptive)	7+4	630	NTM5-12 (Planned)	Before population intake of the planned development
NM Highway near Ki Lung Tsuen	V13 (ST)	Vertical Noise Barrier	2	200	KLTS3-4 (Existing)	Before commencement of NMH - ST
NM Highway near Fanling Highway	C15 (ST)	Cantilevered noise barrier	5+3	70	EPG6 (Existing)	Before commencement of NMH - ST
	C16 [6] (ST)	Cantilevered noise barrier (absorptive)	7+3	95	EPG6 (Existing)	Before commencement of NMH - ST

Note:
[1]: Proposed mitigation measures to be implemented under NM Highway San Tin section (ST) or NM Highway Tin Shui Wai section (TSW).
[2]: For the section of the existing 3m noise barrier NB205 along San Tin Highway that overlaps with the proposed 5m barrier (V10), the overlapping portion will be removed, and the remaining section will be repositioned to align with the San Tin Highway.
[3]: Vertical barrier V11 and cantilever barrier C11 were adjusted to align with the current road alignment, yet the design parameters of the barriers including the height and length stated in the NMH-ST EIA remain unchanged.
[4]: As shown in **Figure 4.5.2** of the approved EIA, the extent of noise barrier would be in form of 3m vertical noise barrier for existing sensitive uses, an increment approach would be adopted and the noise barrier would be upgrade to C12 cantilevered noise barrier for planned sensitive uses before the population intake.
[5]: Based on NTM EIA, the noise exceedance at planned staff quarters and student hostels at Site G.12 should be mitigated under the NMH-ST EIA study. Under this EIA, cantilevered noise barriers (C13 and C14) have been recommended to mitigate at-source, while these mitigation measures are indicative only and are subject to further study together with other direct at-receiver mitigation measures by future developers based on their final development layout.
[6]: Part of the proposed KTN-NB26 will be removed to provide the slip road for NM Highway and it is re-provisioned as C16 under NM Highway.

2.5.2 The noise reduction performance of at-receiver mitigation measures for the existing and planned developments has been reviewed and summarized in **Table 2.3** below, the proposed measures and noise reduction performance remain unchanged under the Revised Alignment Scheme.

Table 2.3 Noise Reduction Performance of Reviewed At-receiver Mitigation Measures for Existing and Planned Developments under the Revised Alignment Scheme

Development	Proposed Noise Mitigation Measures and their Noise Reduction Performance
Park Yoho	Equipped with solid balcony with 2.0 dB(A) reduction
Application No. A/YL-NSW/293	Acoustic fins, enhanced acoustic windows (baffle type), and enhanced acoustic balconies (baffle type) Bedroom: -6.3 dB(A) Living room/ dining room: -7.0 dB(A)
Application No. Y/YL-NSW/8	Acoustic windows and acoustic doors Acoustic window: -6.6 dB(A) for domestic portion and -8.8 dB(A) for RCHE Acoustic Door: -6.4 dB(A)
Application No. Y/YL-NSW/9	Acoustic windows and acoustic doors Acoustic Window: -6.6 dB(A) Acoustic Door: -6.4 dB(A)
Public Housing Developments at Sha Po	Acoustic Window: -6.0 dB(A)

2.5.3 The reviewed mitigated case noise levels of the representative NSRs under Revised Alignment Scheme are summarized in **Table 2.4**, with detailed road traffic noise levels presented in **Appendix 2.2**.

Table 2.4 Reviewed Predicted Road Traffic Noise Level Under Mitigated Case Scenario (Revised Alignment Scheme)

NSR Description	NAP	Use (Criteria, $L_{10\ 1hr}$, dB(A)) [1]	Predicted Noise Level, $L_{10\ 1hr}$ dB(A) [2]			Contribution by Project Road [2,4]	Adopted Noise Reduction Performance of At-receiver Mitigation Measures, dB(A)	Overall Noise Level with At-receiver base Noise Mitigation Measures, $L_{10\ 1hr}$ dB(A)	Whether Noise Mitigation Measures on "Project Roads" are Required? (Y/N)
			Other Road[3]	Project Road	Overall				
Existing									
Ko Po San Tsuen	KPST1, KPST2, KPST3	R (70)	67-71	43-56	67-71	0.1	N/A	N/A	N
HK Boy Scouts Association Yuen Long East District Centre	HKBSA	G/IC (70)	74	53-55	74	0.0-0.1	N/A	N/A	N
Au Tau Youth Centre	AT1	G/IC (70)	80	54	80	0.0	N/A	N/A	N
Ha Ko Po Tsuen	HKPT	R (70)	69	46	69	-	N/A	N/A	N
Riva	RV1, RV2	R (70)	40-43	<40	40-43	-	N/A	N/A	N
Crescent Green	CR1, CR2, CR3	R (70)	42-44	<40	42-44	-	N/A	N/A	N
Tung Shing Lei	TSL1a, TSL1b, TSL2, TSL3a, TSL3b	R (70)	51-68	50-65	53-70	-	N/A	N/A	N
Park Yoho	PY1a, PY1b, PY2, PY3a, PY3b	R (70)	66-71	53-66	67-72	0.3-1.0	2	70	N

NSR Description	NAP	Use (Criteria, $L_{10\ 1hr}$, dB(A)) [1]	Predicted Noise Level, $L_{10\ 1hr}$ dB(A) [2]			Contribution by Project Road [2,4]	Adopted Noise Reduction Performance of At-receiver Mitigation Measures, dB(A)	Overall Noise Level with At-receiver base Noise Mitigation Measures, $L_{10\ 1hr}$ dB(A)	Whether Noise Mitigation Measures on "Project Roads" are Required? (Y/N)
			Other Road[3]	Project Road	Overall				
Fung Kat Heung	FKHa FKHb	R (70)	68-69	64-65	70	-	N/A	N/A	N
Shum Residence	SR1, SR2	R (70)	58-62	50-53	59-62	-	N/A	N/A	N
	SR3	W (65)	55-56	55-56	58-59	-	N/A	N/A	N
Mo Fan Heung	MFH1, MFH2, MFH3, MFH4, MFH5, MFH6, MFH7a, MFH7b, MFH7c, MFH8	R (70)	64-76	58-65	66-77	0.1-0.4	N/A	N/A	N
Wing Kei Tsuen	WKT1, WKT2	R (70)	73-75	62	73-75	0.2-0.3	N/A	N/A	N
Elite Garden	EG1, EG2, EG3, EG4, EG5, EG6	R (70)	83-84	63-67	83-84	0.0-0.1	N/A	N/A	N
Pok Wai	PW1a, PW1b, PW1c, PW2a, PW2b, PW3a, PW3b, PW4a, PW4b, PW5, PW6, PW7a-b, PW8a-c, PW9a-c, PW10a-c	R (70)	43-83	55-67	58-83	0.0-0.9	N/A	N/A	N
Merry Garden	MG1	R (70)	84	64	84	0.0-0.1	N/A	N/A	N
Long Ha	LHa, LHb	R (70)	57-73	63	64-73	0.4	N/A	N/A	N
Chan Ming Yam Tong	CMYT1a, CMYT1b, CMYT1c, CMYT2	R (70)	42-68	63-65	64-69	-	N/A	N/A	N

NSR Description	NAP	Use (Criteria, $L_{10\ 1hr}$, dB(A)) [1]	Predicted Noise Level, $L_{10\ 1hr}$ dB(A) [2]			Contribution by Project Road [2,4]	Adopted Noise Reduction Performance of At-receiver Mitigation Measures, dB(A)	Overall Noise Level with At-receiver base Noise Mitigation Measures, $L_{10\ 1hr}$ dB(A)	Whether Noise Mitigation Measures on "Project Roads" are Required? (Y/N)
			Other Road[3]	Project Road	Overall				
San Wai Tsuen	SWT1, SWT2a, SWT2b, SWT2c, SWT3a, SWT3b, SWT3c, SWT4	R (70)	<40-64	62-70	62-70	-	N/A	N/A	N
Ngau Tam Mei Village	NTMV1, NTMV2, NTMV3, NTMV4, NTMV5a, NTMV5b, NTMV5c	R (70)	<40-60	54-69	54-69	-	N/A	N/A	N
Cheung Lek	CL1, CL2a, CL2b	R (70)	<40	65-67	65-67	-	N/A	N/A	N
Ki Lun Tsuen South	KLTS1a, KLTS1b, KLTS2, KLTS3, KLTS4	R (70)	<40-51	60-69	60-69	-	N/A	N/A	N
Ki Lun Tsuen North	KLTN1a, KLTN1b, KLTN1c, KLTN2a, KLTN2b, KLTN3a, KLTN3b, KLTN4a, KLTN4b	R (70)	53-63	55-69	57-69	-	N/A	N/A	N
Kwu Tung	KT1, KT2, KT3	R (70)	68-70	62-64	69-71	0.9	N/A	N/A	N
Kwu Tung North Multi-welfare Services Complex	KTN1	R (70)	70-71	58-59	70-71	0.2-0.3	N/A	N/A	N
Europa Garden	EPG1a, EPG1b, EPG2a, EPG2b, EPG3a, EPG3b,	R (70)	57-72	<40-64	57-72	0.0-0.8	N/A	N/A	N

NSR Description	NAP	Use (Criteria, $L_{10\ 1hr}$, dB(A)) [1]	Predicted Noise Level, $L_{10\ 1hr}$ dB(A) [2]			Contribution by Project Road [2,4]	Adopted Noise Reduction Performance of At-receiver Mitigation Measures, dB(A)	Overall Noise Level with At-receiver base Noise Mitigation Measures, $L_{10\ 1hr}$ dB(A)	Whether Noise Mitigation Measures on "Project Roads" are Required? (Y/N)
			Other Road[3]	Project Road	Overall				
	EPG4a, EPG4b, EPG5a, EPG5b, EPG6a, EPG6b								
Lady Ho Tung Welfare Centre Eco-Learn Institute	LHTWCa, LHTWCb	E (65)	60-68	<40	60-68	0.0	N/A	N/A	N
Valais	VL	R (70)	56-60	<40	56-60	-	N/A	N/A	N
Ma Tso Lung	MCLa, MCLb, MCLc	R (70)	<40	67-68	67-68	-	N/A	N/A	N
Planned									
Proposed Residential Development under Application No. A/YL-KTN/964	KTN964_1, KTN964_2, KTN964_3	R (70)	70-80	<40-56	70-80	0.0-0.1	N/A	N/A	N
Proposed Comprehensive Residential Development under Application No. A/YL-NSW/293	NSW293_1 NSW293_2, NSW293_3, NSW293_4, NSW293_5a, NSW293_5b, NSW293_5c, NSW293_6a, NSW293_6b, NSW293_6c,	R (70)	44-73	<40-74	50-77	2.5-6.4	6.3	70	N

NSR Description	NAP	Use (Criteria, $L_{10\ 1hr}$, dB(A)) [1]	Predicted Noise Level, $L_{10\ 1hr}$ dB(A) [2]			Contribution by Project Road [2,4]	Adopted Noise Reduction Performance of At-receiver Mitigation Measures, dB(A)	Overall Noise Level with At-receiver base Noise Mitigation Measures, $L_{10\ 1hr}$ dB(A)	Whether Noise Mitigation Measures on "Project Roads" are Required? (Y/N)
			Other Road[3]	Project Road	Overall				
	NSW293_7, NSW293_8, NSW293_9								
LSPS Application No. LSPS/002	LSPS1a, LSPS1b, LSPS2	R (70)	64-67	58-68	65-70	-	N/A	N/A	N
Planned Public Housing Development and primary school at Sha Po under Agreement No. CE8/2022(CE)	SP1, SP2a, SP2b, SP3, SP4, SP5, SP6	R (70)	64-74	61-75	67-76	0.4-6.9	6.0	70	N
	SP7	E (65)	57-58	49-54	58-59	-	N/A	N/A	N
Proposed Residential Development and School Site under Application No. Y/YL-NSW/9	NSW9_1a, NSW9_1b	E (65)	49-64	49-59	52-65	-	N/A	N/A	N
	NSW9_2a, NSW9_2b, NSW9_2c, NSW9_2d, NSW9_2e, NSW9_2f, NSW9_3a, NSW9_3b,	R (70)	51-72	58-75	59-77	0.4-7.7	6.4	70	N

NSR Description	NAP	Use (Criteria, $L_{10\ 1hr}$, dB(A)) [1]	Predicted Noise Level, $L_{10\ 1hr}$ dB(A) [2]			Contribution by Project Road [2,4]	Adopted Noise Reduction Performance of At-receiver Mitigation Measures, dB(A)	Overall Noise Level with At-receiver base Noise Mitigation Measures, $L_{10\ 1hr}$ dB(A)	Whether Noise Mitigation Measures on "Project Roads" are Required? (Y/N)
			Other Road[3]	Project Road	Overall				
	NSW9_3c, NSW9_3d, NSW9_3e, NSW9_3f								
Proposed Residential Development under Application No. Y/YL-NSW/8	NSW8_1a, NSW8_1b, NSW8_1c, NSW8_1d, NSW8_1e, NSW8_1f, NSW8_2a, NSW8_2b, NSW8_2c, NSW8_2d, NSW8_3a, NSW8_3b	R (70)	54-78	57-75	60-79	0.0-9.5	6.4	70	N
Proposed Residential Development under Application No. Y/YL-NSW/7	NSW7_1, NSW7_2, NSW7_3,	R (70)	46-70	44-63	48-71	0.7-0.8	N/A	N/A	N
Proposed Social Welfare Facilities (Residential Care Home for the Elderly (RCHE)) under Application No. A/YL-NSW/348 and A/YL-NSW/349	NSW348, NSW349	R (70)	75	57-58	75	0.0-0.1	N/A	N/A	N

NSR Description	NAP	Use (Criteria, $L_{10\ 1hr}$, dB(A)) [1]	Predicted Noise Level, $L_{10\ 1hr}$ dB(A) [2]			Contribution by Project Road [2,4]	Adopted Noise Reduction Performance of At-receiver Mitigation Measures, dB(A)	Overall Noise Level with At-receiver base Noise Mitigation Measures, $L_{10\ 1hr}$ dB(A)	Whether Noise Mitigation Measures on "Project Roads" are Required? (Y/N)
			Other Road[3]	Project Road	Overall				
Proposed Residential Development under Application No. A/YL-NSW/314	NSW314_1, NSW314_2	R (70)	56-68	<40-57	56-68	-	N/A	N/A	N
Proposed Residential Development, Staff Quarters and Student Hostels at Ngau Tam Mei New Development Area [5]	NTM1, NTM2, NTM3, NTM4, NTM5, NTM6, NTM7, NTM8, NTM9, NTM10, NTM11, NTM12	R (70)	<40-70	55-73	55-74	2.5-11	6.0	70	N
Proposed School at Kwu Tung South under Application No. Y/NE-KTS/18	KTSIS1, KTSIS2	R (70)	<40	44-58	44-58	-	N/A	N/A	N
Planned residential developments and schools at Kwu Tung North New Development Area	KTN2, KTN3	E (65)	43-68	<40-57	43-68	0.4	N/A	N/A	N
	KTN4, KTN5, KTN6, KTN7	R (70)	62-72	<40-61	62-73	0.0-0.4	N/A	N/A	N
Notes:									

NSR Description	NAP	Use (Criteria, $L_{10\ 1hr}$, dB(A)) [1]	Predicted Noise Level, $L_{10\ 1hr}$ dB(A) [2]			Contribution by Project Road [2,4]	Adopted Noise Reduction Performance of At-receiver Mitigation Measures, dB(A)	Overall Noise Level with At-receiver base Noise Mitigation Measures, $L_{10\ 1hr}$ dB(A)	Whether Noise Mitigation Measures on "Project Roads" are Required? (Y/N)
			Other Road[3]	Project Road	Overall				
[1]: R: residential; E: educational institution; W: places of public worship. [2]: AM Peak is presented. [3]: Other road consists of existing road and committed road. [4]: Contribution from Project Road for NSRs with overall noise level > noise criteria of 65/70dB(A). [5] The application of at-receiver mitigation measures in NTM1-3 and NTM 5-12 are under liaison with relevant implementation parties.									

2.5.4 Apart from the at-source noise mitigation measures, at-receiver mitigation measures e.g. acoustic fins, noise-conscious design and acoustic windows/balconies have been proposed at the planned residential sites as stated in **Table 2.3**. These mitigation measures are indicative only and are subject to further study together with other direct at-receiver mitigation measures by future developers based on their final development layout. As stated in **Section 2.3.1**, based on desktop review during the preparation of this Plan, there is no update on the layout plan of the planned developments identified during the EIA study. The design and respective noise reduction performance of the acoustic windows/balconies should make reference to ProPECC PN 5/23, and should comply with the Building Department's Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (No. APP-130) Lighting and Ventilation Requirements – Performance-based Approach to achieve respective ventilation requirements.

2.5.5 To ensure the effectiveness of the direct at-receiver mitigation measures, noise impact assessment (NIA) or environmental assessment study (EAS) or environmental assessments under the appropriate mechanism shall be undertaken by the future developers. The NIA/EAS/environmental submissions shall be conducted in accordance with Chapter 9 of the Hong Kong Planning Standards and Guidelines (HKPSG) and explore direct at-receiver mitigation measures to ensure compliance with the relevant noise criteria. HyD will follow up with the relevant authorities to have the requirements of NIA/EAS/environmental submissions incorporated in respective lease documents, planning approval conditions, or through other appropriate mechanism.

2.5.6 Regarding the change of the alignment near Pok Wai, no exceedance of EIAO-TM for the nearby NSRs (PW1-PW10) is predicted as shown in the assessment results in **Table 2.4** with the implementation of at-source noise mitigation measures.

2.5.7 Regarding the minor change in the interchange near Ngau Tam Mei Development Area, no exceedance of EIAO-TM for the nearby NSRs (NTM1-4) is predicted as shown in the assessment results in **Table 2.4** with the implementation of at-source noise mitigation measures and at-receiver noise mitigation measures.

2.5.8 Regarding the provision of junction for planned road of Kwu Tung NDA connecting to the existing local access road, the contribution from the road junction would be insignificant as compared to the planned road of Kwu Tung NDA (i.e. traffic flow of 505 and 766 vehicle per hour for northbound and southbound respectively at ultimate year). No exceedance of EIAO-TM for the nearest NSR of KTN7 is anticipated.

2.5.9 The proposed noise barriers should be implemented before the commencement of NMH-ST and/or the population intake of the planned development in accordance with **Table 2.2**. With the implementation of the recommended at-source NMMs, including LNRS, cantilevered and vertical noise barriers and at-receiver noise mitigation measures, no adverse road traffic noise impact from the Project Road is anticipated. While the overall traffic noise at some representative NSRs still exceed the standard, the noise contribution from the Project Road is less than 1.0 dB(A), and those exceedances are attributable to other roads.

2.5.10 In accordance with EP Condition 2.20, the finalised RTNMP should be submitted no later than 6 months before the commencement of construction of road traffic noise mitigation measures which is anticipated to be before the commencement of the Project, i.e. Year 2034.

2.6 Evaluation of Residual Impact

2.6.1 During the operational phase, the impact arising from the Project can be mitigated by implementing the proposed noise mitigation measures such as barriers and low noise road surfacing, as well as at receiver-end NMMs to be designed by developers of housing site, and thus, no residual noise impacts are anticipated.

2.7 Evaluation of Protected and Benefited Noise Sensitive Uses with the Noise Mitigation Measures

2.7.1 To study the noise performance of the Project, traffic noise levels at the residential, schools and other noise sensitive uses including place of worship which have a direct line of sight to the Project have been predicted. The numbers of dwellings, classrooms and other noise sensitive uses that would be benefited from and be protected by the provision of noise mitigation measures have been calculated. The definition of “exposed”, “benefited” and “protected” noise sensitive uses are defined as follow:

- Exposed – Noise sensitive uses with unmitigated noise level greater than relevant noise criteria
- Benefited – Exposed noise sensitive uses with a noise reduction of 1.0 dB(A) or greater in overall noise level with the noise mitigation measures in place
- Protected – Exposed noise sensitive uses with an overall noise level not greater than relevant noise criteria with the noise mitigation measures in place

2.7.2 Number of dwellings and classrooms that would be benefited from and be protected by the provision of noise mitigation measures will be identified for existing residential and schools respectively. Moreover, the planned noise sensitive uses do not have detailed numbers of dwellings/ classrooms, the benefitted/ protected will be identified as the number of floors. Results of existing and planned noise sensitive uses are presented in tables below.

Table 2.5 Summary of Protected and Benefited Noise Sensitive Uses (Existing)

Noise Sensitive Uses	Total No. of Dwellings/ Classrooms/ Noise Sensitive Uses Considered	Unmitigated Scenario	Mitigated Scenario		
		No. of Exposed Dwellings/ Classrooms/ Noise Sensitive Uses	No. of Exposed Dwellings/ Classrooms/ Noise Sensitive Uses	Protected Dwellings/ Classrooms/ Noise Sensitive Uses	Benefitted Dwellings/ Classrooms/ Noise Sensitive Uses
Dwellings	985	866	710	156	164
Classrooms	1	1	1	0	0
Government, Institution or Community (G/IC)	17	14	14	0	0

Table 2.6 Summary of Protected and Benefited Noise Sensitive Uses (Planned)

Noise Sensitive Uses	Total No. of Floors of Dwellings/ Classrooms/ Noise Sensitive Uses Considered	Unmitigated Scenario	Mitigated Scenario		
		No. of Exposed Floors of Dwellings/ Classrooms/ Noise Sensitive Uses	No. of Exposed Floors of Dwellings/ Classrooms/ Noise Sensitive Uses	Protected Floors of Dwellings/ Classrooms/ Noise Sensitive Uses	Benefitted Floors of Dwellings/ Classrooms/ Noise Sensitive Uses
Dwellings	1315	1117	984	133	617
Classrooms	15	10	6	4	7
Government, Institution or Community (G/IC)	0	0	0	0	0

2.8 Implementation Schedule of Mitigation Measures

2.8.1 An implementation programme (**Appendix 2.3**) of NMMs has been developed according to the implementation programme of the nearby planned developments. The recommended noise mitigation measures should be in place before the occupation of corresponding areas to protect the planned NSRs from adverse traffic noise impact.

2.8.2 If there is any change proposed to the traffic NMMs, the Permit Holder shall, submit to the DEP for approval of an update to the RTNMP.

2.9 Road Traffic Noise Impact Monitoring and Audit Programme

2.9.1 The ET should carry out monitoring of road traffic noise after the construction works of the noise barriers are completed and upon commencement of operation of the Project. The noise monitoring should be carried out during the first year of the operation phase. The road traffic noise during operation of the Project should be measured in terms of the A-weighted equivalent of L_{10} (1 hr). During the traffic noise measurement, traffic count including traffic volume, percentage of heavy vehicles as defined in Calculation of Road Traffic Noise (CRTN) and traffic speed should also be undertaken concurrently. Supplementary information for data auditing and statistical results such as L_{eq} and L_{90} should also be obtained for reference.

2.9.2 Noise measurements shall not be made in fog, rain, wind with a steady speed exceeding 5 m/s or wind with gusts exceeding 10 m/s. The wind speed shall be checked with a portable wind speed meter capable of measuring the wind speed in m/s.

2.9.3 The most affected NSRs identified in the EIA Report are selected as the noise monitoring locations. The traffic noise monitoring locations during operation phase are listed in **Table 2.7** and shown in **Figure 2.3**. The locations for operation noise monitoring shall be defined during detailed design on the basis of the status of the most up-to-date information on proposed developments surrounding the Project.

Table 2.7 Proposed Operational Noise Monitoring Stations

Noise Monitoring Station ID	NSR ID. in EIA	Description
ONM1	PY3	Tower 1B, Park Yoho
ONM2	NSW293_5a	Proposed Comprehensive Residential Development under Application No. A/YL NSW/293
ONM3	SP2	Proposed Sha Po Housing Sites
ONM4	SP5	Proposed Sha Po Housing Sites
ONM5	NSW9_2a	Proposed Residential Development and School Site under Application No. Y/YL NSW/9
ONM6	PW1	Village type house at Pok Wai
ONM7	NTM8	Staff quarters at Ngau Tam Mei New Development Area
ONM8	NTM10	Student hostels at Ngau Tam Mei New Development Area
ONM9	KLTS3	Village type houses at Ki Lun Tsuen South
ONM10	EPG6a	House B36, Europa Garden

2.9.4 Should the status and location of NSRs be changed after issuing this RTNMP, the ET Leader shall propose updated monitoring location(s) and seek approval from IEC and agreement from EPD on the proposal. When proposing alternative monitoring location, it should be chosen based on the following criteria:

- Locations that are close to the major site activities which are likely to have noise impacts;
- Close to the noise sensitive receivers; and
- For monitoring locations located in the vicinity of the sensitive receivers, care should be taken to cause minimal disturbance to the occupants during monitoring.

2.9.5 The monitoring location shall normally be at a point 1 m from the exterior of the building facade and be at a position 1.2 m above the ground.

2.9.6 Traffic noise monitoring shall be carried out at all the designated traffic noise monitoring stations. The following is an initial guide on the traffic noise monitoring requirements during the operation phase:

- One set of measurements at the morning traffic peak hour on normal weekdays;
- One set of measurements at the evening traffic peak hour on normal weekdays;
- A concurrent census of traffic flow and percentage heavy vehicle shall be conducted for the Project roads and the existing road network in the vicinity of each measuring point;
- Average vehicle speed estimated for Project road and the existing road network in the vicinity of each measuring points; and
- The two sets of monitoring data should be obtained within the first year of operation.

2.9.7 The ET should prepare and deposit to EPD, at least 6 months before the operation of the proposed roads under the Project, a monitoring plan for the purpose of assessing the accuracy of traffic noise predictions by comparing the noise impact predictions with the actual impacts. The monitoring plan should contain monitoring locations, monitoring schedules, methodology of noise monitoring including noise measurement procedures, traffic counts and speed checks, and methodology of comparison with the predicted levels. The ET should implement the monitoring plan in accordance with the deposited monitoring plan unless with prior justifications. Monitoring details and results including the comparison between the measured noise levels and the predicted levels should be recorded in a report to be deposited with EPD within one month of the completion of the monitoring. The report should be certified by the ET Leader before depositing to EPD. Measured noise levels should be compared with predicted noise levels by applying appropriate conversion corrections to allow for the traffic conditions at the time of measurement. Each set of measurements shall include three measurements of 30 minutes. The parameters L_{10}, L_{eq}, L_{90} and Lmax will be recorded for data auditing and reference.

2.9.8 The measured /monitored noise levels shall be compared with the predicted results and the predicted traffic flow conditions (calculated noise levels based on concurrent

traffic census obtained). In case discrepancies are observed, explanation shall be given to justify the discrepancies.

3. CONCLUSION

3.1.1 Road traffic noise assessment has been carried out based on the Revised Alignment Scheme and the reviewed representative noise sensitive receivers. The road traffic noise mitigation proposal for the Project has also been prepared based on the Revised Alignment Scheme and available information of the planned development layouts. With the reviewed at-source and the indicative at-receiver-end noise mitigation measures in place, the traffic noise impacts will still meet the traffic noise performance requirements set out in the EIA Report (Register No.: AEIAR-276/2026).

3.1.2 All mitigation measures recommended in this Plan will be fully implemented and properly maintained throughout the operational phase(s) of the Project. If there is any change proposed to the traffic NMMs, the Permit Holder shall, submit to the DEP for approval of an update to the RTNMP.

Figures

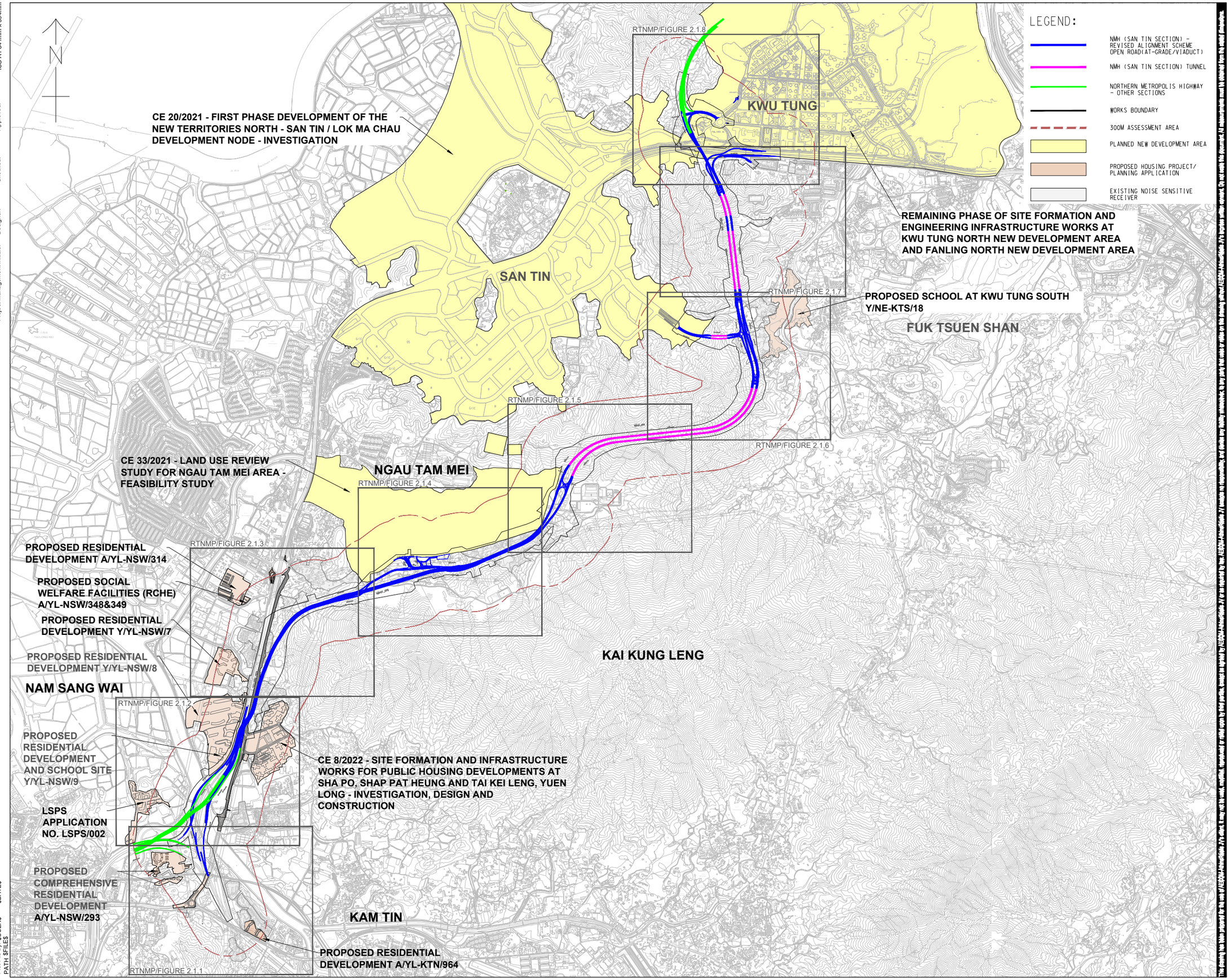
ISO A1 841mm x 594mm

Approved:

Checked:

Designer:

Project Management Initials:



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AECOM
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PROJECT

NORTHERN METROPOLIS HIGHWAY (SAN TIN SECTION) - DESIGN AND CONSTRUCTION

CLIENT

路政署 HIGHWAYS DEPARTMENT

CONSULTANT

AECOM - ATKINSREALIS JOINT VENTURE

SUB-CONSULTANTS

ISSUE/REVISION

I/R	DATE	DESCRIPTION	CHK.

STATUS

SCALE | **DIMENSION UNIT**

A3 1:30000 | METRES

KEY PLAN

PROJECT NO. | **AGREEMENT NO.**

60778079 | CE 41/2025(HY)

SHEET TITLE

LOCATION OF REPRESENTATIVE NOISE ASSESSMENT POINTS FOR ROAD TRAFFIC NOISE IMPACT (KEY PLAN)

SHEET NUMBER

RTNMP/FIGURE 2.1

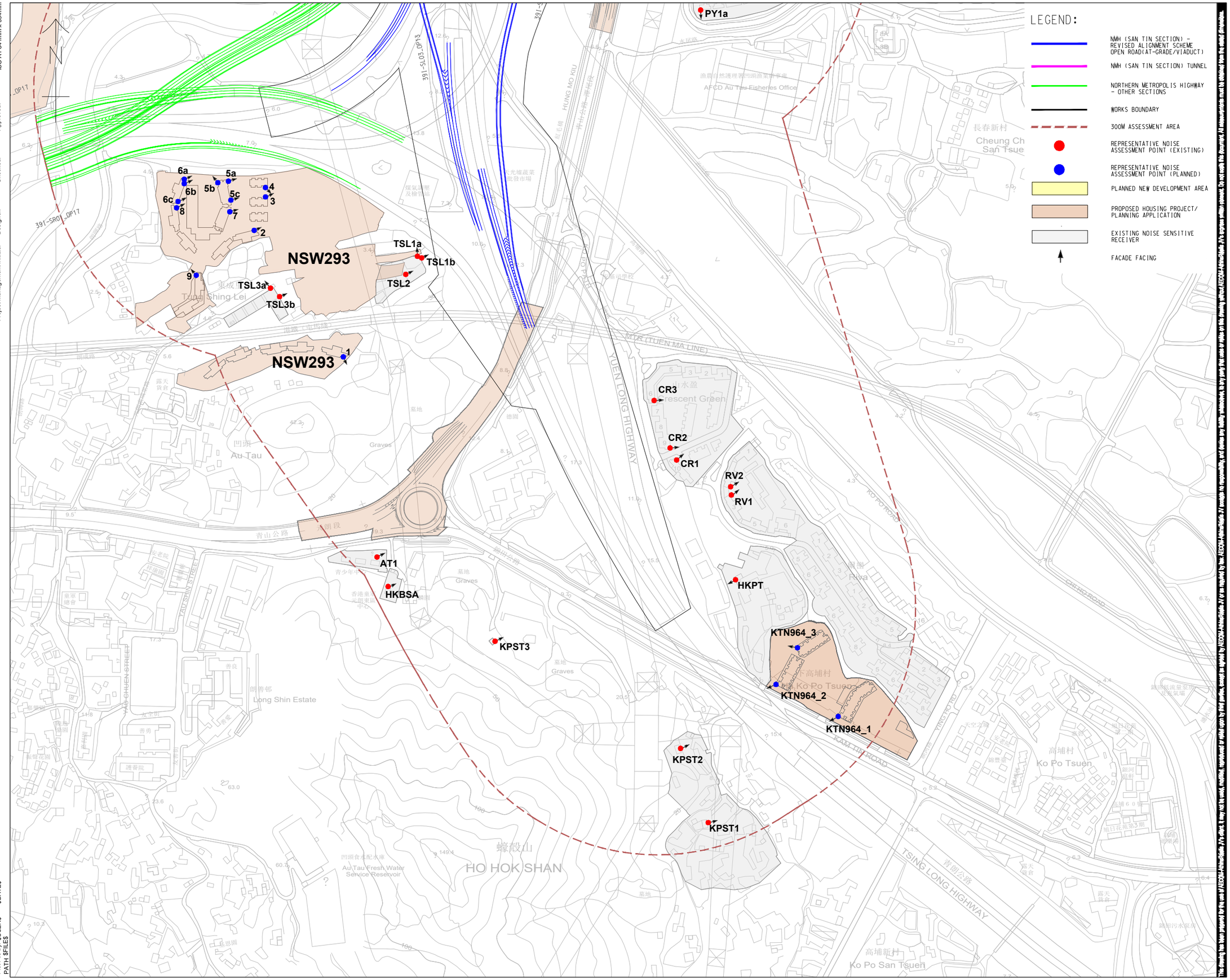
ISO A1 841mm x 594mm

Approved:

Checked:

Designer:

Project Management Initials:



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PROJECT
NORTHERN METROPOLIS HIGHWAY (SAN TIN SECTION) - DESIGN AND CONSTRUCTION

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CONSULTANT
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STATUS

SCALE A3 1:4600

DIMENSION UNIT METRES

KEY PLAN

PROJECT NO. 60778079

AGREEMENT NO. CE 41/2025(HY)

SHEET TITLE
LOCATION OF REPRESENTATIVE NOISE ASSESSMENT POINTS FOR ROAD TRAFFIC NOISE IMPACT (SHEET 1 OF 8)

SHEET NUMBER SHEET 1 OF 8

RTNMP/FIGURE 2.1.1

ISO A1 841mm x 594mm

Approved:

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Designer:

Project Management Initials:

LEGEND:

- NWH (SAN TIN SECTION) - REVISED ALIGNMENT SCHEME OPEN ROAD(AT-GRADE/VIADUCT)
- NWH (SAN TIN SECTION) TUNNEL
- NORTHERN METROPOLIS HIGHWAY - OTHER SECTIONS
- WORKS BOUNDARY
- 300M ASSESSMENT AREA
- REPRESENTATIVE NOISE ASSESSMENT POINT (EXISTING)
- REPRESENTATIVE NOISE ASSESSMENT POINT (PLANNED)
- PLANNED NEW DEVELOPMENT AREA
- PROPOSED HOUSING PROJECT/ PLANNING APPLICATION
- EXISTING NOISE SENSITIVE RECEIVER
- FACADE FACING

NSW8 2d 2b 3b 2c 2a 3a

NSW8 1f 1d 1b 1c 1a 1e

NSW9 3f 3d 3b 3c 3a 3e

NSW9 2f 2d 2b 2e 2c 2a

NSW9 1b 1a

MFH4 SP6 MFH3 SP5 MFH2 MFH1 SP4 SP7 SR3 SR2 SR1

FKHb FKHa SP3 SP2b SP2a SP1

LSPS1b LSPS2 LSPS1a

PY3b PY3a PY2 PY1b PY1a

KAM TIN RIVER 錦田河 NAM SANG WAI ROAD POK WAI SOUTH ROAD CASTLE PEAK ROAD - TAM MI SAN TIN HIGHWAY TSING LONG HIGHWAY HO CHAU ROAD SHA PO TSUEN ROAD SHUI MEI ROAD HUNG MO KU

391-SL04_OP13 391-SL02_OP16 391-SR04_OP13 391-SR02_OP16 391-SR03_OP13 391-SL03_OP13 391-SL01_OP17

Wo Pan Heung Graves Sha Po Tsuen Park Yoho Sicilia Park Vista Park Yoho Park Yoho Genova Park Yoho Napoli Park Yoho Milano Park Yoho Venezia AFCD Au Tau Fisheries Office

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NORTHERN METROPOLIS HIGHWAY (SAN TIN SECTION) - DESIGN AND CONSTRUCTION

CLIENT
路政署 HIGHWAYS DEPARTMENT

CONSULTANT
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SUB-CONSULTANTS

ISSUE/REVISION

I/R	DATE	DESCRIPTION	CHK.

STATUS

SCALE: A3 1:4600
DIMENSION UNIT: METRES

KEY PLAN

PROJECT NO.: 60778079
AGREEMENT NO.: CE 41/2025(HY)

SHEET TITLE
LOCATION OF REPRESENTATIVE NOISE SENSITIVE RECEIVERS FOR ROAD TRAFFIC NOISE IMPACT (SHEET 2 OF 8)

SHEET NUMBER: SHEET 2 OF 8

RTNMP/FIGURE 2.1.2

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ISO A1 841mm x 594mm

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- NMH (SAN TIN SECTION) TUNNEL
- WORKS BOUNDARY
- 300M ASSESSMENT AREA
- REPRESENTATIVE NOISE ASSESSMENT POINT (EXISTING)
- REPRESENTATIVE NOISE ASSESSMENT POINT (PLANNED)
- PLANNED NEW DEVELOPMENT AREA
- PROPOSED HOUSING PROJECT/ PLANNING APPLICATION
- EXISTING NOISE SENSITIVE RECEIVER
- FACADE FACING

NTM1

SWT1

SWT2c

SWT2a

SWT2b

SWT3c

SWT3b

SWT3a

SWT4

NSW314_2

NSW314_1

NSW348

NSW349

CMYT1a

CMYT1c

CMYT1b

CMYT2

LHa

LHb

MG1

PW6

PW5

PW4b

PW4a

PW10c

PW10b

PW10a

PW3b

PW3a

PW9c

PW9b

PW9a

PW8c

PW2a

PW2b

PW1c

PW1a

PW1b

PW8a

PW8b

EG6

EG5

EG4

EG3

EG2

EG1

NSW7_3

NSW7_1

NSW7_2

PW7b

PW7a

WKT2

WKT1

MFH8

MFH7c

MFH7b

MFH7a

MFH6

MFH5

NTM-SL01_OP6

NTM-SR01_OP6

SAT_NMH_OP16

FAIRVIEW PARK BOULEVARD

KAM POK ROAD EAST

POK WAI ROAD

POK WAI WEST ROAD

LONG PIAU ROAD

TAM MI ROAD

Fuk Hing Lei

Yan On Villa

Royal Camellia

Greenery Gardens

Meister House

Man Yuen Chuen

Long Ha

Pok Wai

Merry Garden

Wing Kei Tsuen

Wah Shing Tsuen

Graves

Open Storage

$PLTDRVL$
Plot File by: $USER$
PATH: $FILE$

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PROJECT

NORTHERN METROPOLIS HIGHWAY (SAN TIN SECTION) - DESIGN AND CONSTRUCTION

CLIENT

路政署 HIGHWAYS DEPARTMENT

CONSULTANT

AECOM - ATKINSREALIS JOINT VENTURE

SUB-CONSULTANTS

ISSUE/REVISION

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STATUS

SCALE A3 1:4600

DIMENSION UNIT METRES

KEY PLAN

PROJECT NO. 60778079

AGREEMENT NO. CE 41/2025(HY)

SHEET TITLE

LOCATION OF REPRESENTATIVE NOISE SENSITIVE RECEIVERS FOR ROAD TRAFFIC NOISE IMPACT (SHEET 3 OF 8)

SHEET NUMBER SHEET 3 OF 8

RTNMP/FIGURE 2.1.3

ISO A1 841mm x 594mm

Approved:

Checked:

Designer:

Project Management Initials:

LEGEND:

- NMH (SAN TIN SECTION) - REVISED ALIGNMENT SCHEME OPEN ROAD(AT-GRADE/VIADUCT)
- NMH (SAN TIN SECTION) TUNNEL
- WORKS BOUNDARY
- 300M ASSESSMENT AREA
- REPRESENTATIVE NOISE ASSESSMENT POINT (EXISTING)
- REPRESENTATIVE NOISE ASSESSMENT POINT (PLANNED)
- PLANNED NEW DEVELOPMENT AREA
- PROPOSED HOUSING PROJECT/ PLANNING APPLICATION
- EXISTING NOISE SENSITIVE RECEIVER
- FACADE FACING

N

NTM1
NTM2
NTM3
NTM4
NTM5
NTM6
NTM7
NTMV1
NTMV2
NTMV3
NTMV4
NTMV5a
NTMV5b
NTMV5c

NMH01_OP8
NTM-SR02_OP8
NTM-AR01_OP8
NTM-AR02_OP8
NTM-AR03_OP8
NTM-AR04_OP8
NTM-SL02_OP9
CHING YAU ROAD
Ngau Tam Mei Fresh Water Primary Service Reservoir

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PATH: $FILE$
$DATE$

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NORTHERN METROPOLIS HIGHWAY (SAN TIN SECTION) - DESIGN AND CONSTRUCTION

CLIENT
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CONSULTANT
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STATUS

SCALE
A3 1:4600

DIMENSION UNIT
METRES

KEY PLAN

PROJECT NO.
60778079

AGREEMENT NO.
CE 41/2025(HY)

SHEET TITLE
LOCATION OF REPRESENTATIVE NOISE SENSITIVE RECEIVERS FOR ROAD TRAFFIC NOISE IMPACT (SHEET 4 OF 8)

SHEET NUMBER
SHEET 4 OF 8

RTNMP/FIGURE 2.1.4

ISO A1 841mm x 594mm

Approved:

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Designer:

Project Management Initials:

LEGEND:

- NMH (SAN TIN SECTION) - REVISED ALIGNMENT SCHEME OPEN ROAD(AT-GRADE/VIADUCT)
- NMH (SAN TIN SECTION) TUNNEL
- WORKS BOUNDARY
- 300M ASSESSMENT AREA
- REPRESENTATIVE NOISE ASSESSMENT POINT (EXISTING)
- REPRESENTATIVE NOISE ASSESSMENT POINT (PLANNED)
- PLANNED NEW DEVELOPMENT AREA
- PROPOSED HOUSING PROJECT/ PLANNING APPLICATION
- EXISTING NOISE SENSITIVE RECEIVER
- FACADE FACING

NMH01_OP8

NTM-ML01_OP7

NTM-MR01_OP3

NTM12

NTM11

NTM10

NTM9

NTM8

NTM7

NTM6

NTM5

NTMV3

NTMV4

NTMV2

Ngau Tam Mei Water Treatment Works

牛潭尾濾水廠

Filter Bed

Chemical Building

化學原料大樓

$PLTDRVL$
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PROJECT
項目

NORTHERN METROPOLIS HIGHWAY (SAN TIN SECTION) - DESIGN AND CONSTRUCTION

CLIENT
業主

路政署 HIGHWAYS DEPARTMENT

CONSULTANT
工程顧問公司

AECOM - ATKINSREALIS JOINT VENTURE

SUB-CONSULTANTS
分判工程顧問公司

ISSUE/REVISION
發出/修訂

I/R 發出/修訂	DATE 日期	DESCRIPTION 內容簡述	CHK. 核實

STATUS
狀態

SCALE
比例

A3 1:4600

DIMENSION UNIT
尺寸單位

METRES

KEY PLAN
索引圖

PROJECT NO.
工程項目編號

60778079

AGREEMENT NO.
合約編號

CE 41/2025(HY)

SHEET TITLE
圖則名稱

LOCATION OF REPRESENTATIVE NOISE SENSITIVE RECEIVERS FOR ROAD TRAFFIC NOISE IMPACT (SHEET 5 OF 8)

SHEET NUMBER
圖則編號

SHEET 5 OF 8

RTNMP/FIGURE 2.1.5

ISO A1 841mm x 594mm

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Designer:

Project Management Initials:

LEGEND:

- NMH (SAN TIN SECTION) - REVISED ALIGNMENT SCHEME OPEN ROAD(AT-GRADE/VIADUCT)
- NMH (SAN TIN SECTION) TUNNEL
- WORKS BOUNDARY
- 300M ASSESSMENT AREA
- REPRESENTATIVE NOISE ASSESSMENT POINT (EXISTING)
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- PLANNED NEW DEVELOPMENT AREA
- PROPOSED HOUSING PROJECT/ PLANNING APPLICATION
- EXISTING NOISE SENSITIVE RECEIVER
- FACADE FACING

SADDLE PASS (KI LUN SHAN AU)

KLTN4b KLTN3b KLTN4a KLTN3a KLTN2b KLTN2a KLTN1a KLTN1c KLTN1b KLTS2 KLTS4 KLTS3 KTSIS2 KLTS1b KTSIS1 KLTS1a CL2b CL2a CL1

STT-LR01_OP4 STT-LR02_OP1 STT-SL02_OP1 STT-SR02_OP5 STT-SR01_OP1 STT-SL01_OP1 NTM-WL01_OP7

Open Storage 露天貨倉 全雅花園 Hang Cheung Lek

$DATE$
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Plot File by: $USER$
PATH $FILE$

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NORTHERN METROPOLIS HIGHWAY (SAN TIN SECTION) - DESIGN AND CONSTRUCTION

CLIENT

路政署 HIGHWAYS DEPARTMENT

CONSULTANT

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SUB-CONSULTANTS

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STATUS

SCALE A3 1:4600

DIMENSION UNIT METRES

KEY PLAN

PROJECT NO. 60778079

AGREEMENT NO. CE 41/2025(HY)

SHEET TITLE

LOCATION OF REPRESENTATIVE NOISE SENSITIVE RECEIVERS FOR ROAD TRAFFIC NOISE IMPACT (SHEET 6 OF 8)

SHEET NUMBER SHEET 6 OF 8

RTNMP/FIGURE 2.1.6

ISO A1 841mm x 594mm

Approved:

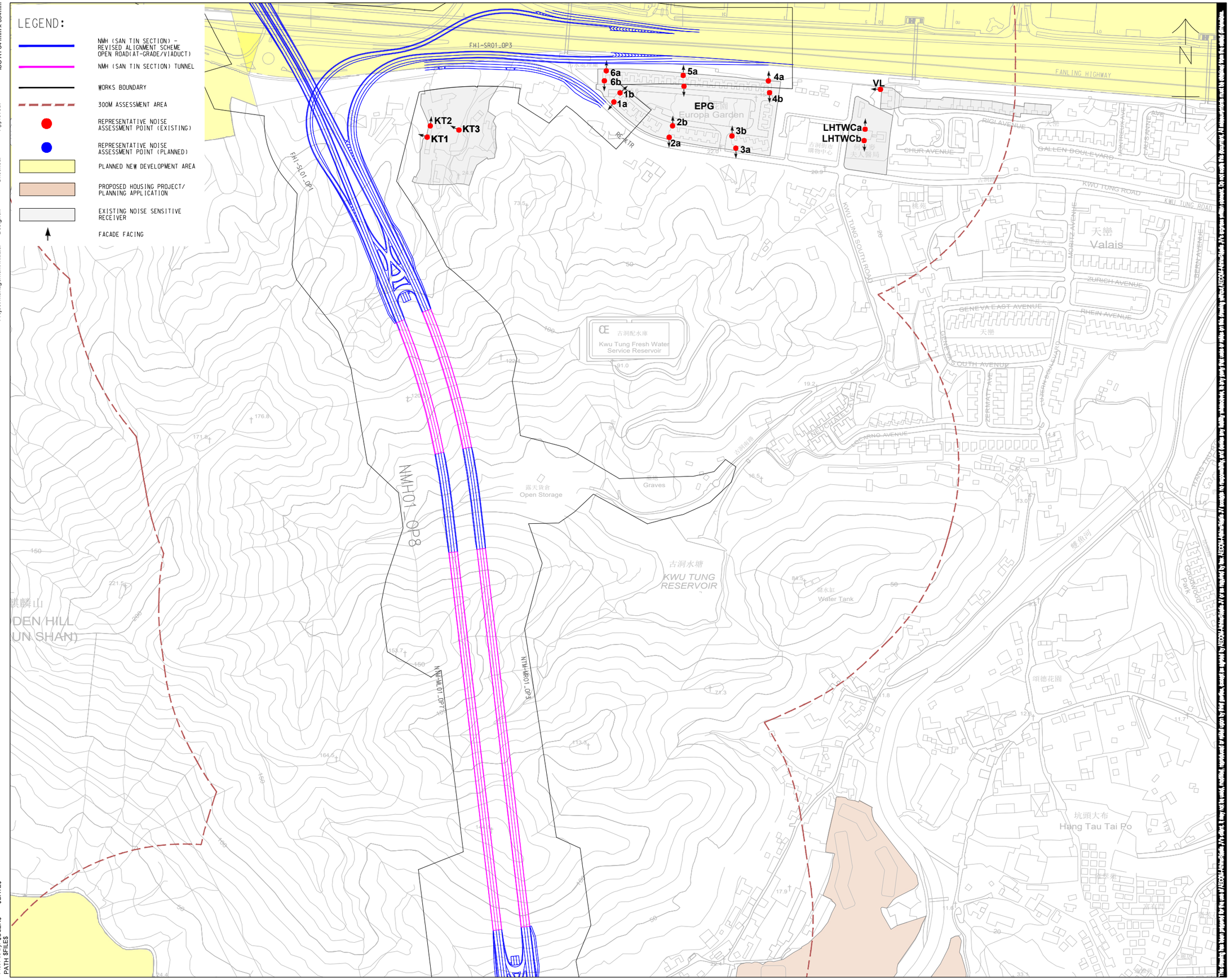
Checked:

Designer:

Project Management Initials:

LEGEND:

- NMH (SAN TIN SECTION) - REVISED ALIGNMENT SCHEME OPEN ROAD(AT-GRADE/VIADUCT)
- NMH (SAN TIN SECTION) TUNNEL
- WORKS BOUNDARY
- 300M ASSESSMENT AREA
- REPRESENTATIVE NOISE ASSESSMENT POINT (EXISTING)
- REPRESENTATIVE NOISE ASSESSMENT POINT (PLANNED)
- PLANNED NEW DEVELOPMENT AREA
- PROPOSED HOUSING PROJECT/ PLANNING APPLICATION
- EXISTING NOISE SENSITIVE RECEIVER
- FACADE FACING



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NORTHERN METROPOLIS HIGHWAY (SAN TIN SECTION) - DESIGN AND CONSTRUCTION

CLIENT

路政署 HIGHWAYS DEPARTMENT

CONSULTANT

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STATUS

SCALE A3 1:4600

DIMENSION UNIT METRES

KEY PLAN

PROJECT NO. 60778079

AGREEMENT NO. CE 41/2025(HY)

SHEET TITLE

LOCATION OF REPRESENTATIVE NOISE SENSITIVE RECEIVERS FOR ROAD TRAFFIC NOISE IMPACT (SHEET 7 OF 8)

SHEET NUMBER SHEET 7 OF 8

RTNMP/FIGURE 2.1.7

ISO A1 841mm x 594mm

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Designer:

Project Management Initials:

LEGEND:

- NWH (SAN TIN SECTION) - REVISED ALIGNMENT SCHEME OPEN ROAD(AT-GRADE/VIADUCT)
- NWH (SAN TIN SECTION) TUNNEL
- NORTHERN METROPOLIS HIGHWAY - OTHER SECTIONS
- WORKS BOUNDARY
- 300M ASSESSMENT AREA
- REPRESENTATIVE NOISE ASSESSMENT POINT (EXISTING)
- REPRESENTATIVE NOISE ASSESSMENT POINT (PLANNED)
- PLANNED NEW DEVELOPMENT AREA
- PROPOSED HOUSING PROJECT/ PLANNING APPLICATION
- EXISTING NOISE SENSITIVE RECEIVER
- FACADE FACING

MCLc
MCLb
MCLa
KTN7
KTN6
KTN5
KTN4
KTN3
KTN2
KTN1
6a
6b
1b
1a
5a
4a
4b
2b
2a
3b
3a
VL
LHTWCa
LHTWCb
KT2
KT3
KT1
EPG
Europa Garden
TSO LUNG
PAK SHEK AU
FANLING KEIL
KTN-LN07
KTN-LR01_OP4
KTN-SR01_OP7
KTN-SL01_OP6
FHI-SR01_OP3
FHI-SL01_OP1
RIGLAVENUE
CHUR AVENUE
KWU TUNG S

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NORTHERN METROPOLIS HIGHWAY (SAN TIN SECTION) - DESIGN AND CONSTRUCTION

CLIENT

路政署 HIGHWAYS DEPARTMENT

CONSULTANT

AECOM - ATKINSREALIS JOINT VENTURE

SUB-CONSULTANTS

ISSUE/REVISION

I/R	DATE	DESCRIPTION	CHK.

STATUS

SCALE A3 1:4600

DIMENSION UNIT METRES

KEY PLAN

PROJECT NO. 60778079

AGREEMENT NO. CE 41/2025(HY)

SHEET TITLE

LOCATION OF REPRESENTATIVE NOISE SENSITIVE RECEIVERS FOR ROAD TRAFFIC NOISE IMPACT (SHEET 8 OF 8)

SHEET NUMBER SHEET 8 OF 8

RTNMP/FIGURE 2.1.8

ISO A1 841mm x 594mm

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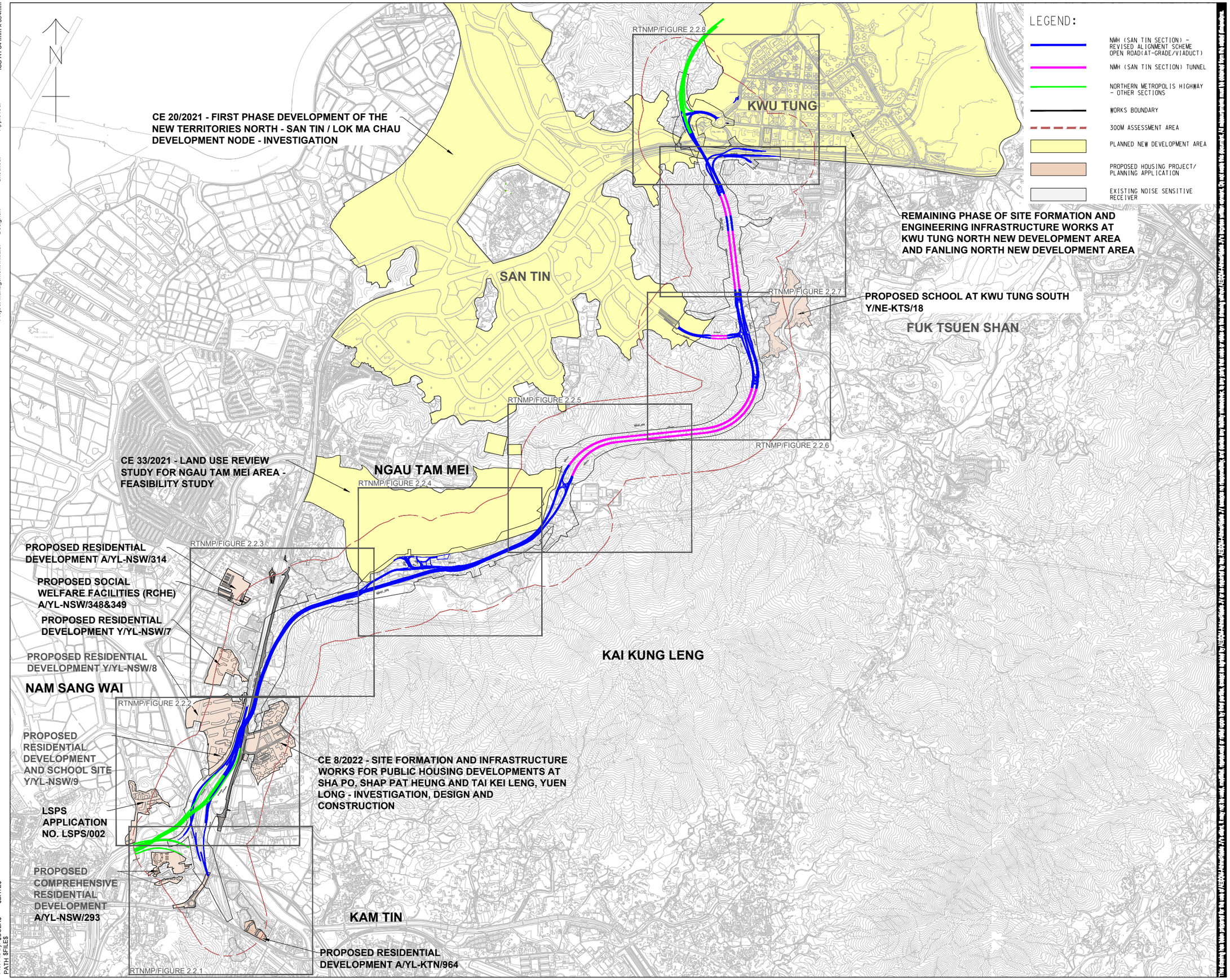
Designer:

Project Management Initials:



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PROJECT

NORTHERN METROPOLIS HIGHWAY (SAN TIN SECTION) - DESIGN AND CONSTRUCTION

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CONSULTANT

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SUB-CONSULTANTS

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I/R	DATE	DESCRIPTION	CHK.

STATUS

SCALE | **DIMENSION UNIT**

A3 1:30000 | METRES

KEY PLAN

PROJECT NO. | **AGREEMENT NO.**

60778079 | CE 41/2025(HY)

SHEET TITLE

LOCATION OF NOISE MITIGATION MEASURES (KEY PLAN)

SHEET NUMBER

RTNMP/FIGURE 2.2

ISO A1 841mm x 594mm

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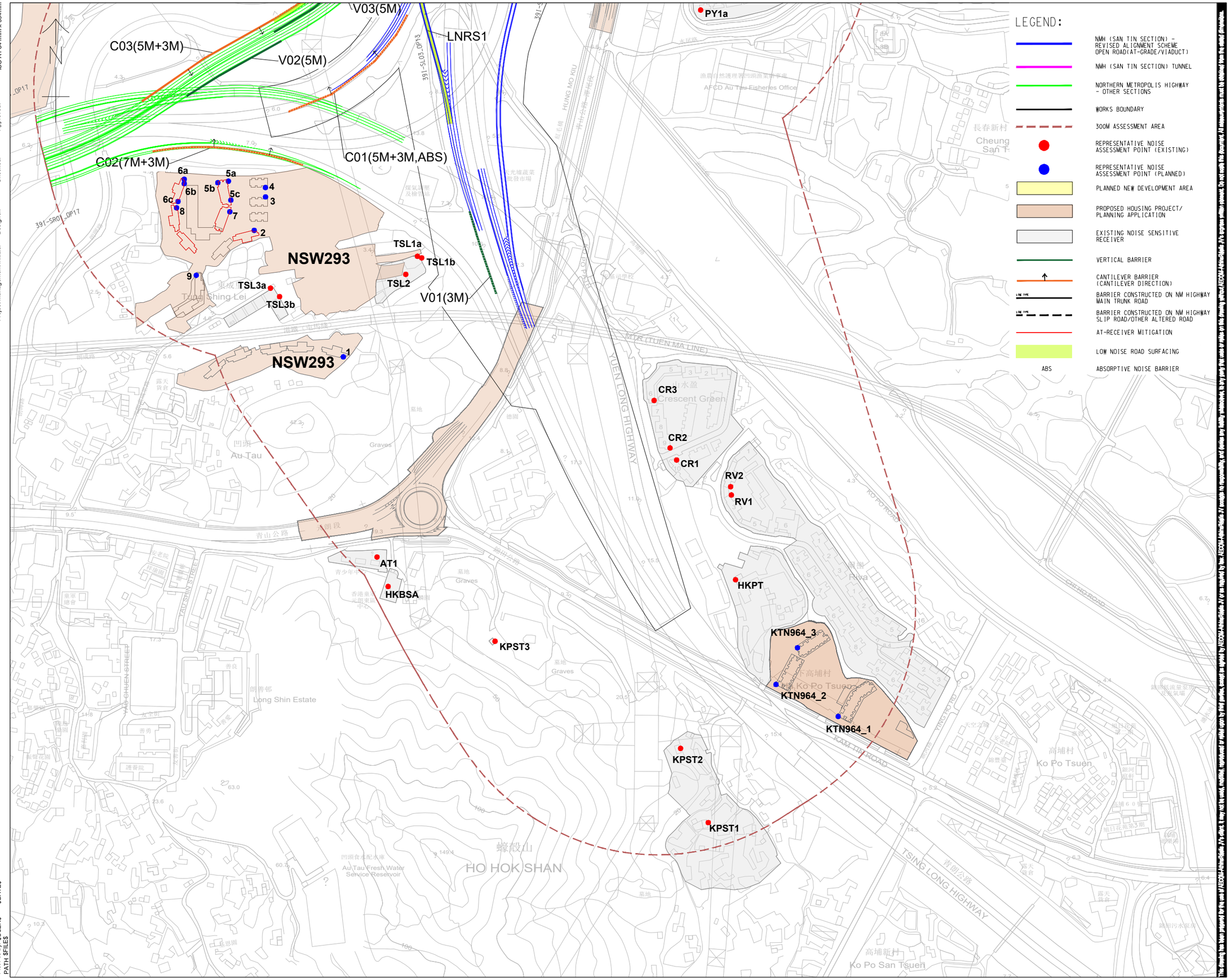
Checked:

Designer:

Project Management Initials:



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NORTHERN METROPOLIS HIGHWAY (SAN TIN SECTION) - DESIGN AND CONSTRUCTION

CLIENT

路政署 HIGHWAYS DEPARTMENT

CONSULTANT

AECOM - ATKINSREALIS JOINT VENTURE

SUB-CONSULTANTS

ISSUE/REVISION

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STATUS

SCALE A3 1:4600

DIMENSION UNIT METRES

KEY PLAN

PROJECT NO. 60778079

AGREEMENT NO. CE 41/2025(HY)

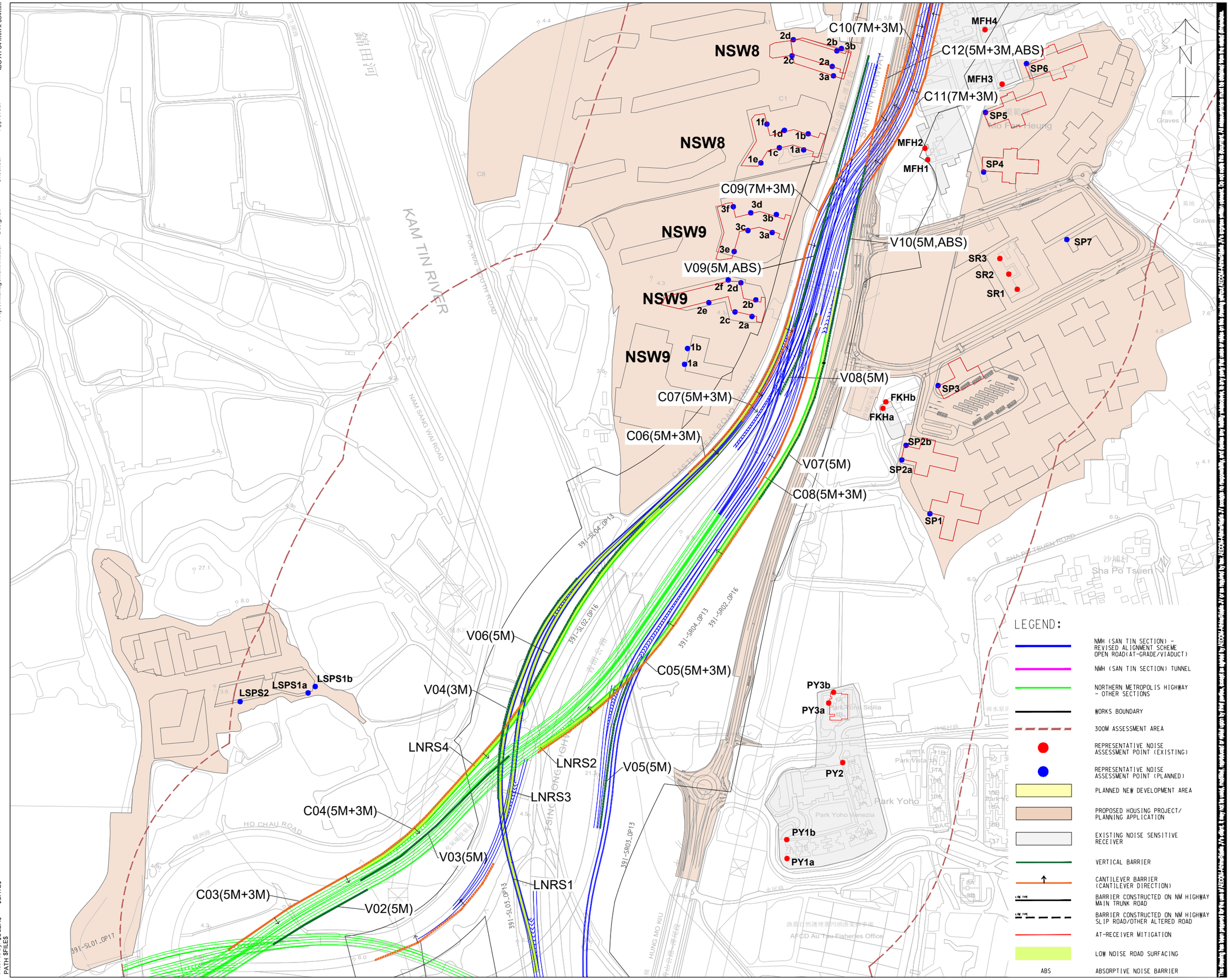
SHEET TITLE

LOCATION OF NOISE MITIGATION MEASURES (SHEET 1 OF 8)

SHEET NUMBER SHEET 1 OF 8

RTNMP/FIGURE 2.2.1

Project Management Initials: Designer: Checked: Approved: ISO A1 841mm x 594mm



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路政署 HIGHWAYS DEPARTMENT

CONSULTANT
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SUB-CONSULTANTS

ISSUE/REVISION

I/R	DATE	DESCRIPTION	CHK.

STATUS

SCALE A3 1:4600

DIMENSION UNIT METRES

KEY PLAN

PROJECT NO. 60778079

AGREEMENT NO. CE 41/2025(HY)

SHEET TITLE
LOCATION OF NOISE MITIGATION MEASURES (SHEET 2 OF 8)

SHEET NUMBER SHEET 2 OF 8

RTNMP/FIGURE 2.2.2

ISO A1 841mm x 594mm

Approved:

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Designer:

Project Management Initials:

LEGEND:

- NMH (SAN TIN SECTION) - REVISED ALIGNMENT SCHEME OPEN ROAD(AT-GRADE/VIADUCT)
- NMH (SAN TIN SECTION) TUNNEL
- NORTHERN METROPOLIS HIGHWAY - OTHER SECTIONS
- WORKS BOUNDARY
- 300M ASSESSMENT AREA
- REPRESENTATIVE NOISE ASSESSMENT POINT (EXISTING)
- REPRESENTATIVE NOISE ASSESSMENT POINT (PLANNED)
- PLANNED NEW DEVELOPMENT AREA
- PROPOSED HOUSING PROJECT/ PLANNING APPLICATION
- EXISTING NOISE SENSITIVE RECEIVER
- VERTICAL BARRIER
- CANTILEVER BARRIER (CANTILEVER DIRECTION)
- BARRIER CONSTRUCTED ON NM HIGHWAY MAIN TRUNK ROAD
- BARRIER CONSTRUCTED ON NM HIGHWAY SLIP ROAD/OTHER ALTERED ROAD
- AT-RECEIVER MITIGATION
- LOW NOISE ROAD SURFACING
- ABS — ABSORPTIVE NOISE BARRIER

NTM1
SWT1
SWT2c
SWT2a
SWT2b
SWT3c
SWT3b
SWT3a
SWT4
NSW314_2
NSW314_1
NSW348
NSW349
CMYT1a
CMYT1c
CMYT2
CMYT1b
LHa
LHb
MG1
PW4b
PW4a
PW6
PW5
PW10c
PW10b
PW10a
PW3b
PW3a
PW9c
PW9b
PW9a
PW8c
PW2a
PW2b
PW1c
PW1a
PW1b
PW8a
PW8b
EG6
EG5
EG4
EG3
EG2
EG1
V11(3.5M)
NSW7_3
NSW7_1
NSW7_2
PW7b
PW7a
WKT2
WKT1
MFH8
MFH7c
MFH7b
MFH7a
MFH6
MFH5
NTM-SL01_OP6
NTM-SR01_OP6
SAT_NMH_OP16
FAIRVIEW PARK BOULEVARD
KAM POK ROAD EAST
POK WAI ROAD
POK WAI WEST ROAD
Fuk Hing Lei
Yuan On Villa
Graves
Long Ha
Pok Wai
Merry Garden
Wing Kei Tsuen
Wah Shing Tsuen
Open Storage

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PROJECT
NORTHERN METROPOLIS HIGHWAY (SAN TIN SECTION) - DESIGN AND CONSTRUCTION

CLIENT
路政署 HIGHWAYS DEPARTMENT

CONSULTANT
AECOM - ATKINSREALIS JOINT VENTURE

SUB-CONSULTANTS

ISSUE/REVISION

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STATUS

SCALE A3 1:4600

DIMENSION UNIT METRES

KEY PLAN

PROJECT NO. 60778079

AGREEMENT NO. CE 41/2025(HY)

SHEET TITLE
LOCATION OF NOISE MITIGATION MEASURES (SHEET 3 OF 8)

SHEET NUMBER SHEET 3 OF 8

RTNMP/FIGURE 2.2.3

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- AT-RECEIVER MITIGATION
- LOW NOISE ROAD SURFACING
- ABS — ABSORPTIVE NOISE BARRIER

N

C13(7M+4M,

NTM

NTM7

NTM6

NTM5

NTMV3

NTMV4

NTMV2

NTMV1

NTMV5a

NTMV5b

NTMV5c

NTM4

NTM3

NTM2

NTM1

NTM-AR01_OP8

NTM-AR02_OP8

NTM-AR03_OP8

NTM-AR04_OP8

NTM-SR02_OP8

NTM-SL02_OP9

NMH01_OP8

CHING YAU ROAD

Ngau Tam Mei Fresh Water Primary Service Reservoir

$PLTDRVL$
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NORTHERN METROPOLIS HIGHWAY (SAN TIN SECTION) - DESIGN AND CONSTRUCTION

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HIGHWAYS DEPARTMENT

CONSULTANT

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ISSUE/REVISION

I/R	DATE	DESCRIPTION	CHK.

STATUS

SCALE | **DIMENSION UNIT**

A3 1:4600 | METRES

KEY PLAN

PROJECT NO. | **AGREEMENT NO.**

60778079 | CE 41/2025(HY)

SHEET TITLE

LOCATION OF NOISE MITIGATION MEASURES (SHEET 4 OF 8)

SHEET NUMBER SHEET 4 OF 8

RTNMP/FIGURE 2.2.4

ISO A1 841mm x 594mm

Approved:

Checked:

Designer:

Project Management Initials:

LEGEND:

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- AT-RECEIVER MITIGATION
- LOW NOISE ROAD SURFACING
- ABS — ABSORPTIVE NOISE BARRIER

NMH01_OP8

NTM-ML01_OP7

NTM-MR01_OP3

NTM12

NTM11

NTM10

NTM9

C13(7M+4M,ABS)

C14(7M+4M,ABS)

NTM8

NTM7

NTM6

NTM5

V12(3M)

NTMV3

NTMV4

NTMV2

Ngau Tam Mei Water Treatment Works

Filter Bed

Chemical Building

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NORTHERN METROPOLIS HIGHWAY (SAN TIN SECTION) - DESIGN AND CONSTRUCTION

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CONSULTANT

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STATUS

SCALE — **DIMENSION UNIT**

A3 1:4600 — METRES

KEY PLAN

PROJECT NO. — **AGREEMENT NO.**

60778079 — CE 41/2025(HY)

SHEET TITLE

LOCATION OF NOISE MITIGATION MEASURES (SHEET 5 OF 8)

SHEET NUMBER — SHEET 5 OF 8

RTNMP/FIGURE 2.2.5

ISO A1 841mm x 594mm

Approved:

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Designer:

Project Management Initials:

LEGEND:

- NMH (SAN TIN SECTION) - REVISED ALIGNMENT SCHEME OPEN ROAD(AT-GRADE/VIADUCT)
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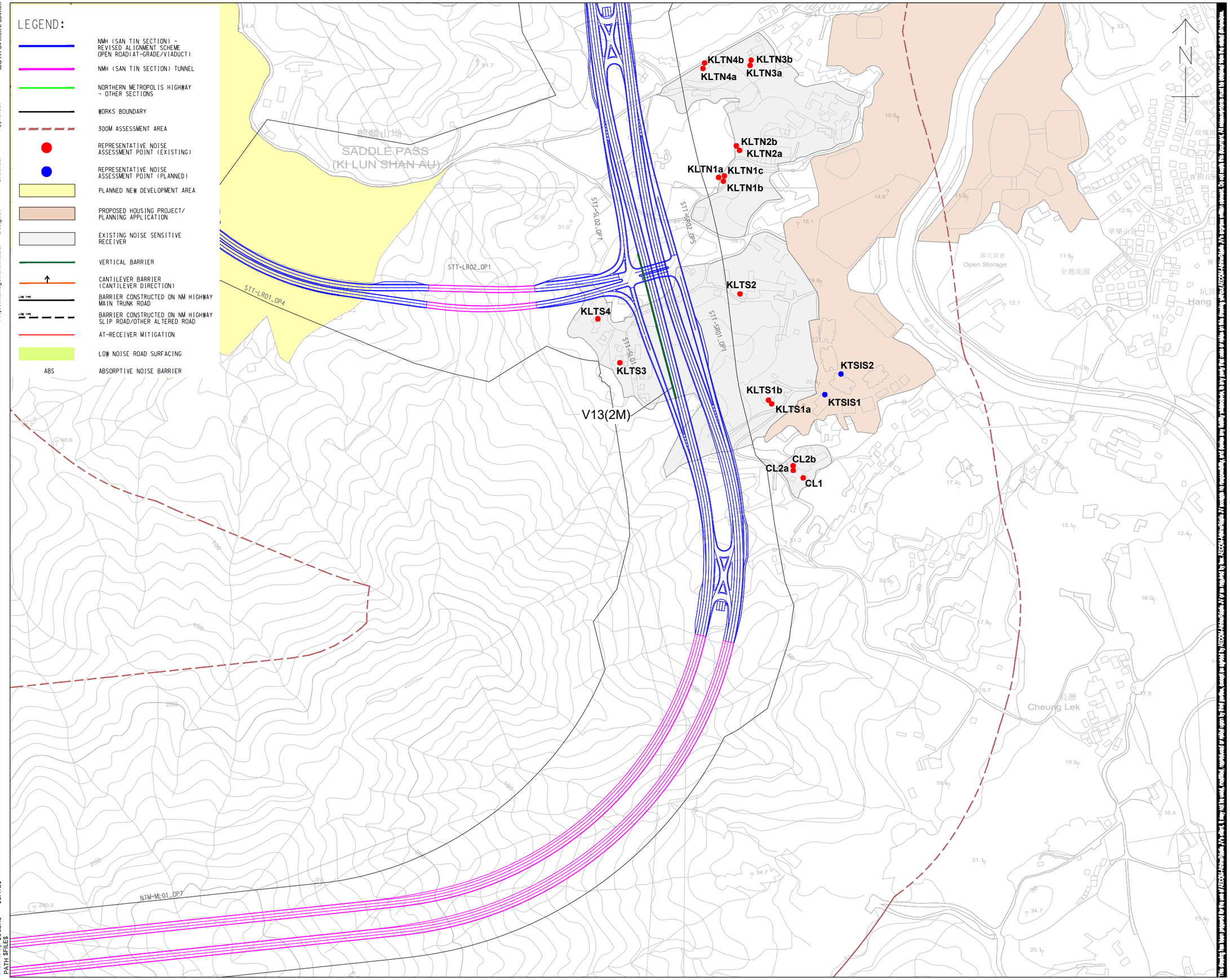
- BARRIER CONSTRUCTED ON NM HIGHWAY SLIP ROAD/OTHER ALTERED ROAD
- AT-RECEIVER MITIGATION
- LOW NOISE ROAD SURFACING
- ABS — ABSORPTIVE NOISE BARRIER



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CONSULTANT

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SUB-CONSULTANTS

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STATUS

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DIMENSION UNIT METRES

KEY PLAN

PROJECT NO. 60778079

AGREEMENT NO. CE 41/2025(HY)

SHEET TITLE

LOCATION OF NOISE MITIGATION MEASURES (SHEET 6 OF 8)

SHEET NUMBER SHEET 6 OF 8

RTNMP/FIGURE 2.2.6

LEGEND:

- NMH (SAN TIN SECTION) - REVISED ALIGNMENT SCHEME OPEN ROAD(AT-GRADE/VIADUCT)
- NMH (SAN TIN SECTION) TUNNEL
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- BARRIER CONSTRUCTED ON NM HIGHWAY SLIP ROAD/OTHER ALTERED ROAD
- AT-RECEIVER MITIGATION
- LOW NOISE ROAD SURFACING
- ABS — ABSORPTIVE NOISE BARRIER

C16(7M+3M,ABS)

C15(5M+3M)

KT1 KT2 KT3

1a 1b 2a 2b 3a 3b 4a 4b 5a 6a 6b

EPG

VL LHTWCa LHTWCb

KTN-NB21 KTN-NB22 KTN-NB26 KTN-SE01 KTN-FE01 KTN-NB29

FANLING HIGHWAY

NMH01_OP8

NMH-ML01_OP7

NMH-NB01_OP3

Kwu Tung Fresh Water Service Reservoir

古洞水塘 KWU TUNG RESERVOIR

Graves

露天貨倉 Open Storage

Water Tank

Europa Garden

Valais

Hang Tau Tai Po

KWU TUNG ROAD

KWU TUNG SOUTH ROAD

CHUR AVENUE

GALLEN BOULEVARD

ZURICH AVENUE

GENEVA EAST AVENUE

GENEVA SOUTH AVENUE

RHEIN AVENUE

ZERMATT AVENUE

LUGANO BOULEVARD

LOCARNO AVENUE

MONTREUX AVENUE

BERN AVENUE

RIGI AVENUE

HING TAU ROAD

古洞北 (FANLING NORTH)

DEN HILL
UN SHAN)

AECOM
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STATUS

SCALE A3 1:4600

DIMENSION UNIT METRES

KEY PLAN

PROJECT NO. 60778079

AGREEMENT NO. CE 41/2025(HY)

SHEET TITLE

LOCATION OF NOISE MITIGATION MEASURES (SHEET 7 OF 8)

SHEET NUMBER SHEET 7 OF 8

RTNMP/FIGURE 2.2.7

Approved: Checked: Designer: Project Management Initials:

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ISO A1 841mm x 594mm

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Checked:

Designer:

Project Management Initials:

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- NMH (SAN TIN SECTION) - REVISED ALIGNMENT SCHEME OPEN ROAD(AT-GRADE/VIADUCT)
- NMH (SAN TIN SECTION) TUNNEL
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- BARRIER CONSTRUCTED ON NM HIGHWAY SLIP ROAD/OTHER ALTERED ROAD
- AT-RECEIVER MITIGATION
- LOW NOISE ROAD SURFACING
- ABS ABSORPTIVE NOISE BARRIER

MCLc
MCLb
MCLa
KTN7
KTN6
KTN5
KTN4
KTN3
KTN2
KTN1
KT1
KT2
KT3
1a
1b
2a
2b
3a
3b
4a
4b
5a
6a
6b
VL
LHTWCa
LHTWCb
C16(7M+3M,ABS)
C15(5M+3M)
KTN-NB18
KTN-NB20
KTN-NB24
KTN-NB25
KTN-NB27
KTN-NB29
KTN-SE01
KTN-LR01_OP4
KTN-SR01_OP7
KTN-SL01_OP6
FHJ-SR01_OP3
FHJ-SL01_OP1
PAK SHEK AU
TSO LUNG
EPG
Europa Garden
CHUR AVENUE
RIGLAVENUE

$PLTDRVL$
Plot File by: $USER$
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$DATE$

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路政署 HIGHWAYS DEPARTMENT

CONSULTANT
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SUB-CONSULTANTS

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STATUS

SCALE A3 1:4600

DIMENSION UNIT METRES

KEY PLAN

PROJECT NO. 60778079

AGREEMENT NO. CE 41/2025(HY)

SHEET TITLE
LOCATION OF NOISE MITIGATION MEASURES (SHEET 8 OF 8)

SHEET NUMBER SHEET 8 OF 8

RTNMP/FIGURE 2.2.8

ISO A1 841mm x 594mm

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Checked:

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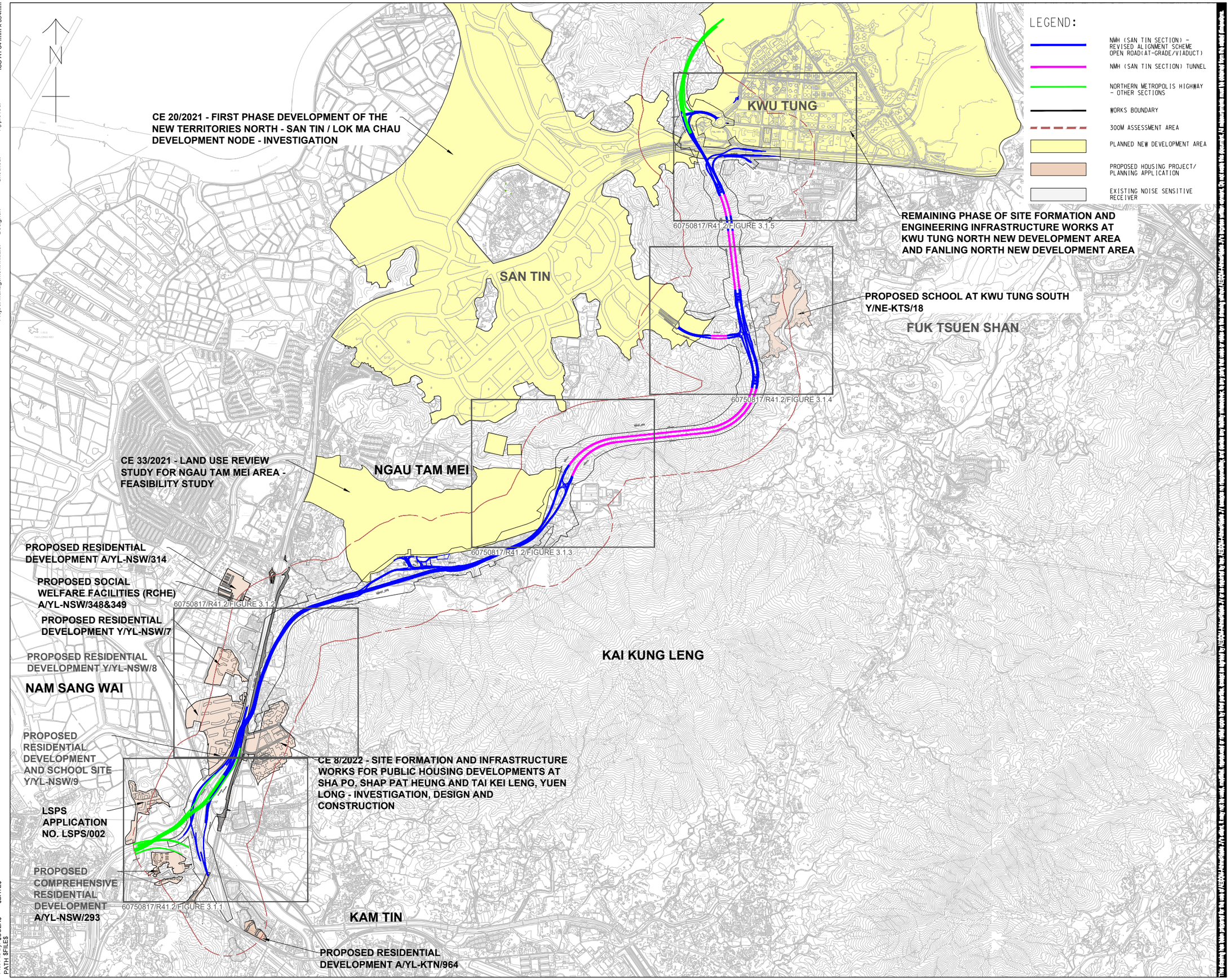

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NORTHERN METROPOLIS HIGHWAY (SAN TIN SECTION) - DESIGN AND CONSTRUCTION

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路政署 HIGHWAYS DEPARTMENT

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STATUS

SCALE A3 1:30000

DIMENSION UNIT METRES

KEY PLAN

PROJECT NO. 60778079

AGREEMENT NO. CE 41/2025(HY)

SHEET TITLE

LOCATIONS OF OPERATIONAL NOISE MONITORING (KEY PLAN)

SHEET NUMBER

RTNMP/FIGURE 2.3

ISO A1 841mm x 594mm

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LEGEND:

- NMH (SAN TIN SECTION) - REVISED ALIGNMENT SCHEME OPEN ROAD(AT-GRADE/VIADUCT)
- NMH (SAN TIN SECTION) TUNNEL
- WORKS BOUNDARY
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- AT-RECEIVER MITIGATION
- LOW NOISE ROAD SURFACING
- ABS — ABSORPTIVE NOISE BARRIER

C07(5M+3M)
C06(5M+3M)
V07(5M)
C08(5M+3M)
ONM3
V06(5M)
C05(5M+3M)
V04(3M)
ONM1
LNRS4
LNRS2
V05(5M)
LNRS3
C04(5M+3M)
V03(5M)
LNRS1
C03(5M+3M)
V02(5M)
C02(7M+3M)
C01(5M+3M,ABS)
ONM2
V01(3M)

391-SL04_OP13
391-SL02_OP16
391-SR04_OP13
391-SR02_OP16
391-SR03_OP13
391-SL03_OP13
391-SL01_OP17
391-SR01_OP17

NAM SANG WAN ROAD
CASTLE PEAK ROAD
SHA PO TSUEN ROAD
Sha Po Tsuen
沙咀村
HO CHAU ROAD
TSING LONG HIGHWAY
HUNG MO KU
SHUI MEI ROAD
Park Yoho Sicilia
Park Yoho
Park Yoho Venezia
Park Yoho Genova
Park Yoho Napoli
Park Vista
Park Yoho Milano
AFCD Au Tau Fisheries Office
Cheung Chun San Tsuen
長春新村
Tung Shing Lei
東成里
Au Tau
凹頭
Graves
慕地
Crescent Green
山水盛
MTR (TUEN MA LINE)
YUEN LONG HIGHWAY
Open Storage
露天貨倉

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NORTHERN METROPOLIS HIGHWAY (SAN TIN SECTION) - DESIGN AND CONSTRUCTION

CLIENT
路政署 HIGHWAYS DEPARTMENT

CONSULTANT
AECOM - ATKINSREALIS JOINT VENTURE

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METRES

KEY PLAN

PROJECT NO.
60778079

AGREEMENT NO.
CE 41/2025(HY)

SHEET TITLE
LOCATIONS OF OPERATIONAL NOISE MONITORING (SHEET 1 OF 5)

SHEET NUMBER
SHEET 1 OF 5

RTNMP/FIGURE 2.3.1

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- AT-RECEIVER MITIGATION
- LOW NOISE ROAD SURFACING
- ABS — ABSORPTIVE NOISE BARRIER

ONM6
V11(3.5M)
C10(7M+3M)
C12(5M+3M,ABS)
C11(7M+3M)
ONM4
C09(7M+3M)
V10(5M,ABS)
V09(5M,ABS)
ONM5
V08(5M)
SAT-NMH OP16
KAM TIN RIVER
POK WAI SOUTH ROAD
FUNG KAT HEUNG ROAD
Open Storage
Merry Garden
Pok Wai
Wing Kei Tsuen
Wah Shing Tsuen
Graves
Fung Kat Heung

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PROJECT
NORTHERN METROPOLIS HIGHWAY (SAN TIN SECTION) - DESIGN AND CONSTRUCTION

CLIENT
路政署 HIGHWAYS DEPARTMENT

CONSULTANT
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KEY PLAN

PROJECT NO.: 60778079
AGREEMENT NO.: CE 41/2025(HY)

SHEET TITLE
LOCATIONS OF OPERATIONAL NOISE MONITORING (SHEET 2 OF 5)

SHEET NUMBER: SHEET 2 OF 5
RTNMP/FIGURE 2.3.2

ISO A1 841mm x 594mm

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NMH01_OP8

NTM-ML01_OPT

NTM-MR01_OP3

ONM8

ONM7

C13(7M+4M,ABS)

C14(7M+4M,ABS)

V12(3M)

Ngau Tam Mei Water Treatment Works

Filter Bed

Chemical Building

Graves

$PLTDRVL$
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PROJECT
NORTHERN METROPOLIS HIGHWAY (SAN TIN SECTION) - DESIGN AND CONSTRUCTION

CLIENT
路政署 HIGHWAYS DEPARTMENT

CONSULTANT
AECOM - ATKINSREALIS JOINT VENTURE

SUB-CONSULTANTS

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STATUS

SCALE
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METRES

KEY PLAN

PROJECT NO.
60778079

AGREEMENT NO.
CE 41/2025(HY)

SHEET TITLE
LOCATIONS OF OPERATIONAL NOISE MONITORING (SHEET 3 OF 5)

SHEET NUMBER
SHEET 3 OF 5

RTNMP/FIGURE 2.3.3

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ISO A1 841mm x 594mm

Approved:

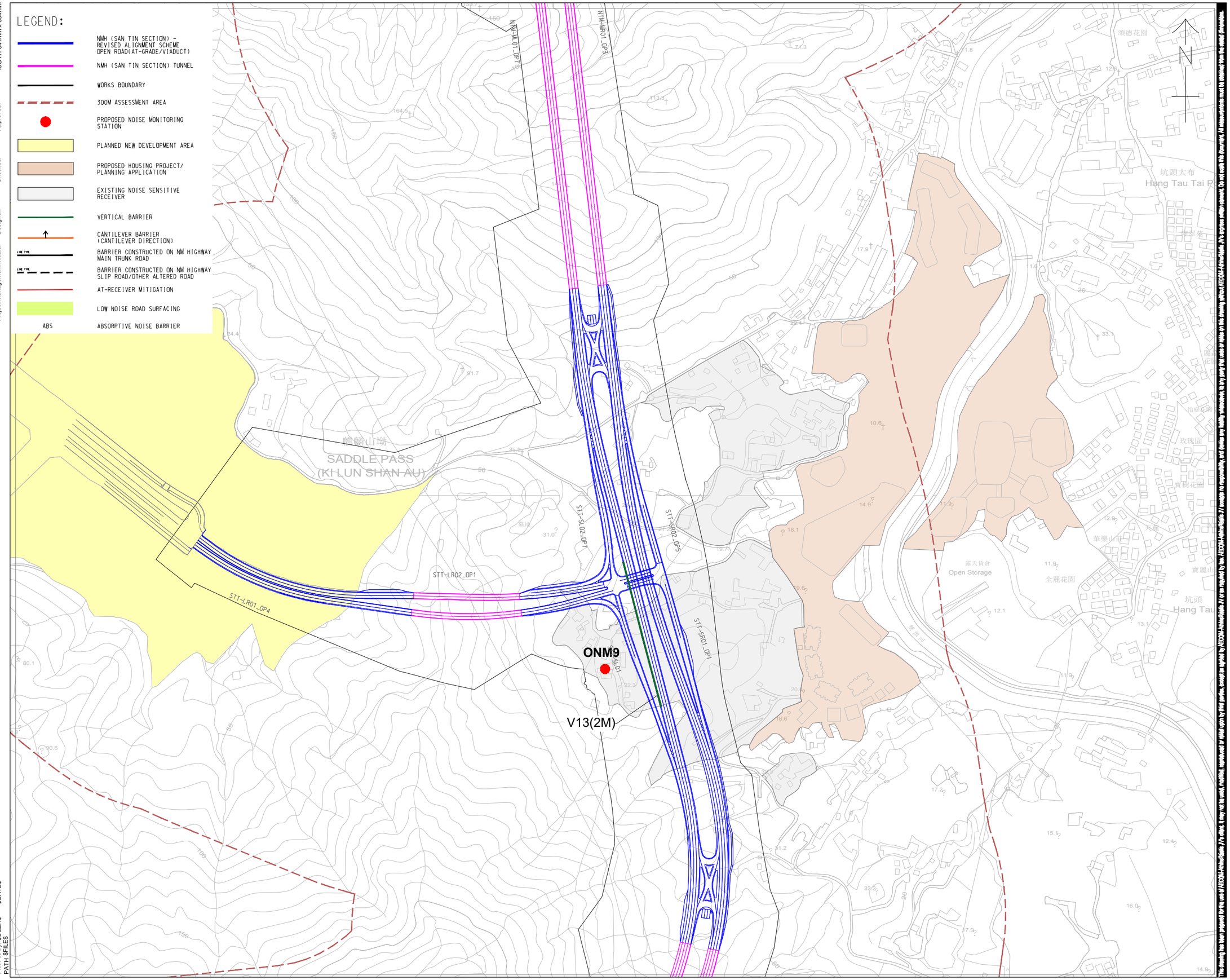
Checked:

Designer:

Project Management Initials:

LEGEND:

- NMH (SAN TIN SECTION) – REVISED ALIGNMENT SCHEME OPEN ROAD(AT-GRADE/VIADUCT)
- NMH (SAN TIN SECTION) TUNNEL
- WORKS BOUNDARY
- 300M ASSESSMENT AREA
- PROPOSED NOISE MONITORING STATION
- PLANNED NEW DEVELOPMENT AREA
- PROPOSED HOUSING PROJECT/ PLANNING APPLICATION
- EXISTING NOISE SENSITIVE RECEIVER
- VERTICAL BARRIER
- CANTILEVER BARRIER (CANTILEVER DIRECTION)
- LINE TYPE — BARRIER CONSTRUCTED ON NM HIGHWAY MAIN TRUNK ROAD
- LINE TYPE — BARRIER CONSTRUCTED ON NM HIGHWAY SLIP ROAD/OTHER ALTERED ROAD
- AT-RECEIVER MITIGATION
- LOW NOISE ROAD SURFACING
- ABS — ABSORPTIVE NOISE BARRIER



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PROJECT
NORTHERN METROPOLIS HIGHWAY (SAN TIN SECTION) - DESIGN AND CONSTRUCTION

CLIENT
路政署 HIGHWAYS DEPARTMENT

CONSULTANT
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ISSUE/REVISION

I/R	DATE	DESCRIPTION	CHK.

STATUS

SCALE — **DIMENSION UNIT**
A3 1:4600 — METRES

KEY PLAN

PROJECT NO. — **AGREEMENT NO.**
60778079 — CE 41/2025(HY)

SHEET TITLE
LOCATIONS OF OPERATIONAL NOISE MONITORING (SHEET 4 OF 5)

SHEET NUMBER — SHEET 4 OF 5
RTNMP/FIGURE 2.3.4

ISO A1 841mm x 594mm

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Designer:

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- NMH (SAN TIN SECTION) - REVISED ALIGNMENT SCHEME OPEN ROAD(AT-GRADE/VIADUCT)
- NMH (SAN TIN SECTION) TUNNEL
- WORKS BOUNDARY
- 300M ASSESSMENT AREA
- PROPOSED NOISE MONITORING STATION
- PLANNED NEW DEVELOPMENT AREA
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- LINE TYPE — BARRIER CONSTRUCTED ON NM HIGHWAY SLIP ROAD/OTHER ALTERED ROAD
- AT-RECEIVER MITIGATION
- LOW NOISE ROAD SURFACING
- ABS — ABSORPTIVE NOISE BARRIER

KTN-LN07
KTN-SR01_OPT
KTN-SL01_OP6
KTN-NB20
KTN-NB21
KTN-NB22
KTN-NB25
KTN-NB26
KTN-NB27
KTN-SE01
KTN-FE01
KTN-NB29
C16(7M+3M,ABS)
C15(5M+3M)
ONM10
FHI-SR01_OP3
FHI-SL01_OP1
PAK SHEK AU
TONG KOK
FANLING HIGHWAY
Europa Garden
歐泰花園
Kwu Tung Fresh Water Service Reservoir
古洞配水庫
Valais
天巒
CHUR AVENUE
RIGI AVENUE
GALLEN BOULEVARD
MONTREUX AVENUE
LAUSANNE AVENUE
KWU TUNG ROAD
KWU TUNG SOUTH ROAD
MORITZ AVENUE
ZURICH AVENUE
RHEIN AVENUE
GENEVA EAST AVENUE
GENEVA SOUTH AVENUE
ZERMATT AVENUE
QUEEN'S BOULEVARD
ENGADINE AVENUE
BERNINA AVENUE
ROSENG AVENUE
Graves

$PLTDRVL$
Plot File by: $USER$
PATH $FILE$
$DATE$

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STATUS

SCALE
A3 1:4600

DIMENSION UNIT
METRES

KEY PLAN

PROJECT NO.
60778079

AGREEMENT NO.
CE 41/2025(HY)

SHEET TITLE
LOCATIONS OF OPERATIONAL NOISE MONITORING (SHEET 5 OF 5)

SHEET NUMBER
SHEET 5 OF 5

RTNMP/FIGURE 2.3.5

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Appendices

Appendix 1.1a

Changes in Road Alignment in Pok Wai

821000 E
824000 E
827000 E
830000 E
839000 N
836000 N
SHEUNG SHUI
新田
SAN TIN
古洞
KWU TUNG
粉嶺公路
FANLING HIGHWAY
麒麟山
HADDEN HILL
(KI LUN SHAN)
石湖圍
SHEK WU WAI
牛潭山
NGAU TAM SHAN
新田公路
SAN TIN HIGHWAY
牛潭尾
NGAU TAM MEI
錦田河
KAM TIN RIVER
雞公嶺
KAI KUNG LENG
SHEET 13 OF 17
60750817/GAZ/113
SHEET 14 OF 17
60750817/GAZ/114

LEGEND:

- SITE BOUNDARY
- CONFORMING ALIGNMENT SCHEME (CAS)
- CONFORMING ALIGNMENT PARAPET
- REVISED ALIGNMENT SCHEME (RAS)
- REVISED ALIGNMENT PARAPET
- REFERENCE LINE FOR ECOLOGY (0m CLEARANCE FROM BAT SHELTER)

位置圖 LOCATION PLAN
比例 A1 1 : 15000

Confirming Alignment Scheme denotes the alignment adopted in the NMH-ST EIA
Revised Alignment Scheme comprises the fine-tuned road alignment in Pok Wai

工務計劃項目第895TH號（部分）
北都公路（新田段）
PWP ITEM NO. 895TH (PART)
NORTHERN METROPOLIS HIGHWAY (SAN TIN SECTION)

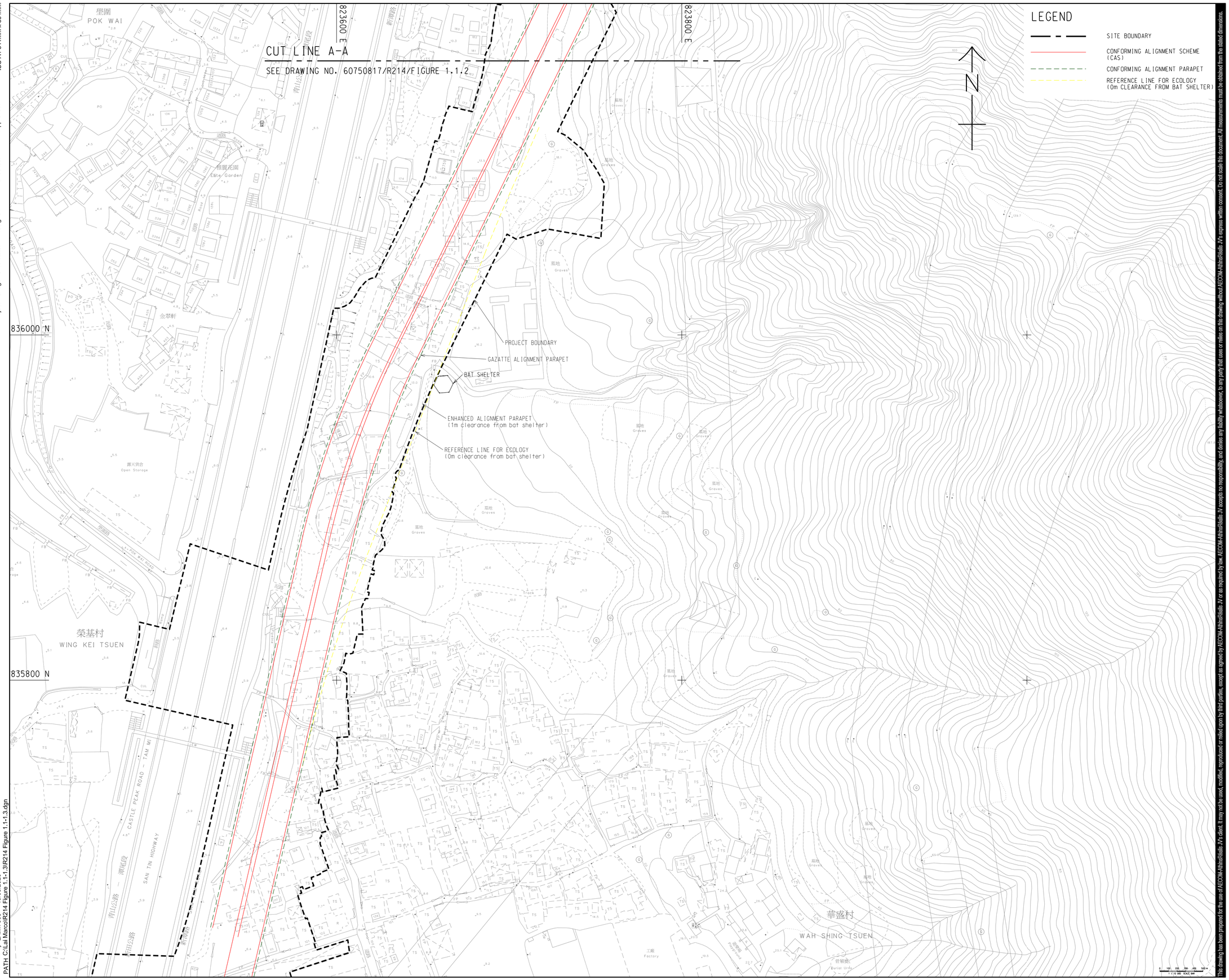
ISO A1 841mm x 594mm

Approved:

Checked:

Designer:

Project Management Initials:



C:\Program Files\Bentley\MicroStation 2024\MicroStation\Default\plt\gf\cdf-colour.pltcfg
Plot File by: LAM7863 19/05/2026
PATH: C:\Lai Marco\R214 Figure 1.1-1.3\R214 Figure 1.1-1.3.dgn

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PROJECT 項目

NORTHERN METROPOLIS HIGHWAY - INVESTIGATION STAGE

CLIENT 業主

路政署 HIGHWAYS DEPARTMENT

CONSULTANT 工程顧問公司

AECOM - ATKINSREALIS JOINT VENTURE

SUB-CONSULTANTS 分判工程顧問公司

ISSUE/REVISION 修訂

I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 複核

STATUS 階段

SCALE 比例
A1 1 : 1000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN 索引圖

PROJECT NO. 項目編號
60750817

AGREEMENT NO. 協議編號
CE 4/2024(HY)

SHEET TITLE 圖紙名稱
CONFORMING ALIGNMENT SCHEME (CAS) OF THE NMH SAN TIN SECTION ALIGNMENT - POK WAI AREA

SHEET 1 OF 2

SHEET NUMBER 圖紙編號
60750817/R214/Figure 1.1.1

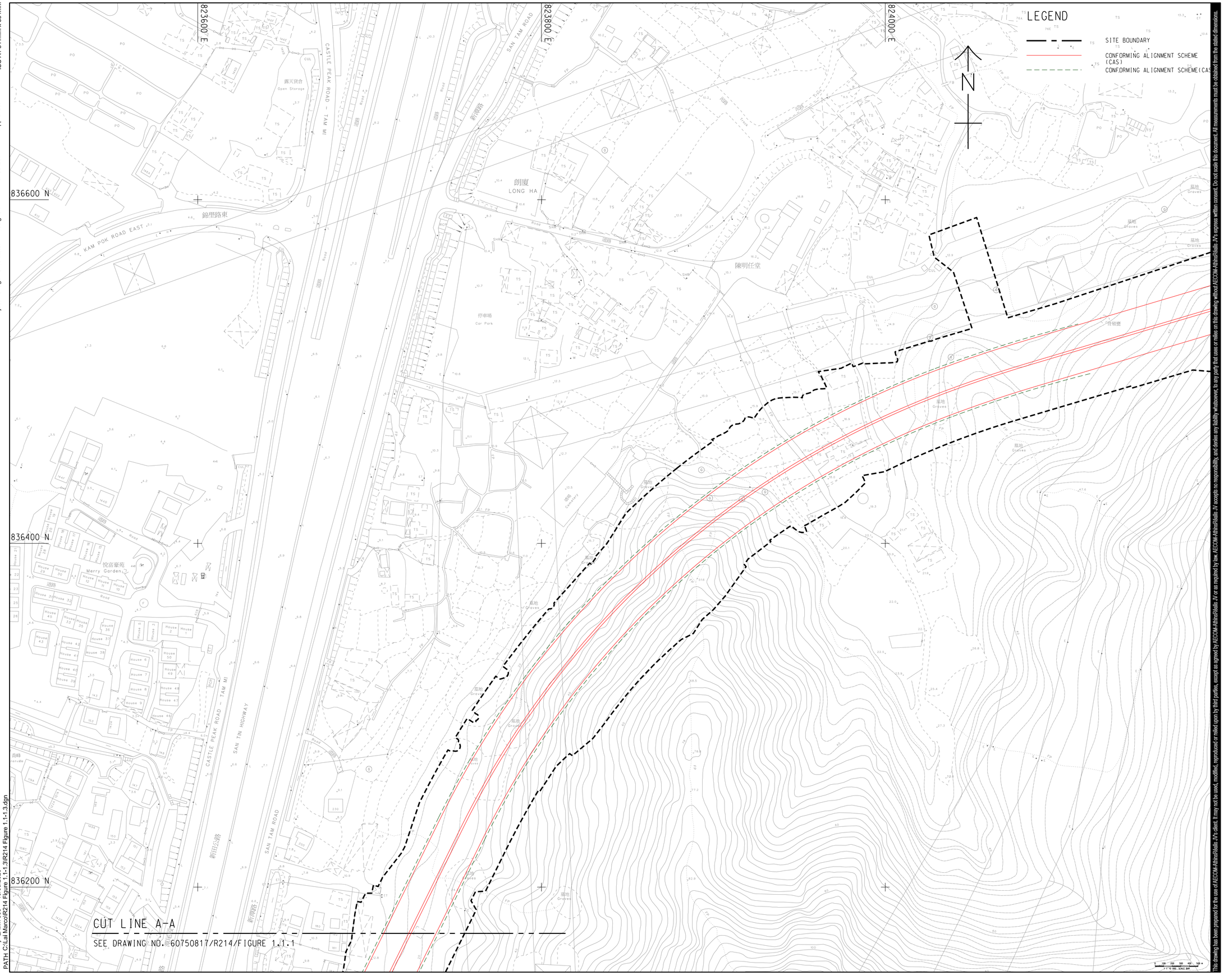
ISO A1 841mm x 594mm

Approved:

Checked:

Designer:

Project Management Initials:



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Plot file by: LAM7863 19/05/2026
PATH: C:\Lai Marco\R214 Figure 1.1-1.3\R214 Figure 1.1-1.3.dgn

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STATUS
階段

SCALE 比例
A1 1 : 1000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60750817

AGREEMENT NO. 協議編號
CE 4/2024(HY)

SHEET TITLE
圖紙名稱

CONFORMING ALIGNMENT SCHEME (CAS) OF THE NMH SAN TIN SECTION ALIGNMENT - POK WAI AREA

SHEET 2 OF 2

SHEET NUMBER
圖紙編號

60750817/R214/Figure 1.1.2

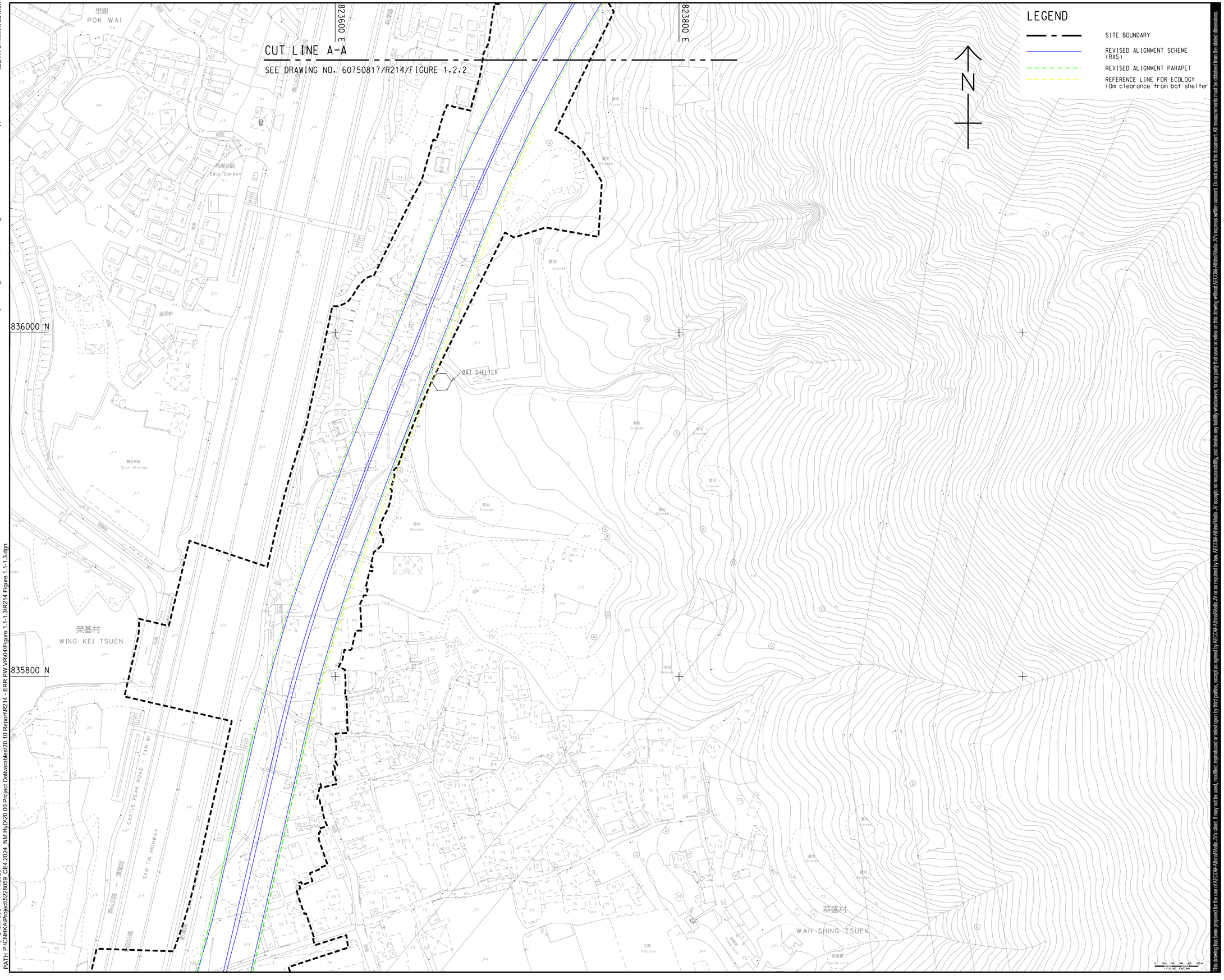
ISO A1 841mm x 594mm

Approved:

Checked:

Designer:

Project Management Initials:



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STATUS
階段

SCALE 比例
A1 1 : 1000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60750817

AGREEMENT NO. 協議編號
CE 4/2024(HY)

SHEET TITLE
圖紙名稱

REVISED ALIGNMENT SCHEME (RAS) OF THE NMH SAN TIN SECTION ALIGNMENT - POK WAI AREA

SHEET 1 OF 2

SHEET NUMBER
圖紙編號

60750817/R214/Figure 1.2.1

ISO A1 841mm x 594mm

Approved:

Checked:

Designer:

Project Management Initials:

823600 E

823800 E

824000 E

836600 N

836400 N

836200 N

LEGEND

SITE BOUNDARY

REVISED ALIGNMENT SCHEME (RAS)

REVISED ALIGNMENT PARAPET

N

CUT LINE A-A

SEE DRAWING NO. 60750817/R214/FIGURE 1.2.1

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STATUS
階段

SCALE 比例

A1 1 : 1000

DIMENSION UNIT 尺寸單位

METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號

60750817

AGREEMENT NO. 協議編號

CE 4/2024(HY)

SHEET TITLE
圖紙名稱

REVISED ALIGNMENT SCHEME (RAS) OF THE NMH SAN TIN SECTION ALIGNMENT - POK WAI AREA

SHEET 2 OF 2

SHEET NUMBER
圖紙編號

60750817/R214/Figure 1.2.2

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ISO A1 841mm x 594mm

Approved:

Checked:

Designer:

Project Management Initials:

CUT LINE A-A

SEE DRAWING NO. 60750817/R214/FIGURE 1.3.2

823600 E

823800 E

836000 N

835800 N

BAT SHELTER

LEGEND

- SITE BOUNDARY
- REVISED ALIGNMENT SCHEME (RAS)
- REVISED ALIGNMENT PARAPET
- COMFORMING ALIGNMENT SCHEME (CAS)
- COMFORMING ALIGNMENT PARAPET
- REFERENCE LINE FOR ECOLOGY (0m CLEARANCE FROM BAT SHELTER)

N

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階段

SCALE 比例
A1 1 : 1000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60750817

AGREEMENT NO. 協議編號
CE 4/2024(HY)

SHEET TITLE
圖紙名稱

COMPARISON BETWEEN CONFORMING ALIGNMENT SCHEME (CAS) AND REVISED ALIGNMENT SCHEME (RAS) OF THE NMH SAN TIN SECTION ALIGNMENT - POK WAI AREA

SHEET 1 OF 2

SHEET NUMBER
圖紙編號

60750817/R214/Figure 1.3.1

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ISO A1 841mm x 594mm

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Checked:

Designer:

Project Management Initials:

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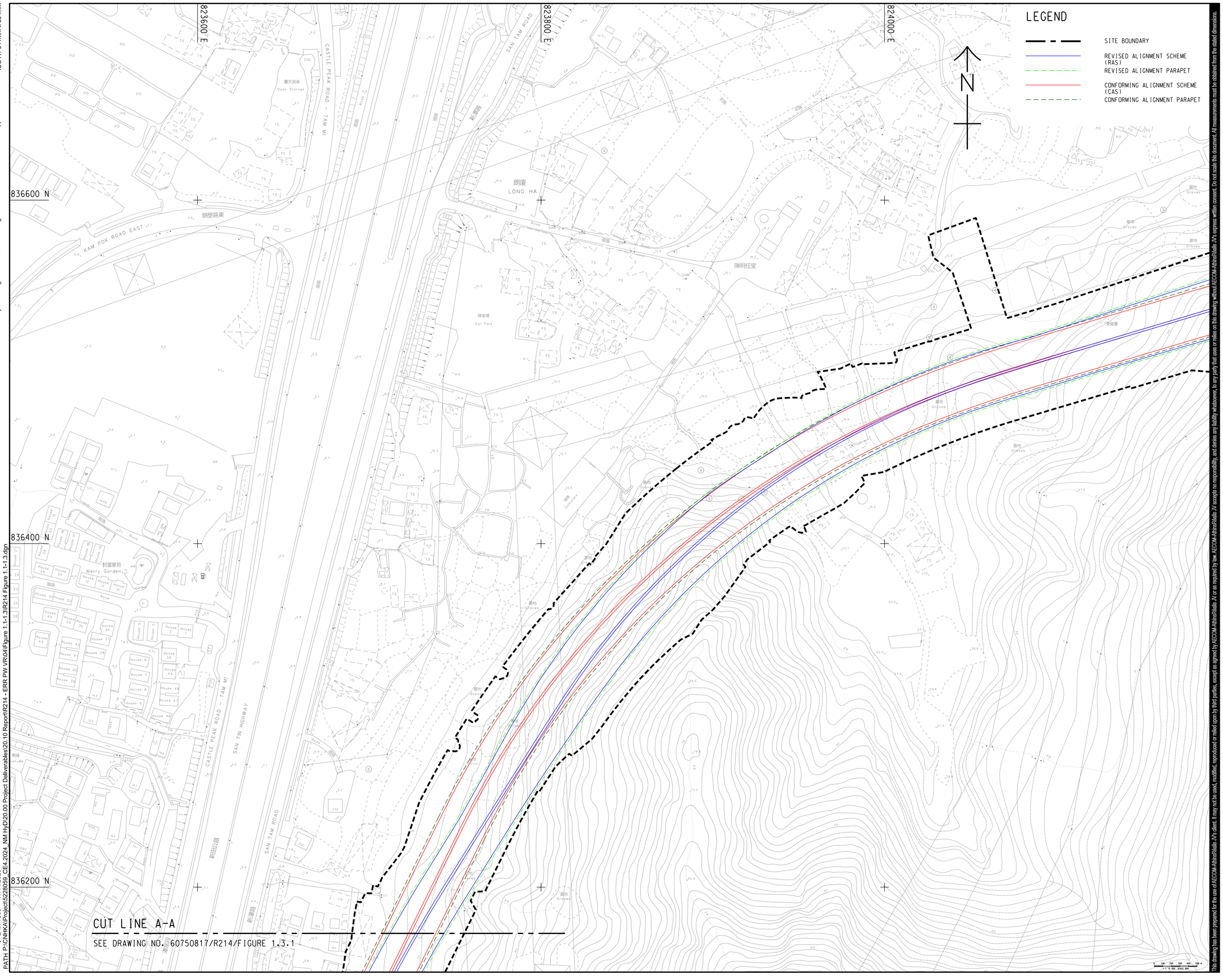

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階段

SCALE 比例
A1 1 : 1000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60750817

AGREEMENT NO. 協議編號
CE 4/2024(HY)

SHEET TITLE
圖紙名稱

COMPARISON BETWEEN CONFORMING ALIGNMENT SCHEME (CAS) AND REVISE ALIGNMENT SCHEME (RAS) OF THE NMH SAN TIN SECTION ALIGNMENT - POK WAI AREA

SHEET 2 OF 2

SHEET NUMBER
圖紙編號

60750817/R214/Figure 1.3.2

Appendix 1.1b

Changes in Road Alignment in Ngau Tam Mei Interchange and Provision of Junction near Kwu Tung New Development Area

ISO A1 841mm x 594mm

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Designer:

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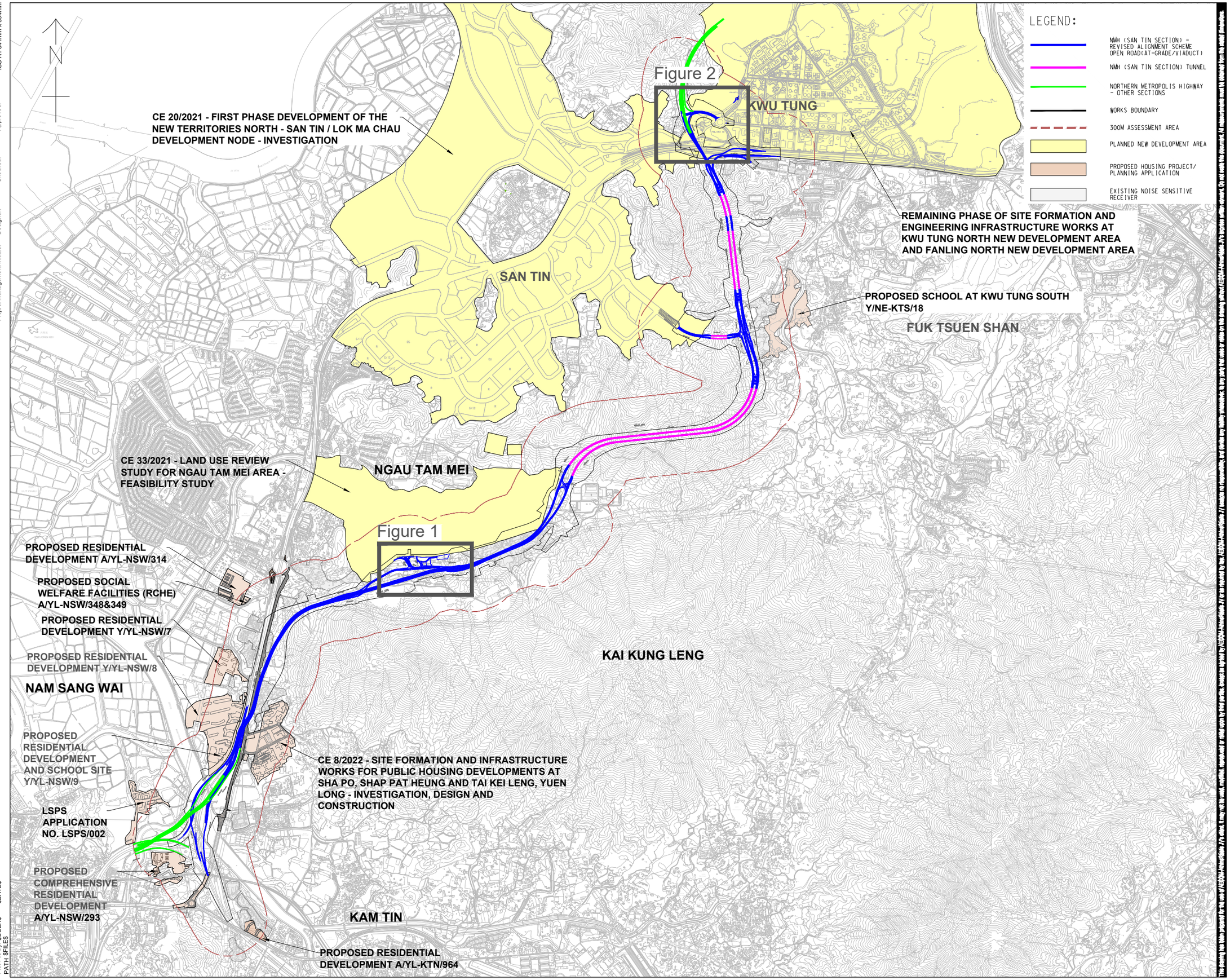

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AECOM
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PROJECT

NORTHERN METROPOLIS HIGHWAY (SAN TIN SECTION) - DESIGN AND CONSTRUCTION

CLIENT

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ISSUE/REVISION

I/R	DATE	DESCRIPTION	CHK.

STATUS

SCALE | **DIMENSION UNIT**

A3 1:30000 | METRES

KEY PLAN

PROJECT NO. | **AGREEMENT NO.**

60778079 | CE 41/2025(HY)

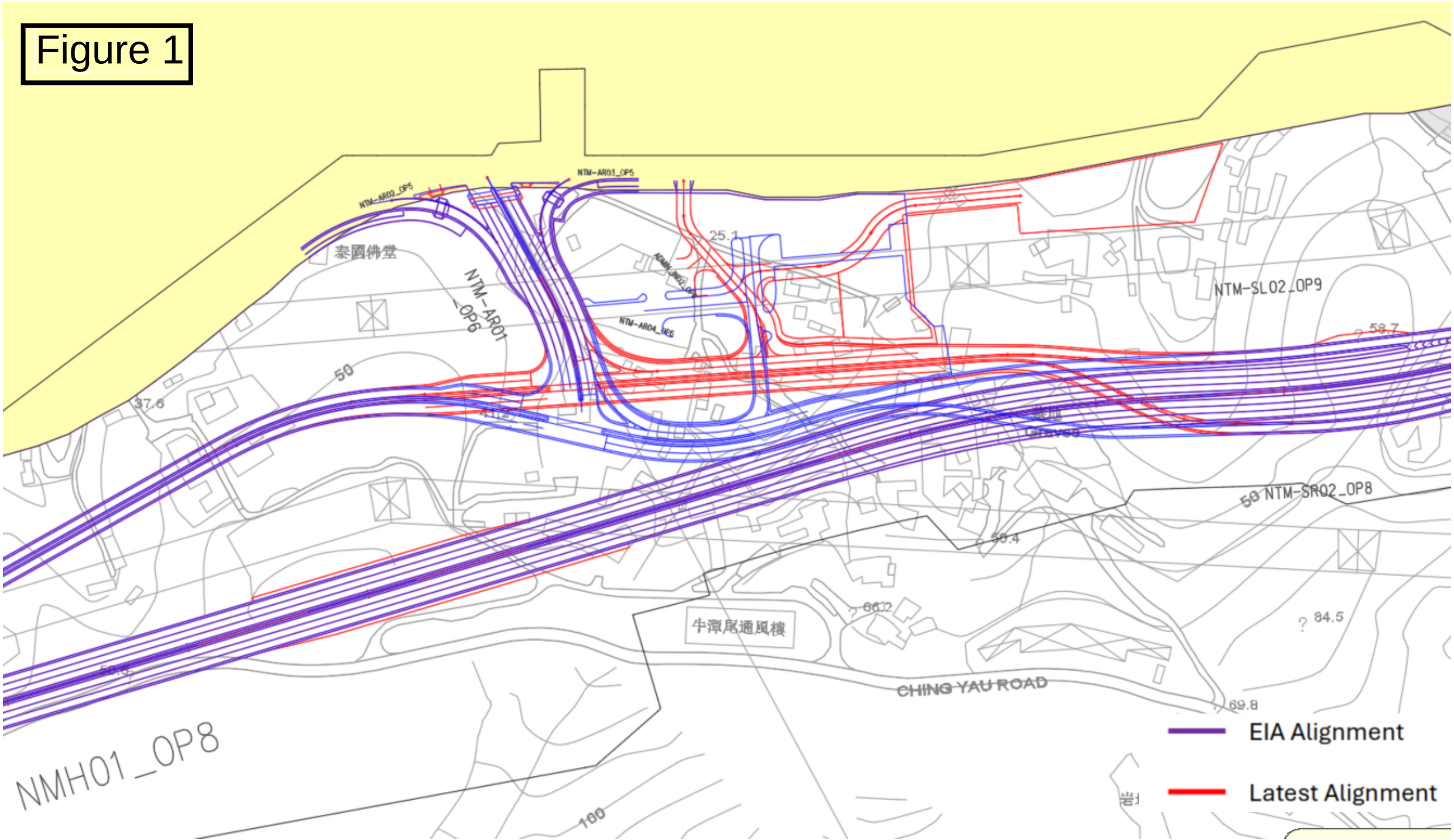
SHEET TITLE

APPENDIX 1.1

(KEY PLAN)

SHEET NUMBER

Figure 1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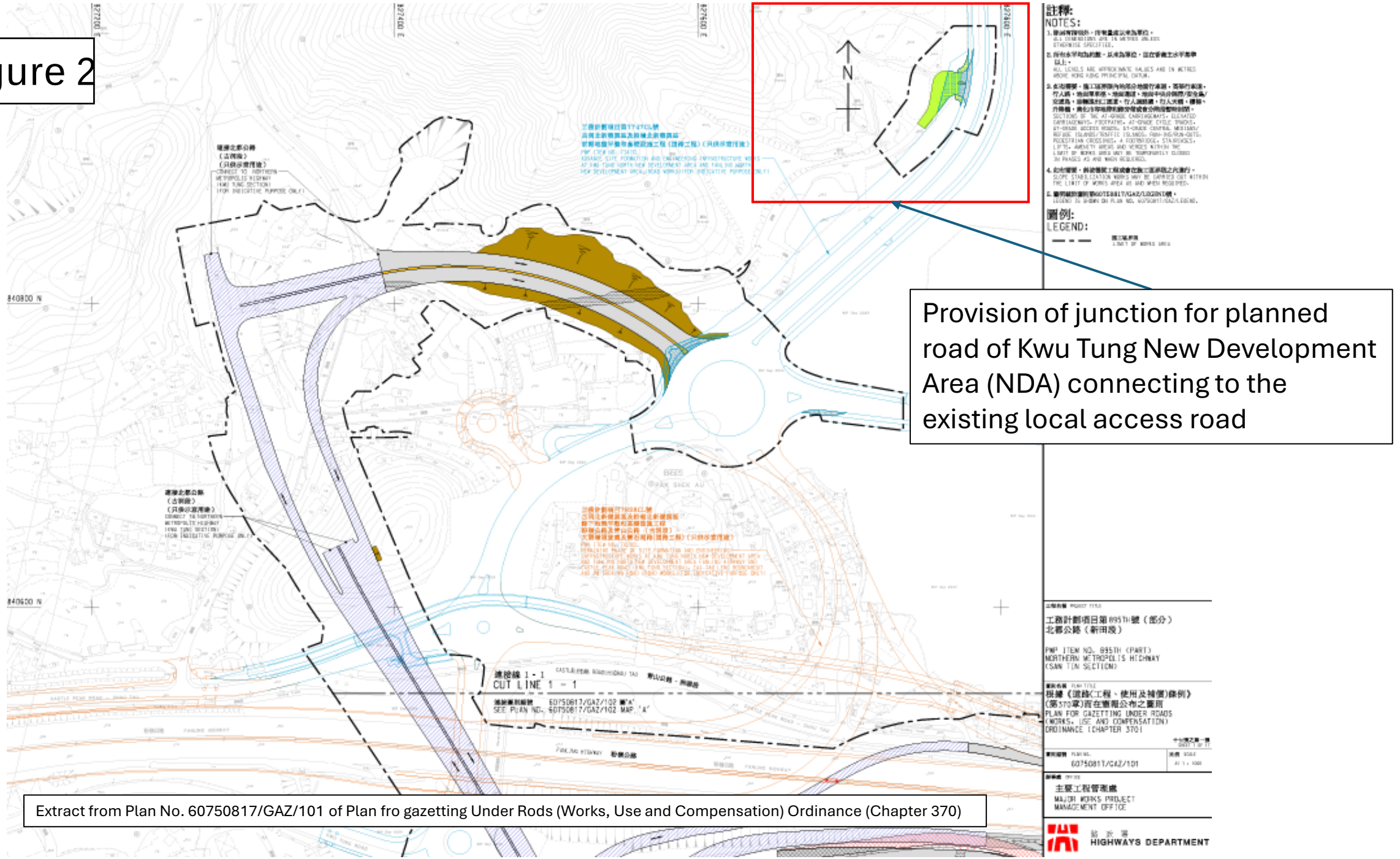
NTM-AR02_OP5
泰國佛堂
NTM-AR01_OP6
NTM-AR04_OP6
25.1
NTM-SL02_OP9
58.7
50
37.6
50 NTM-SR02_OP8
50.4
66.2
84.5
牛潭尾通風樓
CHING YAU ROAD
69.8
NMH01_OP8
100
EIA Alignment
Latest Alignment

Figure 2



Provision of junction for planned road of Kwu Tung New Development Area (NDA) connecting to the existing local access road

Extract from Plan No. 60750817/GAZ/101 of Plan fro gazetting Under Rods (Works, Use and Compensation) Ordinance (Chapter 370)

Appendix 2.1

Details of Road Traffic Noise Impacts on NSRs (Unmitigated Scenario) at Ultimate Scenario

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
KPST1	1	Existing	67	44	67	70	0.0	N	N	N	N
KPST2	1	Existing	70	51	70	70	0.1	N	N	N	N
KPST2	2	Existing	70	51	70	70	0.1	N	N	N	N
KPST2	3	Existing	70	51	70	70	0.1	N	N	N	N
KPST3	1	Existing	71	57	71	70	0.2	N	Y	N	N
KPST3	2	Existing	71	58	71	70	0.2	N	Y	N	N
HKBSA	1	Existing	74	55	74	70	0.0	N	Y	N	N
HKBSA	2	Existing	74	56	74	70	0.1	N	Y	N	N
HKBSA	3	Existing	74	57	74	70	0.1	N	Y	N	N
AT1	1	Existing	80	55	80	70	0.0	N	Y	N	N
HKPT	1	Existing	69	47	69	70	0.0	N	N	N	N
RV1	1	Existing	43	0	43	70	0.0	N	N	N	N
RV1	2	Existing	43	0	43	70	0.0	N	N	N	N
RV1	3	Existing	43	0	43	70	0.0	N	N	N	N
RV1	4	Existing	43	0	43	70	0.0	N	N	N	N
RV1	5	Existing	43	0	43	70	0.0	N	N	N	N
RV1	6	Existing	43	0	43	70	0.0	N	N	N	N
RV1	7	Existing	43	0	43	70	0.0	N	N	N	N
RV1	8	Existing	43	0	43	70	0.0	N	N	N	N
RV1	9	Existing	43	0	43	70	0.0	N	N	N	N
RV1	10	Existing	43	0	43	70	0.0	N	N	N	N
RV1	11	Existing	43	0	43	70	0.0	N	N	N	N
RV1	12	Existing	43	0	43	70	0.0	N	N	N	N
RV1	13	Existing	43	0	43	70	0.0	N	N	N	N
RV1	14	Existing	43	0	43	70	0.0	N	N	N	N
RV1	15	Existing	43	0	43	70	0.0	N	N	N	N
RV1	16	Existing	43	0	43	70	0.0	N	N	N	N
RV1	17	Existing	43	0	43	70	0.0	N	N	N	N
RV1	18	Existing	43	0	43	70	0.0	N	N	N	N
RV1	19	Existing	43	0	43	70	0.0	N	N	N	N
RV1	20	Existing	43	0	43	70	0.0	N	N	N	N
RV1	21	Existing	43	0	43	70	0.0	N	N	N	N
RV2	1	Existing	41	0	41	70	0.0	N	N	N	N
RV2	2	Existing	41	0	41	70	0.0	N	N	N	N
RV2	3	Existing	41	0	41	70	0.0	N	N	N	N
RV2	4	Existing	41	0	41	70	0.0	N	N	N	N
RV2	5	Existing	41	0	41	70	0.0	N	N	N	N
RV2	6	Existing	41	0	41	70	0.0	N	N	N	N
RV2	7	Existing	41	0	41	70	0.0	N	N	N	N
RV2	8	Existing	41	0	41	70	0.0	N	N	N	N
RV2	9	Existing	41	0	41	70	0.0	N	N	N	N
RV2	10	Existing	41	0	41	70	0.0	N	N	N	N
RV2	11	Existing	41	0	41	70	0.0	N	N	N	N
RV2	12	Existing	41	0	41	70	0.0	N	N	N	N
RV2	13	Existing	41	0	41	70	0.0	N	N	N	N
RV2	14	Existing	41	0	41	70	0.0	N	N	N	N
RV2	15	Existing	41	0	41	70	0.0	N	N	N	N
RV2	16	Existing	40	0	40	70	0.0	N	N	N	N
RV2	17	Existing	40	0	40	70	0.0	N	N	N	N
RV2	18	Existing	40	0	40	70	0.0	N	N	N	N
RV2	19	Existing	40	0	40	70	0.0	N	N	N	N
RV2	20	Existing	40	0	40	70	0.0	N	N	N	N
RV2	21	Existing	40	0	40	70	0.0	N	N	N	N
CR1	1	Existing	43	29	44	70	0.2	N	N	N	N
CR1	2	Existing	43	29	43	70	0.1	N	N	N	N
CR1	3	Existing	43	29	43	70	0.1	N	N	N	N
CR1	4	Existing	43	29	43	70	0.1	N	N	N	N
CR1	5	Existing	43	29	43	70	0.2	N	N	N	N
CR1	6	Existing	43	29	43	70	0.1	N	N	N	N
CR1	7	Existing	43	29	43	70	0.1	N	N	N	N
CR1	8	Existing	43	29	43	70	0.1	N	N	N	N
CR1	9	Existing	43	29	44	70	0.2	N	N	N	N
CR1	10	Existing	43	30	44	70	0.2	N	N	N	N
CR1	11	Existing	44	31	44	70	0.2	N	N	N	N
CR1	12	Existing	44	33	44	70	0.3	N	N	N	N
CR1	13	Existing	44	35	44	70	0.6	N	N	N	N
CR2	1	Existing	43	0	43	70	0.0	N	N	N	N
CR2	2	Existing	43	0	43	70	0.0	N	N	N	N
CR2	3	Existing	43	0	43	70	0.0	N	N	N	N
CR2	4	Existing	43	0	43	70	0.0	N	N	N	N
CR2	5	Existing	43	0	43	70	0.0	N	N	N	N
CR2	6	Existing	43	0	43	70	0.0	N	N	N	N
CR2	7	Existing	43	0	43	70	0.0	N	N	N	N
CR2	8	Existing	43	0	43	70	0.0	N	N	N	N
CR2	9	Existing	43	0	43	70	0.0	N	N	N	N
CR2	10	Existing	43	0	43	70	0.0	N	N	N	N
CR2	11	Existing	43	0	43	70	0.0	N	N	N	N
CR2	12	Existing	43	0	43	70	0.0	N	N	N	N
CR3	1	Existing	42	0	42	70	0.0	N	N	N	N
CR3	2	Existing	42	0	42	70	0.0	N	N	N	N
CR3	3	Existing	42	0	42	70	0.0	N	N	N	N
CR3	4	Existing	42	0	42	70	0.0	N	N	N	N
CR3	5	Existing	42	0	42	70	0.0	N	N	N	N
CR3	6	Existing	42	0	42	70	0.0	N	N	N	N
CR3	7	Existing	42	0	42	70	0.0	N	N	N	N
CR3	8	Existing	42	0	42	70	0.0	N	N	N	N
CR3	9	Existing	42	0	42	70	0.0	N	N	N	N
CR3	10	Existing	42	0	42	70	0.0	N	N	N	N
CR3	11	Existing	42	0	42	70	0.0	N	N	N	N
CR3	12	Existing	42	0	42	70	0.0	N	N	N	N
TSL1a	1	Existing	66	67	70	70	3.8	Y	N	N	N
TSL1b	1	Existing	70	70	73	70	3.2	Y	Y	N	Y
TSL2	1	Existing	67	68	71	70	3.9	Y	Y	N	Y
TSL3a	1	Existing	57	61	62	70	5.0	Y	N	N	N
TSL3b	1	Existing	51	51	54	70	3.0	Y	N	N	N
TSL3b	2	Existing	55	56	58	70	3.6	Y	N	N	N
PY1a	1	Existing	70	60	71	70	0.4	N	Y	N	N
PY1a	2	Existing	70	61	71	70	0.5	N	Y	N	N
PY1a	3	Existing	70	61	71	70	0.5	N	Y	N	N
PY1a	4	Existing	70	62	71	70	0.6	N	Y	N	N
PY1a	5	Existing	70	62	71	70	0.6	N	Y	N	N

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
PY1a	6	Existing	70	62	71	70	0.6	N	Y	N	N
PY1a	7	Existing	70	63	71	70	0.7	N	Y	N	N
PY1a	8	Existing	70	63	71	70	0.7	N	Y	N	N
PY1a	9	Existing	70	63	71	70	0.7	N	Y	N	N
PY1a	10	Existing	70	63	71	70	0.8	N	Y	N	N
PY1a	11	Existing	70	63	71	70	0.8	N	Y	N	N
PY1b	1	Existing	71	68	72	70	1.6	Y	Y	N	Y
PY1b	2	Existing	71	68	73	70	1.7	Y	Y	N	Y
PY1b	3	Existing	71	68	73	70	1.8	Y	Y	N	Y
PY1b	4	Existing	71	68	73	70	1.9	Y	Y	N	Y
PY1b	5	Existing	71	69	73	70	2.0	Y	Y	N	Y
PY1b	6	Existing	71	69	73	70	2.0	Y	Y	N	Y
PY1b	7	Existing	71	69	73	70	2.1	Y	Y	N	Y
PY1b	8	Existing	71	69	73	70	2.1	Y	Y	N	Y
PY1b	9	Existing	71	69	73	70	2.2	Y	Y	N	Y
PY1b	10	Existing	71	69	73	70	2.3	Y	Y	N	Y
PY1b	11	Existing	71	70	73	70	2.3	Y	Y	N	Y
PY2	1	Existing	66	67	70	70	3.3	Y	N	N	N
PY2	2	Existing	67	67	70	70	3.0	Y	N	N	N
PY2	3	Existing	68	67	71	70	2.7	Y	Y	N	Y
PY2	4	Existing	69	68	71	70	2.5	Y	Y	N	Y
PY2	5	Existing	69	68	71	70	2.5	Y	Y	N	Y
PY2	6	Existing	69	68	71	70	2.5	Y	Y	N	Y
PY2	7	Existing	69	68	71	70	2.5	Y	Y	N	Y
PY2	8	Existing	69	68	72	70	2.6	Y	Y	N	Y
PY2	9	Existing	69	68	72	70	2.5	Y	Y	N	Y
PY2	10	Existing	69	68	72	70	2.5	Y	Y	N	Y
PY2	11	Existing	69	68	72	70	2.6	Y	Y	N	Y
PY2	12	Existing	69	68	72	70	2.6	Y	Y	N	Y
PY2	13	Existing	69	68	72	70	2.5	Y	Y	N	Y
PY2	14	Existing	69	68	72	70	2.5	Y	Y	N	Y
PY3a	1	Existing	70	71	73	70	3.7	Y	Y	Y	Y
PY3a	2	Existing	70	71	74	70	3.6	Y	Y	Y	Y
PY3a	3	Existing	70	71	74	70	3.4	Y	Y	Y	Y
PY3a	4	Existing	71	71	74	70	3.3	Y	Y	Y	Y
PY3a	5	Existing	71	72	74	70	3.4	Y	Y	Y	Y
PY3a	6	Existing	71	72	74	70	3.4	Y	Y	Y	Y
PY3a	7	Existing	71	72	74	70	3.5	Y	Y	Y	Y
PY3a	8	Existing	71	72	75	70	3.5	Y	Y	Y	Y
PY3a	9	Existing	71	72	75	70	3.5	Y	Y	Y	Y
PY3a	10	Existing	71	72	75	70	3.6	Y	Y	Y	Y
PY3a	11	Existing	71	72	75	70	3.6	Y	Y	Y	Y
PY3a	12	Existing	71	72	75	70	3.6	Y	Y	Y	Y
PY3a	13	Existing	71	73	75	70	3.7	Y	Y	Y	Y
PY3a	14	Existing	71	73	75	70	3.7	Y	Y	Y	Y
PY3b	1	Existing	66	70	72	70	5.4	Y	Y	N	Y
PY3b	2	Existing	67	70	72	70	5.0	Y	Y	N	Y
PY3b	3	Existing	67	71	72	70	4.8	Y	Y	Y	Y
PY3b	4	Existing	68	71	72	70	4.7	Y	Y	Y	Y
PY3b	5	Existing	68	71	73	70	4.7	Y	Y	Y	Y
PY3b	6	Existing	68	71	73	70	4.7	Y	Y	Y	Y
PY3b	7	Existing	68	71	73	70	4.7	Y	Y	Y	Y
PY3b	8	Existing	68	71	73	70	4.8	Y	Y	Y	Y
PY3b	9	Existing	68	71	73	70	4.7	Y	Y	Y	Y
PY3b	10	Existing	68	71	73	70	4.7	Y	Y	Y	Y
PY3b	11	Existing	69	71	73	70	4.7	Y	Y	Y	Y
PY3b	12	Existing	69	72	73	70	4.7	Y	Y	Y	Y
PY3b	13	Existing	69	72	73	70	4.7	Y	Y	Y	Y
PY3b	14	Existing	69	72	74	70	4.8	Y	Y	Y	Y
FKHa	1	Existing	68	72	74	70	5.4	Y	Y	Y	Y
FKHb	1	Existing	69	70	73	70	3.4	Y	Y	N	Y
SR1	1	Existing	62	52	63	70	0.4	N	N	N	N
SR1	2	Existing	62	54	63	70	0.6	N	N	N	N
SR2	1	Existing	58	53	59	70	1.4	Y	N	N	N
SR2	2	Existing	58	54	59	70	1.7	Y	N	N	N
SR3	1	Existing	56	58	60	65	3.9	Y	N	N	N
SR3	2	Existing	57	59	61	65	4.3	Y	N	N	N
MFH1	1	Existing	68	73	74	70	6.0	Y	Y	Y	Y
MFH2	1	Existing	69	75	76	70	6.3	Y	Y	Y	Y
MFH1	1	Existing	68	73	74	70	6.0	Y	Y	Y	Y
MFH2	1	Existing	69	75	76	70	6.3	Y	Y	Y	Y
MFH3	1	Existing	70	70	73	70	2.8	Y	Y	N	Y
MFH4	1	Existing	67	71	72	70	5.6	Y	Y	Y	Y
MFH5	1	Existing	77	72	78	70	1.3	Y	Y	Y	Y
MFH6	1	Existing	66	64	68	70	2.1	Y	N	N	N
MFH6	2	Existing	76	67	76	70	0.6	N	Y	N	N
MFH7a	1	Existing	65	66	69	70	3.7	Y	N	N	N
MFH7b	1	Existing	68	68	71	70	3.1	Y	Y	N	Y
MFH7c	1	Existing	68	68	71	70	2.9	Y	Y	N	Y
MFH8	1	Existing	73	69	75	70	1.3	Y	Y	N	Y
WKT1	1	Existing	73	62	73	70	0.4	N	Y	N	N
WKT1	2	Existing	73	63	74	70	0.4	N	Y	N	N
WKT2	1	Existing	74	63	75	70	0.3	N	Y	N	N
WKT2	2	Existing	75	64	75	70	0.4	N	Y	N	N
EG1	1	Existing	84	68	84	70	0.1	N	Y	N	N
EG1	2	Existing	84	68	84	70	0.1	N	Y	N	N
EG1	3	Existing	84	69	84	70	0.1	N	Y	N	N
EG1	4	Existing	84	69	84	70	0.1	N	Y	N	N
EG2	1	Existing	83	64	83	70	0.0	N	Y	N	N
EG2	2	Existing	83	64	83	70	0.0	N	Y	N	N
EG2	3	Existing	83	65	83	70	0.1	N	Y	N	N
EG3	1	Existing	83	68	84	70	0.1	N	Y	N	N
EG3	2	Existing	83	68	84	70	0.1	N	Y	N	N
EG3	3	Existing	83	68	84	70	0.2	N	Y	N	N
EG4	1	Existing	84	68	84	70	0.1	N	Y	N	N
EG4	2	Existing	84	68	84	70	0.1	N	Y	N	N
EG4	3	Existing	84	68	84	70	0.1	N	Y	N	N
EG5	1	Existing	84	67	84	70	0.1	N	Y	N	N
EG5	2	Existing	84	68	84	70	0.1	N	Y	N	N
EG5	3	Existing	83	68	84	70	0.2	N	Y	N	N
EG6	1	Existing	83	67	83	70	0.1	N	Y	N	N
EG6	2	Existing	83	68	83	70	0.1	N	Y	N	N
EG6	3	Existing	83	68	83	70	0.2	N	Y	N	N

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
PW1a	1	Existing	70	64	71	70	0.9	N	Y	N	N
PW1a	2	Existing	71	66	72	70	1.1	Y	Y	N	Y
PW1a	3	Existing	71	67	73	70	1.4	Y	Y	N	Y
PW1b	1	Existing	77	64	77	70	0.2	N	Y	N	N
PW1b	2	Existing	79	66	80	70	0.2	N	Y	N	N
PW1b	3	Existing	80	68	80	70	0.3	N	Y	N	N
PW1c	1	Existing	78	61	78	70	0.1	N	Y	N	N
PW1c	2	Existing	81	62	81	70	0.1	N	Y	N	N
PW1c	3	Existing	81	63	81	70	0.1	N	Y	N	N
PW2a	1	Existing	63	62	65	70	2.3	Y	N	N	N
PW2a	2	Existing	64	64	67	70	2.7	Y	N	N	N
PW2a	3	Existing	65	65	68	70	3.0	Y	N	N	N
PW2b	1	Existing	74	61	74	70	0.2	N	Y	N	N
PW2b	2	Existing	75	63	75	70	0.3	N	Y	N	N
PW2b	3	Existing	76	64	76	70	0.3	N	Y	N	N
PW3a	1	Existing	64	62	66	70	2.1	Y	N	N	N
PW3a	2	Existing	65	64	67	70	2.3	Y	N	N	N
PW3a	3	Existing	68	65	69	70	1.9	Y	N	N	N
PW3b	1	Existing	59	60	63	70	3.6	Y	N	N	N
PW3b	2	Existing	64	61	66	70	2.0	Y	N	N	N
PW3b	3	Existing	71	63	72	70	0.5	N	Y	N	N
PW4a	1	Existing	70	63	71	70	0.7	N	Y	N	N
PW4a	2	Existing	72	64	73	70	0.5	N	Y	N	N
PW4a	3	Existing	75	65	75	70	0.5	N	Y	N	N
PW4b	1	Existing	75	59	75	70	0.1	N	Y	N	N
PW4b	2	Existing	76	60	76	70	0.1	N	Y	N	N
PW4b	3	Existing	78	60	79	70	0.1	N	Y	N	N
PW5	1	Existing	82	66	82	70	0.1	N	Y	N	N
PW5	2	Existing	82	66	82	70	0.1	N	Y	N	N
PW5	3	Existing	82	67	82	70	0.1	N	Y	N	N
PW6	1	Existing	83	65	83	70	0.0	N	Y	N	N
PW6	2	Existing	83	66	83	70	0.1	N	Y	N	N
PW6	3	Existing	83	66	83	70	0.1	N	Y	N	N
MG1	1	Existing	84	65	84	70	0.1	N	Y	N	N
MG1	2	Existing	84	65	84	70	0.0	N	Y	N	N
MG1	3	Existing	84	65	84	70	0.1	N	Y	N	N
PW7a	1	Existing	69	68	71	70	2.4	Y	Y	N	Y
PW7a	2	Existing	72	68	74	70	1.6	Y	Y	N	Y
PW7a	3	Existing	77	69	77	70	0.7	N	Y	N	N
LHa	1	Existing	73	64	73	70	0.5	N	Y	N	N
PW7b	1	Existing	77	62	77	70	0.2	N	Y	N	N
PW7b	2	Existing	77	63	77	70	0.2	N	Y	N	N
PW7b	3	Existing	77	65	77	70	0.3	N	Y	N	N
LHb	1	Existing	57	64	65	70	7.4	Y	N	N	N
PW8a	1	Existing	74	64	75	70	0.4	N	Y	N	N
PW8a	2	Existing	75	65	75	70	0.4	N	Y	N	N
PW8a	3	Existing	76	65	76	70	0.3	N	Y	N	N
CMYT1a	1	Existing	68	63	69	70	1.1	Y	N	N	N
PW8b	1	Existing	54	64	64	70	9.9	Y	N	N	N
PW8b	2	Existing	56	64	65	70	9.3	Y	N	N	N
PW8b	3	Existing	57	65	66	70	8.2	Y	N	N	N
CMYT1b	1	Existing	63	65	67	70	4.1	Y	N	N	N
PW8c	1	Existing	73	59	73	70	0.1	N	Y	N	N
PW8c	2	Existing	75	60	75	70	0.1	N	Y	N	N
PW8c	3	Existing	76	61	76	70	0.1	N	Y	N	N
CMYT1c	1	Existing	55	65	65	70	10.2	Y	N	N	N
PW9a	1	Existing	71	59	71	70	0.3	N	Y	N	N
PW9a	2	Existing	73	61	74	70	0.2	N	Y	N	N
PW9a	3	Existing	75	62	76	70	0.2	N	Y	N	N
CMYT2	1	Existing	42	64	64	70	22.2	Y	N	N	N
PW9b	1	Existing	43	61	61	70	18.2	Y	N	N	N
PW9b	2	Existing	47	62	62	70	15.8	Y	N	N	N
PW9b	3	Existing	52	64	64	70	12.1	Y	N	N	N
SWT1	1	Existing	61	64	66	70	4.4	Y	N	N	N
SWT1	2	Existing	64	65	67	70	3.4	Y	N	N	N
PW9c	1	Existing	74	59	74	70	0.1	N	Y	N	N
PW9c	2	Existing	75	60	75	70	0.1	N	Y	N	N
PW9c	3	Existing	75	61	75	70	0.2	N	Y	N	N
SWT2a	1	Existing	39	63	63	70	23.4	Y	N	N	N
SWT2a	2	Existing	42	63	63	70	21.5	Y	N	N	N
PW10a	1	Existing	73	62	73	70	0.3	N	Y	N	N
PW10a	2	Existing	75	63	75	70	0.3	N	Y	N	N
PW10a	3	Existing	77	65	77	70	0.2	N	Y	N	N
SWT2b	1	Existing	46	64	64	70	17.8	Y	N	N	N
SWT2b	2	Existing	48	65	65	70	17.5	Y	N	N	N
PW10b	1	Existing	63	62	66	70	2.4	Y	N	N	N
PW10b	2	Existing	63	64	66	70	3.1	Y	N	N	N
PW10b	3	Existing	64	65	67	70	3.7	Y	N	N	N
SWT2c	1	Existing	44	62	62	70	18.0	Y	N	N	N
SWT2c	2	Existing	46	63	63	70	17.2	Y	N	N	N
PW10c	1	Existing	77	60	77	70	0.1	N	Y	N	N
PW10c	2	Existing	78	61	78	70	0.1	N	Y	N	N
PW10c	3	Existing	78	62	78	70	0.1	N	Y	N	N
SWT3a	1	Existing	36	65	65	70	29.8	Y	N	N	N
SWT3a	2	Existing	38	66	66	70	28.6	Y	N	N	N
SWT3a	3	Existing	39	67	67	70	27.3	Y	N	N	N
SWT3b	1	Existing	36	62	62	70	26.2	Y	N	N	N
SWT3b	2	Existing	38	62	62	70	24.6	Y	N	N	N
SWT3b	3	Existing	39	62	62	70	23.0	Y	N	N	N
SWT3c	1	Existing	44	63	63	70	18.2	Y	N	N	N
SWT3c	2	Existing	51	65	66	70	14.7	Y	N	N	N
SWT3c	3	Existing	53	66	66	70	13.5	Y	N	N	N
SWT4	1	Existing	48	70	70	70	22.5	Y	N	N	N
NTMV1	1	Existing	31	62	62	70	31.6	Y	N	N	N
NTMV1	2	Existing	34	63	63	70	29.2	Y	N	N	N
NTMV2	1	Existing	40	67	67	70	26.5	Y	N	N	N
NTMV3	1	Existing	42	68	68	70	26.0	Y	N	N	N
NTMV3	2	Existing	43	70	70	70	27.4	Y	N	N	N
NTMV4	1	Existing	50	73	73	70	22.5	Y	Y	Y	Y
NTMV4	2	Existing	50	77	77	70	26.4	Y	Y	Y	Y
NTMV5a	1	Existing	60	65	66	70	6.2	Y	N	N	N

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NTMV5a	2	Existing	60	66	67	70	7.0	Y	N	N	N
NTMV5b	1	Existing	57	63	64	70	6.6	Y	N	N	N
NTMV5b	2	Existing	58	64	65	70	7.4	Y	N	N	N
NTMV5c	1	Existing	56	62	63	70	6.9	Y	N	N	N
NTMV5c	2	Existing	56	63	64	70	8.1	Y	N	N	N
CL1	1	Existing	27	65	65	70	38.0	Y	N	N	N
CL2a	1	Existing	29	67	67	70	38.1	Y	N	N	N
CL2b	1	Existing	36	67	67	70	30.7	Y	N	N	N
KLTS1a	1	Existing	0	64	64	70	63.5	Y	N	N	N
KLTS1a	2	Existing	0	65	65	70	65.0	Y	N	N	N
KLTS1b	1	Existing	30	60	60	70	29.9	Y	N	N	N
KLTS1b	2	Existing	32	66	66	70	34.2	Y	N	N	N
KLTS2	1	Existing	51	68	68	70	17.4	Y	N	N	N
KLTS3	1	Existing	40	73	73	70	33.3	Y	Y	Y	Y
KLTS4	1	Existing	35	71	71	70	36.1	Y	Y	Y	Y
KLTS4	2	Existing	38	73	73	70	35.0	Y	Y	Y	Y
KLTN1a	1	Existing	54	69	69	70	14.5	Y	N	N	N
KLTN1b	1	Existing	59	67	68	70	9.2	Y	N	N	N
KLTN1c	1	Existing	54	55	57	70	3.6	Y	N	N	N
KLTN2a	1	Existing	55	67	67	70	11.9	Y	N	N	N
KLTN2b	1	Existing	54	67	67	70	13.3	Y	N	N	N
KLTN3a	1	Existing	53	62	63	70	9.7	Y	N	N	N
KLTN3a	2	Existing	53	64	65	70	11.2	Y	N	N	N
KLTN3b	1	Existing	54	61	62	70	7.6	Y	N	N	N
KLTN3b	2	Existing	55	62	63	70	8.0	Y	N	N	N
KLTN4a	1	Existing	60	65	66	70	6.2	Y	N	N	N
KLTN4a	2	Existing	60	67	68	70	7.6	Y	N	N	N
KLTN4b	1	Existing	63	63	66	70	3.0	Y	N	N	N
KLTN4b	2	Existing	63	64	66	70	3.7	Y	N	N	N
KT1	1	Existing	69	62	70	70	0.7	N	N	N	N
KT1	2	Existing	70	63	70	70	0.8	N	N	N	N
KT2	1	Existing	70	63	71	70	0.9	N	Y	N	N
KT3	1	Existing	68	64	69	70	1.6	Y	N	N	N
KTN1	1	Existing	70	58	70	70	0.3	N	N	N	N
KTN1	2	Existing	70	58	70	70	0.3	N	N	N	N
KTN1	3	Existing	70	58	70	70	0.3	N	N	N	N
KTN1	4	Existing	70	59	71	70	0.3	N	Y	N	N
KTN1	5	Existing	71	59	71	70	0.2	N	Y	N	N
KTN1	6	Existing	71	59	71	70	0.2	N	Y	N	N
KTN1	7	Existing	71	59	71	70	0.2	N	Y	N	N
EPG1a	1	Existing	63	59	64	70	1.3	Y	N	N	N
EPG1a	2	Existing	71	69	73	70	2.0	Y	Y	N	Y
EPG1b	1	Existing	59	52	60	70	0.8	N	N	N	N
EPG1b	2	Existing	62	56	63	70	1.0	Y	N	N	N
EPG2a	1	Existing	72	47	72	70	0.0	N	Y	N	N
EPG2b	1	Existing	58	45	58	70	0.2	N	N	N	N
EPG2b	2	Existing	60	48	60	70	0.3	N	N	N	N
EPG3a	1	Existing	68	36	68	70	0.0	N	N	N	N
EPG3b	1	Existing	59	43	59	70	0.1	N	N	N	N
EPG3b	2	Existing	60	46	60	70	0.1	N	N	N	N
EPG4a	1	Existing	67	53	67	70	0.2	N	N	N	N
EPG4a	2	Existing	69	54	69	70	0.2	N	N	N	N
EPG4b	1	Existing	60	41	60	70	0.1	N	N	N	N
EPG4b	2	Existing	64	44	64	70	0.0	N	N	N	N
EPG5a	1	Existing	69	59	69	70	0.4	N	N	N	N
EPG5a	2	Existing	70	59	70	70	0.3	N	N	N	N
EPG5b	1	Existing	57	44	58	70	0.2	N	N	N	N
EPG5b	2	Existing	59	47	60	70	0.2	N	N	N	N
EPG6a	1	Existing	78	69	78	70	0.5	N	Y	N	N
EPG6a	2	Existing	78	69	78	70	0.5	N	Y	N	N
EPG6b	1	Existing	58	59	62	70	3.7	Y	N	N	N
EPG6b	2	Existing	63	65	67	70	4.3	Y	N	N	N
LHTWCa	1	Existing	60	36	60	65	0.0	N	N	N	N
LHTWCb	1	Existing	68	33	68	65	0.0	N	Y	N	N
VL	1	Existing	56	31	56	70	0.0	N	N	N	N
VL	2	Existing	60	36	60	70	0.0	N	N	N	N
MCLa	1	Existing	25	68	68	70	42.5	Y	N	N	N
MCLb	1	Existing	23	66	66	70	42.7	Y	N	N	N
MCLc	1	Existing	18	67	67	70	49.2	Y	N	N	N
KTN964_1	1	Planned	74	26	74	70	0.0	N	Y	N	N
KTN964_1	2	Planned	75	26	75	70	0.0	N	Y	N	N
KTN964_1	3	Planned	75	26	75	70	0.0	N	Y	N	N
KTN964_1	4	Planned	75	26	75	70	0.0	N	Y	N	N
KTN964_1	5	Planned	75	26	75	70	0.0	N	Y	N	N
KTN964_1	6	Planned	75	26	75	70	0.0	N	Y	N	N
KTN964_1	7	Planned	76	26	76	70	0.0	N	Y	N	N
KTN964_1	8	Planned	76	26	76	70	0.0	N	Y	N	N
KTN964_1	9	Planned	76	27	76	70	0.0	N	Y	N	N
KTN964_1	10	Planned	76	29	76	70	0.0	N	Y	N	N
KTN964_1	11	Planned	75	31	75	70	0.0	N	Y	N	N
KTN964_1	12	Planned	75	33	75	70	0.0	N	Y	N	N
KTN964_1	13	Planned	75	35	75	70	0.0	N	Y	N	N
KTN964_1	14	Planned	75	37	75	70	0.0	N	Y	N	N
KTN964_2	1	Planned	76	47	76	70	0.0	N	Y	N	N
KTN964_2	2	Planned	78	49	78	70	0.0	N	Y	N	N
KTN964_2	3	Planned	79	51	79	70	0.0	N	Y	N	N
KTN964_2	4	Planned	80	52	80	70	0.0	N	Y	N	N
KTN964_2	5	Planned	80	53	80	70	0.0	N	Y	N	N
KTN964_2	6	Planned	80	53	80	70	0.0	N	Y	N	N
KTN964_2	7	Planned	79	54	80	70	0.1	N	Y	N	N
KTN964_2	8	Planned	79	54	79	70	0.0	N	Y	N	N
KTN964_2	9	Planned	79	54	79	70	0.0	N	Y	N	N
KTN964_2	10	Planned	79	55	79	70	0.0	N	Y	N	N
KTN964_2	11	Planned	79	55	79	70	0.0	N	Y	N	N
KTN964_2	12	Planned	78	56	78	70	0.0	N	Y	N	N
KTN964_2	13	Planned	78	56	78	70	0.0	N	Y	N	N
KTN964_2	14	Planned	78	56	78	70	0.1	N	Y	N	N
KTN964_3	1	Planned	70	45	70	70	0.0	N	N	N	N
KTN964_3	2	Planned	71	47	71	70	0.0	N	Y	N	N
KTN964_3	3	Planned	71	48	71	70	0.0	N	Y	N	N
KTN964_3	4	Planned	72	49	72	70	0.0	N	Y	N	N

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
KTN964_3	5	Planned	72	50	72	70	0.0	N	Y	N	N
KTN964_3	6	Planned	72	50	72	70	0.0	N	Y	N	N
KTN964_3	7	Planned	73	51	73	70	0.0	N	Y	N	N
KTN964_3	8	Planned	73	52	73	70	0.1	N	Y	N	N
KTN964_3	9	Planned	73	52	73	70	0.1	N	Y	N	N
KTN964_3	10	Planned	73	52	73	70	0.0	N	Y	N	N
KTN964_3	11	Planned	73	53	73	70	0.0	N	Y	N	N
KTN964_3	12	Planned	73	53	73	70	0.0	N	Y	N	N
KTN964_3	13	Planned	73	54	73	70	0.0	N	Y	N	N
KTN964_3	14	Planned	73	54	73	70	0.0	N	Y	N	N
NSW293_1	1	Planned	54	0	54	70	0.0	N	N	N	N
NSW293_1	2	Planned	61	0	61	70	0.0	N	N	N	N
NSW293_1	3	Planned	62	0	62	70	0.0	N	N	N	N
NSW293_1	4	Planned	63	0	63	70	0.0	N	N	N	N
NSW293_1	5	Planned	65	0	65	70	0.0	N	N	N	N
NSW293_1	6	Planned	66	0	66	70	0.0	N	N	N	N
NSW293_1	7	Planned	67	0	67	70	0.0	N	N	N	N
NSW293_1	8	Planned	68	0	68	70	0.0	N	N	N	N
NSW293_1	9	Planned	68	0	68	70	0.0	N	N	N	N
NSW293_1	10	Planned	69	0	69	70	0.0	N	N	N	N
NSW293_1	11	Planned	69	0	69	70	0.0	N	N	N	N
NSW293_1	12	Planned	70	0	70	70	0.0	N	N	N	N
NSW293_1	13	Planned	70	0	70	70	0.0	N	N	N	N
NSW293_1	14	Planned	70	0	70	70	0.0	N	N	N	N
NSW293_1	15	Planned	70	0	70	70	0.0	N	N	N	N
NSW293_1	16	Planned	70	0	70	70	0.0	N	N	N	N
NSW293_1	17	Planned	70	0	70	70	0.0	N	N	N	N
NSW293_1	18	Planned	70	0	70	70	0.0	N	N	N	N
NSW293_1	19	Planned	70	0	70	70	0.0	N	N	N	N
NSW293_1	20	Planned	70	0	70	70	0.0	N	N	N	N
NSW293_1	21	Planned	70	0	70	70	0.0	N	N	N	N
NSW293_1	22	Planned	70	0	70	70	0.0	N	N	N	N
NSW293_1	23	Planned	70	0	70	70	0.0	N	N	N	N
NSW293_1	24	Planned	70	0	70	70	0.0	N	N	N	N
NSW293_1	25	Planned	70	0	70	70	0.0	N	N	N	N
NSW293_1	26	Planned	70	0	70	70	0.0	N	N	N	N
NSW293_1	27	Planned	70	0	70	70	0.0	N	N	N	N
NSW293_1	28	Planned	70	0	70	70	0.0	N	N	N	N
NSW293_1	29	Planned	70	0	70	70	0.0	N	N	N	N
NSW293_1	30	Planned	70	0	70	70	0.0	N	N	N	N
NSW293_2	1	Planned	62	64	66	70	4.4	Y	N	N	N
NSW293_2	2	Planned	65	68	70	70	5.0	Y	N	N	N
NSW293_2	3	Planned	66	70	71	70	5.1	Y	Y	N	Y
NSW293_2	4	Planned	67	71	72	70	5.0	Y	Y	Y	Y
NSW293_2	5	Planned	68	71	73	70	4.6	Y	Y	Y	Y
NSW293_2	6	Planned	69	72	74	70	4.3	Y	Y	Y	Y
NSW293_2	7	Planned	70	72	74	70	4.1	Y	Y	Y	Y
NSW293_2	8	Planned	70	72	74	70	4.0	Y	Y	Y	Y
NSW293_2	9	Planned	71	72	75	70	4.0	Y	Y	Y	Y
NSW293_2	10	Planned	71	73	75	70	4.0	Y	Y	Y	Y
NSW293_2	11	Planned	71	73	75	70	4.0	Y	Y	Y	Y
NSW293_2	12	Planned	71	73	75	70	4.1	Y	Y	Y	Y
NSW293_2	13	Planned	71	73	75	70	4.1	Y	Y	Y	Y
NSW293_2	14	Planned	71	73	75	70	4.2	Y	Y	Y	Y
NSW293_2	15	Planned	71	73	76	70	4.3	Y	Y	Y	Y
NSW293_2	16	Planned	71	74	76	70	4.3	Y	Y	Y	Y
NSW293_2	17	Planned	71	74	76	70	4.3	Y	Y	Y	Y
NSW293_2	18	Planned	71	74	76	70	4.3	Y	Y	Y	Y
NSW293_2	19	Planned	71	74	76	70	4.4	Y	Y	Y	Y
NSW293_2	20	Planned	71	74	76	70	4.4	Y	Y	Y	Y
NSW293_2	21	Planned	71	74	76	70	4.4	Y	Y	Y	Y
NSW293_2	22	Planned	71	74	76	70	4.4	Y	Y	Y	Y
NSW293_2	23	Planned	71	74	76	70	4.5	Y	Y	Y	Y
NSW293_2	24	Planned	71	74	76	70	4.5	Y	Y	Y	Y
NSW293_2	25	Planned	71	74	76	70	4.5	Y	Y	Y	Y
NSW293_2	26	Planned	71	74	76	70	4.5	Y	Y	Y	Y
NSW293_2	27	Planned	71	74	76	70	4.5	Y	Y	Y	Y
NSW293_2	28	Planned	71	74	76	70	4.5	Y	Y	Y	Y
NSW293_2	29	Planned	71	74	76	70	4.5	Y	Y	Y	Y
NSW293_2	30	Planned	71	74	76	70	4.6	Y	Y	Y	Y
NSW293_2	31	Planned	71	74	76	70	4.5	Y	Y	Y	Y
NSW293_2	32	Planned	71	74	76	70	4.5	Y	Y	Y	Y
NSW293_2	33	Planned	71	74	76	70	4.6	Y	Y	Y	Y
NSW293_2	34	Planned	71	74	75	70	4.5	Y	Y	Y	Y
NSW293_2	35	Planned	71	74	75	70	4.5	Y	Y	Y	Y
NSW293_2	36	Planned	71	74	75	70	4.6	Y	Y	Y	Y
NSW293_2	37	Planned	71	74	75	70	4.5	Y	Y	Y	Y
NSW293_2	38	Planned	71	73	75	70	4.6	Y	Y	Y	Y
NSW293_2	39	Planned	71	73	75	70	4.6	Y	Y	Y	Y
NSW293_2	40	Planned	71	73	75	70	4.5	Y	Y	Y	Y
NSW293_2	41	Planned	71	73	75	70	4.6	Y	Y	Y	Y
NSW293_2	42	Planned	71	73	75	70	4.6	Y	Y	Y	Y
NSW293_2	43	Planned	71	73	75	70	4.6	Y	Y	Y	Y
NSW293_3	1	Planned	61	63	65	70	4.0	Y	N	N	N
NSW293_3	2	Planned	64	66	68	70	3.9	Y	N	N	N
NSW293_3	3	Planned	68	70	72	70	4.3	Y	Y	N	Y
NSW293_4	1	Planned	53	58	59	70	6.1	Y	N	N	N
NSW293_4	2	Planned	54	60	61	70	6.8	Y	N	N	N
NSW293_4	3	Planned	55	61	62	70	7.3	Y	N	N	N
NSW293_5a	1	Planned	68	69	72	70	3.9	Y	Y	N	Y
NSW293_5a	2	Planned	71	71	74	70	3.5	Y	Y	Y	Y
NSW293_5a	3	Planned	72	73	76	70	3.3	Y	Y	Y	Y
NSW293_5a	4	Planned	73	74	76	70	3.5	Y	Y	Y	Y
NSW293_5a	5	Planned	73	75	77	70	3.8	Y	Y	Y	Y
NSW293_5a	6	Planned	73	75	77	70	4.1	Y	Y	Y	Y
NSW293_5a	7	Planned	73	76	78	70	4.4	Y	Y	Y	Y
NSW293_5a	8	Planned	73	76	78	70	4.5	Y	Y	Y	Y
NSW293_5a	9	Planned	73	76	78	70	4.5	Y	Y	Y	Y
NSW293_5a	10	Planned	73	76	78	70	4.7	Y	Y	Y	Y
NSW293_5a	11	Planned	73	76	78	70	4.8	Y	Y	Y	Y
NSW293_5a	12	Planned	73	76	78	70	4.8	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NSW293_5a	13	Planned	73	76	78	70	4.8	Y	Y	Y	Y
NSW293_5a	14	Planned	73	76	78	70	4.8	Y	Y	Y	Y
NSW293_5a	15	Planned	73	76	78	70	4.7	Y	Y	Y	Y
NSW293_5a	16	Planned	73	76	78	70	4.8	Y	Y	Y	Y
NSW293_5a	17	Planned	73	76	78	70	4.8	Y	Y	Y	Y
NSW293_5a	18	Planned	73	76	78	70	4.8	Y	Y	Y	Y
NSW293_5a	19	Planned	73	76	78	70	4.7	Y	Y	Y	Y
NSW293_5a	20	Planned	73	76	78	70	4.8	Y	Y	Y	Y
NSW293_5a	21	Planned	73	76	78	70	4.7	Y	Y	Y	Y
NSW293_5a	22	Planned	73	76	78	70	4.8	Y	Y	Y	Y
NSW293_5a	23	Planned	73	76	78	70	4.8	Y	Y	Y	Y
NSW293_5a	24	Planned	73	76	78	70	4.8	Y	Y	Y	Y
NSW293_5a	25	Planned	73	76	78	70	4.8	Y	Y	Y	Y
NSW293_5a	26	Planned	73	76	78	70	4.8	Y	Y	Y	Y
NSW293_5a	27	Planned	73	76	77	70	4.8	Y	Y	Y	Y
NSW293_5a	28	Planned	73	76	77	70	4.8	Y	Y	Y	Y
NSW293_5a	29	Planned	73	76	77	70	4.7	Y	Y	Y	Y
NSW293_5a	30	Planned	72	75	77	70	4.8	Y	Y	Y	Y
NSW293_5a	31	Planned	72	75	77	70	4.7	Y	Y	Y	Y
NSW293_5a	32	Planned	72	75	77	70	4.7	Y	Y	Y	Y
NSW293_5a	33	Planned	72	75	77	70	4.7	Y	Y	Y	Y
NSW293_5a	34	Planned	72	75	77	70	4.7	Y	Y	Y	Y
NSW293_5a	35	Planned	72	75	77	70	4.8	Y	Y	Y	Y
NSW293_5a	36	Planned	72	75	77	70	4.7	Y	Y	Y	Y
NSW293_5a	37	Planned	72	75	77	70	4.7	Y	Y	Y	Y
NSW293_5a	38	Planned	72	75	77	70	4.8	Y	Y	Y	Y
NSW293_5a	39	Planned	72	75	77	70	4.7	Y	Y	Y	Y
NSW293_5a	40	Planned	72	75	77	70	4.8	Y	Y	Y	Y
NSW293_5a	41	Planned	72	75	77	70	4.7	Y	Y	Y	Y
NSW293_5a	42	Planned	72	75	76	70	4.7	Y	Y	Y	Y
NSW293_5a	43	Planned	72	75	76	70	4.7	Y	Y	Y	Y
NSW293_5b	1	Planned	67	69	71	70	3.8	Y	Y	N	Y
NSW293_5b	2	Planned	69	70	73	70	3.4	Y	Y	N	Y
NSW293_5b	3	Planned	70	71	74	70	3.3	Y	Y	Y	Y
NSW293_5b	4	Planned	71	72	75	70	3.3	Y	Y	Y	Y
NSW293_5b	5	Planned	72	73	75	70	3.3	Y	Y	Y	Y
NSW293_5b	6	Planned	73	73	76	70	3.3	Y	Y	Y	Y
NSW293_5b	7	Planned	73	74	76	70	3.4	Y	Y	Y	Y
NSW293_5b	8	Planned	73	74	76	70	3.5	Y	Y	Y	Y
NSW293_5b	9	Planned	73	74	77	70	3.6	Y	Y	Y	Y
NSW293_5b	10	Planned	73	74	77	70	3.6	Y	Y	Y	Y
NSW293_5b	11	Planned	73	74	77	70	3.7	Y	Y	Y	Y
NSW293_5b	12	Planned	73	74	77	70	3.7	Y	Y	Y	Y
NSW293_5b	13	Planned	73	75	77	70	3.8	Y	Y	Y	Y
NSW293_5b	14	Planned	73	75	77	70	3.8	Y	Y	Y	Y
NSW293_5b	15	Planned	73	75	77	70	3.9	Y	Y	Y	Y
NSW293_5b	16	Planned	73	75	77	70	3.8	Y	Y	Y	Y
NSW293_5b	17	Planned	73	75	77	70	3.9	Y	Y	Y	Y
NSW293_5b	18	Planned	73	75	77	70	3.9	Y	Y	Y	Y
NSW293_5b	19	Planned	73	75	77	70	3.9	Y	Y	Y	Y
NSW293_5b	20	Planned	73	75	77	70	4.0	Y	Y	Y	Y
NSW293_5b	21	Planned	73	75	77	70	4.0	Y	Y	Y	Y
NSW293_5b	22	Planned	73	74	77	70	4.0	Y	Y	Y	Y
NSW293_5b	23	Planned	73	74	77	70	4.1	Y	Y	Y	Y
NSW293_5b	24	Planned	72	74	77	70	4.1	Y	Y	Y	Y
NSW293_5b	25	Planned	72	74	76	70	4.0	Y	Y	Y	Y
NSW293_5b	26	Planned	72	74	76	70	4.1	Y	Y	Y	Y
NSW293_5b	27	Planned	72	74	76	70	4.1	Y	Y	Y	Y
NSW293_5b	28	Planned	72	74	76	70	4.1	Y	Y	Y	Y
NSW293_5b	29	Planned	72	74	76	70	4.1	Y	Y	Y	Y
NSW293_5b	30	Planned	72	74	76	70	4.2	Y	Y	Y	Y
NSW293_5b	31	Planned	72	74	76	70	4.1	Y	Y	Y	Y
NSW293_5b	32	Planned	72	74	76	70	4.1	Y	Y	Y	Y
NSW293_5b	33	Planned	72	74	76	70	4.2	Y	Y	Y	Y
NSW293_5b	34	Planned	72	74	76	70	4.2	Y	Y	Y	Y
NSW293_5b	35	Planned	72	74	76	70	4.2	Y	Y	Y	Y
NSW293_5b	36	Planned	72	74	76	70	4.1	Y	Y	Y	Y
NSW293_5b	37	Planned	72	74	76	70	4.2	Y	Y	Y	Y
NSW293_5b	38	Planned	72	74	76	70	4.2	Y	Y	Y	Y
NSW293_5b	39	Planned	71	74	76	70	4.2	Y	Y	Y	Y
NSW293_5b	40	Planned	71	74	76	70	4.2	Y	Y	Y	Y
NSW293_5b	41	Planned	71	73	76	70	4.2	Y	Y	Y	Y
NSW293_5b	42	Planned	71	73	75	70	4.1	Y	Y	Y	Y
NSW293_5b	43	Planned	71	73	75	70	4.2	Y	Y	Y	Y
NSW293_5c	1	Planned	64	66	68	70	4.3	Y	N	N	N
NSW293_5c	2	Planned	66	68	70	70	4.0	Y	N	N	N
NSW293_5c	3	Planned	68	70	72	70	3.8	Y	Y	N	Y
NSW293_5c	4	Planned	70	71	74	70	3.8	Y	Y	Y	Y
NSW293_5c	5	Planned	71	72	74	70	3.6	Y	Y	Y	Y
NSW293_5c	6	Planned	71	72	75	70	3.6	Y	Y	Y	Y
NSW293_5c	7	Planned	71	73	75	70	3.7	Y	Y	Y	Y
NSW293_5c	8	Planned	72	73	75	70	3.8	Y	Y	Y	Y
NSW293_5c	9	Planned	72	73	76	70	4.0	Y	Y	Y	Y
NSW293_5c	10	Planned	72	74	76	70	4.1	Y	Y	Y	Y
NSW293_5c	11	Planned	72	74	76	70	4.1	Y	Y	Y	Y
NSW293_5c	12	Planned	72	74	76	70	4.2	Y	Y	Y	Y
NSW293_5c	13	Planned	72	74	76	70	4.3	Y	Y	Y	Y
NSW293_5c	14	Planned	72	74	76	70	4.3	Y	Y	Y	Y
NSW293_5c	15	Planned	72	74	76	70	4.3	Y	Y	Y	Y
NSW293_5c	16	Planned	72	74	76	70	4.3	Y	Y	Y	Y
NSW293_5c	17	Planned	72	74	76	70	4.4	Y	Y	Y	Y
NSW293_5c	18	Planned	72	74	76	70	4.3	Y	Y	Y	Y
NSW293_5c	19	Planned	72	74	76	70	4.3	Y	Y	Y	Y
NSW293_5c	20	Planned	72	74	76	70	4.3	Y	Y	Y	Y
NSW293_5c	21	Planned	72	74	76	70	4.4	Y	Y	Y	Y
NSW293_5c	22	Planned	72	74	76	70	4.4	Y	Y	Y	Y
NSW293_5c	23	Planned	72	74	76	70	4.3	Y	Y	Y	Y
NSW293_5c	24	Planned	72	74	76	70	4.4	Y	Y	Y	Y
NSW293_5c	25	Planned	72	74	76	70	4.3	Y	Y	Y	Y
NSW293_5c	26	Planned	72	74	76	70	4.3	Y	Y	Y	Y
NSW293_5c	27	Planned	72	74	76	70	4.4	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NSW293_5c	28	Planned	72	74	76	70	4.3	Y	Y	Y	Y
NSW293_5c	29	Planned	71	74	76	70	4.4	Y	Y	Y	Y
NSW293_5c	30	Planned	71	74	76	70	4.3	Y	Y	Y	Y
NSW293_5c	31	Planned	71	74	76	70	4.4	Y	Y	Y	Y
NSW293_5c	32	Planned	71	74	76	70	4.3	Y	Y	Y	Y
NSW293_5c	33	Planned	71	74	76	70	4.3	Y	Y	Y	Y
NSW293_5c	34	Planned	71	74	76	70	4.3	Y	Y	Y	Y
NSW293_5c	35	Planned	71	74	76	70	4.3	Y	Y	Y	Y
NSW293_5c	36	Planned	71	74	75	70	4.3	Y	Y	Y	Y
NSW293_5c	37	Planned	71	73	75	70	4.4	Y	Y	Y	Y
NSW293_5c	38	Planned	71	73	75	70	4.3	Y	Y	Y	Y
NSW293_5c	39	Planned	71	73	75	70	4.3	Y	Y	Y	Y
NSW293_5c	40	Planned	71	73	75	70	4.4	Y	Y	Y	Y
NSW293_5c	41	Planned	71	73	75	70	4.3	Y	Y	Y	Y
NSW293_5c	42	Planned	71	73	75	70	4.3	Y	Y	Y	Y
NSW293_5c	43	Planned	71	73	75	70	4.3	Y	Y	Y	Y
NSW293_6a	1	Planned	68	69	72	70	3.5	Y	Y	N	Y
NSW293_6a	2	Planned	71	71	74	70	3.2	Y	Y	Y	Y
NSW293_6a	3	Planned	72	72	75	70	3.3	Y	Y	Y	Y
NSW293_6a	4	Planned	72	73	76	70	3.5	Y	Y	Y	Y
NSW293_6a	5	Planned	72	74	76	70	3.7	Y	Y	Y	Y
NSW293_6a	6	Planned	72	74	76	70	4.0	Y	Y	Y	Y
NSW293_6a	7	Planned	72	74	77	70	4.2	Y	Y	Y	Y
NSW293_6a	8	Planned	73	75	77	70	4.2	Y	Y	Y	Y
NSW293_6a	9	Planned	72	75	77	70	4.4	Y	Y	Y	Y
NSW293_6a	10	Planned	72	75	77	70	4.5	Y	Y	Y	Y
NSW293_6a	11	Planned	72	75	77	70	4.5	Y	Y	Y	Y
NSW293_6a	12	Planned	72	75	77	70	4.5	Y	Y	Y	Y
NSW293_6a	13	Planned	72	75	77	70	4.5	Y	Y	Y	Y
NSW293_6a	14	Planned	72	75	77	70	4.5	Y	Y	Y	Y
NSW293_6a	15	Planned	72	75	77	70	4.6	Y	Y	Y	Y
NSW293_6a	16	Planned	72	75	77	70	4.6	Y	Y	Y	Y
NSW293_6a	17	Planned	72	75	77	70	4.6	Y	Y	Y	Y
NSW293_6a	18	Planned	72	75	77	70	4.6	Y	Y	Y	Y
NSW293_6a	19	Planned	72	75	77	70	4.6	Y	Y	Y	Y
NSW293_6a	20	Planned	72	75	77	70	4.6	Y	Y	Y	Y
NSW293_6a	21	Planned	72	75	77	70	4.7	Y	Y	Y	Y
NSW293_6a	22	Planned	72	75	76	70	4.7	Y	Y	Y	Y
NSW293_6a	23	Planned	72	75	76	70	4.6	Y	Y	Y	Y
NSW293_6a	24	Planned	72	75	76	70	4.7	Y	Y	Y	Y
NSW293_6a	25	Planned	72	74	76	70	4.7	Y	Y	Y	Y
NSW293_6a	26	Planned	71	74	76	70	4.7	Y	Y	Y	Y
NSW293_6a	27	Planned	71	74	76	70	4.6	Y	Y	Y	Y
NSW293_6a	28	Planned	71	74	76	70	4.7	Y	Y	Y	Y
NSW293_6a	29	Planned	71	74	76	70	4.7	Y	Y	Y	Y
NSW293_6a	30	Planned	71	74	76	70	4.7	Y	Y	Y	Y
NSW293_6a	31	Planned	71	74	76	70	4.7	Y	Y	Y	Y
NSW293_6a	32	Planned	71	74	76	70	4.7	Y	Y	Y	Y
NSW293_6a	33	Planned	71	74	76	70	4.7	Y	Y	Y	Y
NSW293_6a	34	Planned	71	74	76	70	4.7	Y	Y	Y	Y
NSW293_6a	35	Planned	71	74	76	70	4.7	Y	Y	Y	Y
NSW293_6a	36	Planned	71	74	75	70	4.7	Y	Y	Y	Y
NSW293_6a	37	Planned	71	74	75	70	4.7	Y	Y	Y	Y
NSW293_6a	38	Planned	71	74	75	70	4.7	Y	Y	Y	Y
NSW293_6a	39	Planned	71	73	75	70	4.7	Y	Y	Y	Y
NSW293_6a	40	Planned	70	73	75	70	4.8	Y	Y	Y	Y
NSW293_6a	41	Planned	70	73	75	70	4.7	Y	Y	Y	Y
NSW293_6a	42	Planned	70	73	75	70	4.7	Y	Y	Y	Y
NSW293_6a	43	Planned	70	73	75	70	4.7	Y	Y	Y	Y
NSW293_6b	1	Planned	67	69	71	70	3.6	Y	Y	N	Y
NSW293_6b	2	Planned	70	71	73	70	3.4	Y	Y	Y	Y
NSW293_6b	3	Planned	71	72	74	70	3.4	Y	Y	Y	Y
NSW293_6b	4	Planned	71	73	75	70	3.6	Y	Y	Y	Y
NSW293_6b	5	Planned	72	73	76	70	3.9	Y	Y	Y	Y
NSW293_6b	6	Planned	72	74	76	70	4.1	Y	Y	Y	Y
NSW293_6b	7	Planned	72	74	76	70	4.3	Y	Y	Y	Y
NSW293_6b	8	Planned	72	74	76	70	4.4	Y	Y	Y	Y
NSW293_6b	9	Planned	72	75	76	70	4.5	Y	Y	Y	Y
NSW293_6b	10	Planned	72	75	77	70	4.6	Y	Y	Y	Y
NSW293_6b	11	Planned	72	75	77	70	4.7	Y	Y	Y	Y
NSW293_6b	12	Planned	72	75	77	70	4.7	Y	Y	Y	Y
NSW293_6b	13	Planned	72	75	77	70	4.7	Y	Y	Y	Y
NSW293_6b	14	Planned	72	75	77	70	4.7	Y	Y	Y	Y
NSW293_6b	15	Planned	72	75	76	70	4.7	Y	Y	Y	Y
NSW293_6b	16	Planned	72	75	76	70	4.8	Y	Y	Y	Y
NSW293_6b	17	Planned	72	75	76	70	4.8	Y	Y	Y	Y
NSW293_6b	18	Planned	72	75	76	70	4.8	Y	Y	Y	Y
NSW293_6b	19	Planned	72	75	76	70	4.8	Y	Y	Y	Y
NSW293_6b	20	Planned	71	75	76	70	4.8	Y	Y	Y	Y
NSW293_6b	21	Planned	71	74	76	70	4.8	Y	Y	Y	Y
NSW293_6b	22	Planned	71	74	76	70	4.9	Y	Y	Y	Y
NSW293_6b	23	Planned	71	74	76	70	4.8	Y	Y	Y	Y
NSW293_6b	24	Planned	71	74	76	70	4.9	Y	Y	Y	Y
NSW293_6b	25	Planned	71	74	76	70	4.8	Y	Y	Y	Y
NSW293_6b	26	Planned	71	74	76	70	4.8	Y	Y	Y	Y
NSW293_6b	27	Planned	71	74	76	70	4.9	Y	Y	Y	Y
NSW293_6b	28	Planned	71	74	76	70	4.8	Y	Y	Y	Y
NSW293_6b	29	Planned	71	74	76	70	4.8	Y	Y	Y	Y
NSW293_6b	30	Planned	71	74	76	70	4.9	Y	Y	Y	Y
NSW293_6b	31	Planned	71	74	76	70	4.9	Y	Y	Y	Y
NSW293_6b	32	Planned	71	74	75	70	4.8	Y	Y	Y	Y
NSW293_6b	33	Planned	71	74	75	70	4.8	Y	Y	Y	Y
NSW293_6b	34	Planned	70	74	75	70	4.9	Y	Y	Y	Y
NSW293_6b	35	Planned	70	74	75	70	4.9	Y	Y	Y	Y
NSW293_6b	36	Planned	70	73	75	70	4.9	Y	Y	Y	Y
NSW293_6b	37	Planned	70	73	75	70	4.9	Y	Y	Y	Y
NSW293_6b	38	Planned	70	73	75	70	4.8	Y	Y	Y	Y
NSW293_6b	39	Planned	70	73	75	70	4.8	Y	Y	Y	Y
NSW293_6b	40	Planned	70	73	75	70	4.9	Y	Y	Y	Y
NSW293_6b	41	Planned	70	73	75	70	4.8	Y	Y	Y	Y
NSW293_6b	42	Planned	70	73	75	70	4.9	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NSW293_6b	43	Planned	70	73	75	70	4.9	Y	Y	Y	Y
NSW293_6c	1	Planned	49	53	55	70	5.7	Y	N	N	N
NSW293_6c	2	Planned	53	59	60	70	6.3	Y	N	N	N
NSW293_6c	3	Planned	57	63	64	70	6.4	Y	N	N	N
NSW293_6c	4	Planned	59	64	65	70	5.9	Y	N	N	N
NSW293_6c	5	Planned	60	64	66	70	5.5	Y	N	N	N
NSW293_6c	6	Planned	61	64	66	70	5.1	Y	N	N	N
NSW293_6c	7	Planned	62	65	66	70	4.8	Y	N	N	N
NSW293_6c	8	Planned	62	65	67	70	4.9	Y	N	N	N
NSW293_6c	9	Planned	62	65	67	70	5.0	Y	N	N	N
NSW293_6c	10	Planned	62	66	67	70	5.1	Y	N	N	N
NSW293_6c	11	Planned	62	66	67	70	5.2	Y	N	N	N
NSW293_6c	12	Planned	62	66	67	70	5.2	Y	N	N	N
NSW293_6c	13	Planned	62	66	67	70	5.3	Y	N	N	N
NSW293_6c	14	Planned	62	66	67	70	5.3	Y	N	N	N
NSW293_6c	15	Planned	62	66	67	70	5.4	Y	N	N	N
NSW293_6c	16	Planned	62	66	67	70	5.4	Y	N	N	N
NSW293_6c	17	Planned	62	66	67	70	5.5	Y	N	N	N
NSW293_6c	18	Planned	62	66	67	70	5.5	Y	N	N	N
NSW293_6c	19	Planned	62	66	67	70	5.5	Y	N	N	N
NSW293_6c	20	Planned	62	66	67	70	5.5	Y	N	N	N
NSW293_6c	21	Planned	62	66	67	70	5.5	Y	N	N	N
NSW293_6c	22	Planned	62	66	67	70	5.6	Y	N	N	N
NSW293_6c	23	Planned	62	66	67	70	5.5	Y	N	N	N
NSW293_6c	24	Planned	62	66	67	70	5.6	Y	N	N	N
NSW293_6c	25	Planned	61	66	67	70	5.6	Y	N	N	N
NSW293_6c	26	Planned	61	66	67	70	5.6	Y	N	N	N
NSW293_6c	27	Planned	61	66	67	70	5.6	Y	N	N	N
NSW293_6c	28	Planned	61	65	67	70	5.6	Y	N	N	N
NSW293_6c	29	Planned	61	65	67	70	5.7	Y	N	N	N
NSW293_6c	30	Planned	61	65	67	70	5.6	Y	N	N	N
NSW293_6c	31	Planned	61	65	67	70	5.7	Y	N	N	N
NSW293_6c	32	Planned	61	65	67	70	5.7	Y	N	N	N
NSW293_6c	33	Planned	61	65	67	70	5.6	Y	N	N	N
NSW293_6c	34	Planned	61	65	67	70	5.7	Y	N	N	N
NSW293_6c	35	Planned	61	65	66	70	5.7	Y	N	N	N
NSW293_6c	36	Planned	61	65	66	70	5.7	Y	N	N	N
NSW293_6c	37	Planned	61	65	66	70	5.7	Y	N	N	N
NSW293_6c	38	Planned	61	65	66	70	5.6	Y	N	N	N
NSW293_6c	39	Planned	61	65	66	70	5.7	Y	N	N	N
NSW293_6c	40	Planned	61	65	66	70	5.6	Y	N	N	N
NSW293_6c	41	Planned	60	65	66	70	5.7	Y	N	N	N
NSW293_6c	42	Planned	60	65	66	70	5.7	Y	N	N	N
NSW293_6c	43	Planned	60	65	66	70	5.7	Y	N	N	N
NSW293_7	1	Planned	61	63	65	70	4.5	Y	N	N	N
NSW293_7	2	Planned	64	65	68	70	4.0	Y	N	N	N
NSW293_7	3	Planned	66	68	70	70	3.8	Y	N	N	N
NSW293_7	4	Planned	68	70	72	70	3.9	Y	Y	N	Y
NSW293_7	5	Planned	69	70	73	70	3.7	Y	Y	N	Y
NSW293_7	6	Planned	70	71	73	70	3.5	Y	Y	Y	Y
NSW293_7	7	Planned	70	71	73	70	3.5	Y	Y	Y	Y
NSW293_7	8	Planned	70	71	74	70	3.5	Y	Y	Y	Y
NSW293_7	9	Planned	70	72	74	70	3.6	Y	Y	Y	Y
NSW293_7	10	Planned	71	72	74	70	3.7	Y	Y	Y	Y
NSW293_7	11	Planned	71	72	74	70	3.8	Y	Y	Y	Y
NSW293_7	12	Planned	71	72	75	70	3.8	Y	Y	Y	Y
NSW293_7	13	Planned	71	72	75	70	3.9	Y	Y	Y	Y
NSW293_7	14	Planned	71	72	75	70	3.9	Y	Y	Y	Y
NSW293_7	15	Planned	71	72	75	70	3.9	Y	Y	Y	Y
NSW293_7	16	Planned	71	73	75	70	4.0	Y	Y	Y	Y
NSW293_7	17	Planned	71	73	75	70	4.0	Y	Y	Y	Y
NSW293_7	18	Planned	71	73	75	70	4.0	Y	Y	Y	Y
NSW293_7	19	Planned	71	73	75	70	4.0	Y	Y	Y	Y
NSW293_7	20	Planned	71	73	75	70	4.0	Y	Y	Y	Y
NSW293_7	21	Planned	71	73	75	70	4.0	Y	Y	Y	Y
NSW293_7	22	Planned	71	73	75	70	4.0	Y	Y	Y	Y
NSW293_7	23	Planned	71	72	75	70	4.0	Y	Y	Y	Y
NSW293_7	24	Planned	71	72	75	70	4.0	Y	Y	Y	Y
NSW293_7	25	Planned	71	72	75	70	4.0	Y	Y	Y	Y
NSW293_7	26	Planned	71	72	75	70	4.0	Y	Y	Y	Y
NSW293_7	27	Planned	71	72	75	70	4.0	Y	Y	Y	Y
NSW293_7	28	Planned	70	72	75	70	4.1	Y	Y	Y	Y
NSW293_7	29	Planned	70	72	74	70	4.0	Y	Y	Y	Y
NSW293_7	30	Planned	70	72	74	70	4.1	Y	Y	Y	Y
NSW293_7	31	Planned	70	72	74	70	4.1	Y	Y	Y	Y
NSW293_7	32	Planned	70	72	74	70	4.0	Y	Y	Y	Y
NSW293_7	33	Planned	70	72	74	70	4.1	Y	Y	Y	Y
NSW293_7	34	Planned	70	72	74	70	4.0	Y	Y	Y	Y
NSW293_7	35	Planned	70	72	74	70	4.1	Y	Y	Y	Y
NSW293_7	36	Planned	70	72	74	70	4.0	Y	Y	Y	Y
NSW293_7	37	Planned	70	72	74	70	4.1	Y	Y	Y	Y
NSW293_7	38	Planned	70	72	74	70	4.0	Y	Y	Y	Y
NSW293_7	39	Planned	70	72	74	70	4.0	Y	Y	Y	Y
NSW293_7	40	Planned	70	72	74	70	4.0	Y	Y	Y	Y
NSW293_7	41	Planned	70	72	74	70	4.0	Y	Y	Y	Y
NSW293_7	42	Planned	70	72	74	70	4.0	Y	Y	Y	Y
NSW293_7	43	Planned	70	72	74	70	4.0	Y	Y	Y	Y
NSW293_8	1	Planned	57	61	62	70	5.6	Y	N	N	N
NSW293_8	2	Planned	61	66	67	70	6.4	Y	N	N	N
NSW293_8	3	Planned	64	68	70	70	5.2	Y	N	N	N
NSW293_8	4	Planned	66	69	71	70	4.7	Y	Y	N	Y
NSW293_8	5	Planned	67	69	71	70	4.5	Y	Y	N	Y
NSW293_8	6	Planned	67	70	72	70	4.7	Y	Y	N	Y
NSW293_8	7	Planned	67	70	72	70	4.8	Y	Y	N	Y
NSW293_8	8	Planned	67	71	72	70	5.0	Y	Y	Y	Y
NSW293_8	9	Planned	67	71	73	70	5.2	Y	Y	Y	Y
NSW293_8	10	Planned	67	71	73	70	5.4	Y	Y	Y	Y
NSW293_8	11	Planned	68	72	73	70	5.5	Y	Y	Y	Y
NSW293_8	12	Planned	68	72	73	70	5.5	Y	Y	Y	Y
NSW293_8	13	Planned	68	72	73	70	5.6	Y	Y	Y	Y
NSW293_8	14	Planned	68	72	73	70	5.6	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NSW293_8	15	Planned	68	72	73	70	5.7	Y	Y	Y	Y
NSW293_8	16	Planned	68	72	73	70	5.7	Y	Y	Y	Y
NSW293_8	17	Planned	68	72	73	70	5.7	Y	Y	Y	Y
NSW293_8	18	Planned	68	72	73	70	5.7	Y	Y	Y	Y
NSW293_8	19	Planned	68	72	73	70	5.7	Y	Y	Y	Y
NSW293_8	20	Planned	68	72	73	70	5.7	Y	Y	Y	Y
NSW293_8	21	Planned	68	72	73	70	5.7	Y	Y	Y	Y
NSW293_8	22	Planned	67	72	73	70	5.8	Y	Y	Y	Y
NSW293_8	23	Planned	67	72	73	70	5.7	Y	Y	Y	Y
NSW293_8	24	Planned	67	72	73	70	5.7	Y	Y	Y	Y
NSW293_8	25	Planned	67	72	73	70	5.6	Y	Y	Y	Y
NSW293_8	26	Planned	67	72	73	70	5.7	Y	Y	Y	Y
NSW293_8	27	Planned	67	72	73	70	5.7	Y	Y	Y	Y
NSW293_8	28	Planned	67	72	73	70	5.7	Y	Y	Y	Y
NSW293_8	29	Planned	67	72	73	70	5.7	Y	Y	Y	Y
NSW293_8	30	Planned	67	72	73	70	5.7	Y	Y	Y	Y
NSW293_8	31	Planned	67	71	73	70	5.7	Y	Y	Y	Y
NSW293_8	32	Planned	67	71	73	70	5.7	Y	Y	Y	Y
NSW293_8	33	Planned	67	71	73	70	5.7	Y	Y	Y	Y
NSW293_8	34	Planned	67	71	73	70	5.7	Y	Y	Y	Y
NSW293_8	35	Planned	67	71	73	70	5.7	Y	Y	Y	Y
NSW293_8	36	Planned	67	71	73	70	5.6	Y	Y	Y	Y
NSW293_8	37	Planned	67	71	72	70	5.6	Y	Y	Y	Y
NSW293_8	38	Planned	67	71	72	70	5.6	Y	Y	Y	Y
NSW293_8	39	Planned	67	71	72	70	5.6	Y	Y	Y	Y
NSW293_8	40	Planned	67	71	72	70	5.6	Y	Y	Y	Y
NSW293_8	41	Planned	67	71	72	70	5.6	Y	Y	Y	Y
NSW293_8	42	Planned	67	71	72	70	5.6	Y	Y	Y	Y
NSW293_8	43	Planned	67	71	72	70	5.6	Y	Y	Y	Y
NSW293_9	1	Planned	61	60	63	70	2.8	Y	N	N	N
NSW293_9	2	Planned	61	61	64	70	3.0	Y	N	N	N
NSW293_9	3	Planned	62	62	65	70	3.2	Y	N	N	N
NSW293_9	4	Planned	62	63	66	70	3.4	Y	N	N	N
NSW293_9	5	Planned	63	63	66	70	3.5	Y	N	N	N
NSW293_9	6	Planned	63	64	67	70	3.6	Y	N	N	N
NSW293_9	7	Planned	63	64	67	70	3.6	Y	N	N	N
NSW293_9	8	Planned	63	65	67	70	3.7	Y	N	N	N
NSW293_9	9	Planned	64	65	68	70	3.9	Y	N	N	N
NSW293_9	10	Planned	64	66	68	70	4.0	Y	N	N	N
NSW293_9	11	Planned	64	66	68	70	4.2	Y	N	N	N
NSW293_9	12	Planned	64	66	68	70	4.3	Y	N	N	N
NSW293_9	13	Planned	64	67	69	70	4.4	Y	N	N	N
NSW293_9	14	Planned	64	67	69	70	4.5	Y	N	N	N
NSW293_9	15	Planned	64	67	69	70	4.5	Y	N	N	N
NSW293_9	16	Planned	64	67	69	70	4.7	Y	N	N	N
NSW293_9	17	Planned	65	67	69	70	4.7	Y	N	N	N
NSW293_9	18	Planned	65	68	69	70	4.7	Y	N	N	N
NSW293_9	19	Planned	65	68	69	70	4.7	Y	N	N	N
NSW293_9	20	Planned	65	68	70	70	4.8	Y	N	N	N
NSW293_9	21	Planned	65	68	70	70	4.9	Y	N	N	N
NSW293_9	22	Planned	65	68	70	70	4.8	Y	N	N	N
NSW293_9	23	Planned	65	68	70	70	4.9	Y	N	N	N
NSW293_9	24	Planned	65	68	70	70	4.9	Y	N	N	N
NSW293_9	25	Planned	65	68	70	70	4.8	Y	N	N	N
NSW293_9	26	Planned	65	68	70	70	4.8	Y	N	N	N
NSW293_9	27	Planned	65	68	70	70	4.8	Y	N	N	N
NSW293_9	28	Planned	65	68	70	70	4.8	Y	N	N	N
NSW293_9	29	Planned	65	68	70	70	4.8	Y	N	N	N
NSW293_9	30	Planned	65	68	70	70	4.8	Y	N	N	N
NSW293_9	31	Planned	65	68	70	70	4.8	Y	N	N	N
NSW293_9	32	Planned	65	68	70	70	4.8	Y	N	N	N
NSW293_9	33	Planned	65	68	70	70	4.8	Y	N	N	N
NSW293_9	34	Planned	65	68	70	70	4.8	Y	N	N	N
NSW293_9	35	Planned	65	68	70	70	4.8	Y	N	N	N
NSW293_9	36	Planned	65	68	70	70	4.8	Y	N	N	N
NSW293_9	37	Planned	65	68	70	70	4.8	Y	N	N	N
NSW293_9	38	Planned	65	68	70	70	4.7	Y	N	N	N
NSW293_9	39	Planned	65	68	70	70	4.7	Y	N	N	N
NSW293_9	40	Planned	65	68	70	70	4.7	Y	N	N	N
NSW293_9	41	Planned	65	68	70	70	4.8	Y	N	N	N
NSW293_9	42	Planned	65	68	70	70	4.8	Y	N	N	N
LSPS1a	1	Planned	66	70	72	70	6.1	Y	Y	N	Y
LSPS1a	2	Planned	66	71	72	70	6.0	Y	Y	Y	Y
LSPS1a	3	Planned	66	71	72	70	6.0	Y	Y	Y	Y
LSPS1a	4	Planned	66	71	72	70	6.1	Y	Y	Y	Y
LSPS1a	5	Planned	66	71	72	70	6.2	Y	Y	Y	Y
LSPS1a	6	Planned	66	71	72	70	6.2	Y	Y	Y	Y
LSPS1a	7	Planned	66	71	72	70	6.2	Y	Y	Y	Y
LSPS1a	8	Planned	66	71	73	70	6.2	Y	Y	Y	Y
LSPS1a	9	Planned	66	71	73	70	6.2	Y	Y	Y	Y
LSPS1a	10	Planned	66	72	73	70	6.3	Y	Y	Y	Y
LSPS1a	11	Planned	67	72	73	70	6.3	Y	Y	Y	Y
LSPS1a	12	Planned	67	72	73	70	6.3	Y	Y	Y	Y
LSPS1a	13	Planned	67	72	73	70	6.2	Y	Y	Y	Y
LSPS1a	14	Planned	67	72	73	70	6.2	Y	Y	Y	Y
LSPS1a	15	Planned	67	72	73	70	6.3	Y	Y	Y	Y
LSPS1a	16	Planned	67	72	73	70	6.2	Y	Y	Y	Y
LSPS1a	17	Planned	67	72	73	70	6.3	Y	Y	Y	Y
LSPS1a	18	Planned	67	72	73	70	6.3	Y	Y	Y	Y
LSPS1a	19	Planned	67	72	73	70	6.3	Y	Y	Y	Y
LSPS1a	20	Planned	67	72	73	70	6.3	Y	Y	Y	Y
LSPS1a	21	Planned	67	72	73	70	6.3	Y	Y	Y	Y
LSPS1a	22	Planned	67	72	73	70	6.3	Y	Y	Y	Y
LSPS1a	23	Planned	67	72	73	70	6.4	Y	Y	Y	Y
LSPS1a	24	Planned	67	72	73	70	6.4	Y	Y	Y	Y
LSPS1b	1	Planned	66	71	72	70	6.2	Y	Y	Y	Y
LSPS1b	2	Planned	66	71	72	70	6.2	Y	Y	Y	Y
LSPS1b	3	Planned	66	71	72	70	6.1	Y	Y	Y	Y
LSPS1b	4	Planned	66	71	72	70	6.2	Y	Y	Y	Y
LSPS1b	5	Planned	66	71	72	70	6.1	Y	Y	Y	Y
LSPS1b	6	Planned	66	71	72	70	6.1	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
LSPS1b	7	Planned	66	71	73	70	6.2	Y	Y	Y	Y
LSPS1b	8	Planned	67	71	73	70	6.1	Y	Y	Y	Y
LSPS1b	9	Planned	67	71	73	70	6.1	Y	Y	Y	Y
LSPS1b	10	Planned	67	72	73	70	6.1	Y	Y	Y	Y
LSPS1b	11	Planned	67	72	73	70	6.0	Y	Y	Y	Y
LSPS1b	12	Planned	67	72	73	70	6.0	Y	Y	Y	Y
LSPS1b	13	Planned	67	72	73	70	5.9	Y	Y	Y	Y
LSPS1b	14	Planned	67	72	73	70	5.9	Y	Y	Y	Y
LSPS1b	15	Planned	67	72	73	70	6.0	Y	Y	Y	Y
LSPS1b	16	Planned	67	72	73	70	5.9	Y	Y	Y	Y
LSPS1b	17	Planned	67	72	73	70	5.9	Y	Y	Y	Y
LSPS1b	18	Planned	67	72	73	70	5.9	Y	Y	Y	Y
LSPS1b	19	Planned	67	72	73	70	6.0	Y	Y	Y	Y
LSPS1b	20	Planned	68	72	73	70	5.9	Y	Y	Y	Y
LSPS1b	21	Planned	68	72	73	70	5.9	Y	Y	Y	Y
LSPS1b	22	Planned	68	72	74	70	6.0	Y	Y	Y	Y
LSPS1b	23	Planned	68	72	74	70	5.9	Y	Y	Y	Y
LSPS1b	24	Planned	68	72	74	70	5.9	Y	Y	Y	Y
LSPS2	1	Planned	64	66	68	70	4.5	Y	N	N	N
LSPS2	2	Planned	64	67	68	70	4.5	Y	N	N	N
LSPS2	3	Planned	64	67	69	70	4.6	Y	N	N	N
LSPS2	4	Planned	64	67	69	70	4.6	Y	N	N	N
LSPS2	5	Planned	64	67	69	70	4.7	Y	N	N	N
LSPS2	6	Planned	64	67	69	70	4.8	Y	N	N	N
LSPS2	7	Planned	64	67	69	70	4.9	Y	N	N	N
LSPS2	8	Planned	64	68	69	70	4.9	Y	N	N	N
LSPS2	9	Planned	64	68	69	70	5.0	Y	N	N	N
LSPS2	10	Planned	64	68	70	70	5.1	Y	N	N	N
LSPS2	11	Planned	64	68	70	70	5.2	Y	N	N	N
LSPS2	12	Planned	65	68	70	70	5.2	Y	N	N	N
LSPS2	13	Planned	65	68	70	70	5.3	Y	N	N	N
LSPS2	14	Planned	65	68	70	70	5.3	Y	N	N	N
LSPS2	15	Planned	65	68	70	70	5.4	Y	N	N	N
LSPS2	16	Planned	65	69	70	70	5.5	Y	N	N	N
LSPS2	17	Planned	65	69	70	70	5.5	Y	N	N	N
LSPS2	18	Planned	65	69	70	70	5.6	Y	N	N	N
LSPS2	19	Planned	65	69	70	70	5.6	Y	N	N	N
LSPS2	20	Planned	65	69	70	70	5.7	Y	N	N	N
LSPS2	21	Planned	64	69	70	70	5.8	Y	N	N	N
LSPS2	22	Planned	64	69	70	70	5.8	Y	N	N	N
LSPS2	23	Planned	64	69	70	70	5.8	Y	N	N	N
LSPS2	24	Planned	64	69	70	70	5.8	Y	N	N	N
SP1	1	Planned	66	70	71	70	5.1	Y	Y	N	Y
SP1	2	Planned	66	70	71	70	5.0	Y	Y	N	Y
SP1	3	Planned	66	70	71	70	5.0	Y	Y	N	Y
SP1	4	Planned	67	70	71	70	4.9	Y	Y	N	Y
SP1	5	Planned	67	70	72	70	4.9	Y	Y	N	Y
SP1	6	Planned	67	70	72	70	4.9	Y	Y	N	Y
SP1	7	Planned	67	70	72	70	4.8	Y	Y	N	Y
SP1	8	Planned	67	70	72	70	4.8	Y	Y	N	Y
SP1	9	Planned	67	70	72	70	4.9	Y	Y	N	Y
SP1	10	Planned	67	70	72	70	4.8	Y	Y	N	Y
SP1	11	Planned	67	70	72	70	4.8	Y	Y	N	Y
SP1	12	Planned	67	70	72	70	4.8	Y	Y	N	Y
SP1	13	Planned	67	70	72	70	4.7	Y	Y	N	Y
SP1	14	Planned	68	70	72	70	4.7	Y	Y	N	Y
SP1	15	Planned	68	70	72	70	4.7	Y	Y	N	Y
SP1	16	Planned	68	71	72	70	4.7	Y	Y	Y	Y
SP1	17	Planned	68	71	72	70	4.6	Y	Y	Y	Y
SP1	18	Planned	68	71	72	70	4.7	Y	Y	Y	Y
SP1	19	Planned	68	71	72	70	4.6	Y	Y	Y	Y
SP1	20	Planned	68	71	73	70	4.6	Y	Y	Y	Y
SP1	21	Planned	68	71	73	70	4.6	Y	Y	Y	Y
SP1	22	Planned	68	71	73	70	4.5	Y	Y	Y	Y
SP1	23	Planned	68	71	73	70	4.5	Y	Y	Y	Y
SP1	24	Planned	68	71	73	70	4.5	Y	Y	Y	Y
SP1	25	Planned	68	71	73	70	4.5	Y	Y	Y	Y
SP1	26	Planned	68	71	73	70	4.6	Y	Y	Y	Y
SP1	27	Planned	68	71	73	70	4.6	Y	Y	Y	Y
SP1	28	Planned	68	71	73	70	4.6	Y	Y	Y	Y
SP1	29	Planned	68	71	73	70	4.6	Y	Y	Y	Y
SP1	30	Planned	68	71	73	70	4.6	Y	Y	Y	Y
SP1	31	Planned	68	71	73	70	4.6	Y	Y	Y	Y
SP1	32	Planned	68	71	73	70	4.6	Y	Y	Y	Y
SP1	33	Planned	68	71	73	70	4.5	Y	Y	Y	Y
SP1	34	Planned	68	71	73	70	4.6	Y	Y	Y	Y
SP1	35	Planned	68	71	73	70	4.6	Y	Y	Y	Y
SP1	36	Planned	68	71	73	70	4.6	Y	Y	Y	Y
SP1	37	Planned	68	71	73	70	4.5	Y	Y	Y	Y
SP1	38	Planned	68	71	73	70	4.5	Y	Y	Y	Y
SP1	39	Planned	68	71	73	70	4.5	Y	Y	Y	Y
SP1	40	Planned	68	71	73	70	4.5	Y	Y	Y	Y
SP1	41	Planned	68	71	73	70	4.5	Y	Y	Y	Y
SP1	42	Planned	68	71	73	70	4.5	Y	Y	Y	Y
SP1	43	Planned	68	71	73	70	4.5	Y	Y	Y	Y
SP1	44	Planned	68	71	73	70	4.5	Y	Y	Y	Y
SP1	45	Planned	68	71	73	70	4.6	Y	Y	Y	Y
SP1	46	Planned	68	71	73	70	4.5	Y	Y	Y	Y
SP1	47	Planned	68	71	72	70	4.5	Y	Y	Y	Y
SP1	48	Planned	68	71	72	70	4.5	Y	Y	Y	Y
SP1	49	Planned	68	71	72	70	4.5	Y	Y	Y	Y
SP1	50	Planned	68	71	72	70	4.5	Y	Y	Y	Y
SP1_1	51	Planned	68	70	72	70	4.4	Y	Y	N	Y
SP1_1	52	Planned	68	70	72	70	4.4	Y	Y	N	Y
SP2a	1	Planned	68	72	74	70	5.4	Y	Y	Y	Y
SP2a	2	Planned	68	72	74	70	5.3	Y	Y	Y	Y
SP2a	3	Planned	69	72	74	70	5.3	Y	Y	Y	Y
SP2a	4	Planned	69	73	74	70	5.4	Y	Y	Y	Y
SP2a	5	Planned	69	73	74	70	5.3	Y	Y	Y	Y
SP2a	6	Planned	69	73	74	70	5.4	Y	Y	Y	Y
SP2a	7	Planned	69	73	74	70	5.4	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
SP2a	8	Planned	69	73	74	70	5.4	Y	Y	Y	Y
SP2a	9	Planned	69	73	75	70	5.4	Y	Y	Y	Y
SP2a	10	Planned	69	73	75	70	5.3	Y	Y	Y	Y
SP2a	11	Planned	69	73	75	70	5.4	Y	Y	Y	Y
SP2a	12	Planned	69	73	75	70	5.3	Y	Y	Y	Y
SP2a	13	Planned	69	73	75	70	5.4	Y	Y	Y	Y
SP2a	14	Planned	69	73	75	70	5.3	Y	Y	Y	Y
SP2a	15	Planned	69	73	75	70	5.3	Y	Y	Y	Y
SP2a	16	Planned	69	73	75	70	5.4	Y	Y	Y	Y
SP2a	17	Planned	70	73	75	70	5.3	Y	Y	Y	Y
SP2a	18	Planned	70	73	75	70	5.3	Y	Y	Y	Y
SP2a	19	Planned	70	73	75	70	5.3	Y	Y	Y	Y
SP2a	20	Planned	70	73	75	70	5.3	Y	Y	Y	Y
SP2a	21	Planned	70	73	75	70	5.3	Y	Y	Y	Y
SP2a	22	Planned	70	73	75	70	5.3	Y	Y	Y	Y
SP2a	23	Planned	70	73	75	70	5.3	Y	Y	Y	Y
SP2a	24	Planned	70	73	75	70	5.3	Y	Y	Y	Y
SP2a	25	Planned	70	73	75	70	5.3	Y	Y	Y	Y
SP2a	26	Planned	70	73	75	70	5.3	Y	Y	Y	Y
SP2a	27	Planned	70	73	75	70	5.3	Y	Y	Y	Y
SP2a	28	Planned	70	73	75	70	5.3	Y	Y	Y	Y
SP2a	29	Planned	70	73	75	70	5.3	Y	Y	Y	Y
SP2a	30	Planned	70	73	75	70	5.3	Y	Y	Y	Y
SP2a	31	Planned	70	73	75	70	5.3	Y	Y	Y	Y
SP2a	32	Planned	70	73	75	70	5.3	Y	Y	Y	Y
SP2a	33	Planned	70	73	75	70	5.3	Y	Y	Y	Y
SP2a	34	Planned	69	73	75	70	5.3	Y	Y	Y	Y
SP2a	35	Planned	69	73	75	70	5.3	Y	Y	Y	Y
SP2a	36	Planned	69	73	75	70	5.3	Y	Y	Y	Y
SP2a	37	Planned	69	73	75	70	5.3	Y	Y	Y	Y
SP2a	38	Planned	69	73	75	70	5.3	Y	Y	Y	Y
SP2a	39	Planned	69	73	75	70	5.3	Y	Y	Y	Y
SP2a	40	Planned	69	73	75	70	5.3	Y	Y	Y	Y
SP2a	41	Planned	69	73	75	70	5.3	Y	Y	Y	Y
SP2a	42	Planned	69	73	75	70	5.3	Y	Y	Y	Y
SP2a	43	Planned	69	73	75	70	5.3	Y	Y	Y	Y
SP2a	44	Planned	69	73	75	70	5.4	Y	Y	Y	Y
SP2a	45	Planned	69	73	74	70	5.3	Y	Y	Y	Y
SP2a	46	Planned	69	73	74	70	5.3	Y	Y	Y	Y
SP2a	47	Planned	69	73	74	70	5.3	Y	Y	Y	Y
SP2a	48	Planned	69	73	74	70	5.3	Y	Y	Y	Y
SP2a	49	Planned	69	73	74	70	5.3	Y	Y	Y	Y
SP2a	50	Planned	69	73	74	70	5.3	Y	Y	Y	Y
SP2a_1	51	Planned	69	73	74	70	5.3	Y	Y	Y	Y
SP2a_1	52	Planned	69	73	74	70	5.3	Y	Y	Y	Y
SP2b	1	Planned	69	73	75	70	5.7	Y	Y	Y	Y
SP2b	2	Planned	69	74	75	70	5.9	Y	Y	Y	Y
SP2b	3	Planned	69	74	75	70	6.1	Y	Y	Y	Y
SP2b	4	Planned	69	74	76	70	6.2	Y	Y	Y	Y
SP2b	5	Planned	69	75	76	70	6.2	Y	Y	Y	Y
SP2b	6	Planned	69	75	76	70	6.4	Y	Y	Y	Y
SP2b	7	Planned	70	75	76	70	6.5	Y	Y	Y	Y
SP2b	8	Planned	70	75	76	70	6.6	Y	Y	Y	Y
SP2b	9	Planned	70	75	76	70	6.7	Y	Y	Y	Y
SP2b	10	Planned	70	75	76	70	6.7	Y	Y	Y	Y
SP2b	11	Planned	70	75	76	70	6.7	Y	Y	Y	Y
SP2b	12	Planned	70	75	76	70	6.8	Y	Y	Y	Y
SP2b	13	Planned	70	75	76	70	6.8	Y	Y	Y	Y
SP2b	14	Planned	70	76	77	70	6.8	Y	Y	Y	Y
SP2b	15	Planned	70	76	77	70	6.8	Y	Y	Y	Y
SP2b	16	Planned	70	76	77	70	6.9	Y	Y	Y	Y
SP2b	17	Planned	70	76	77	70	6.9	Y	Y	Y	Y
SP2b	18	Planned	70	76	77	70	7.0	Y	Y	Y	Y
SP2b	19	Planned	70	76	77	70	7.0	Y	Y	Y	Y
SP2b	20	Planned	70	76	77	70	7.1	Y	Y	Y	Y
SP2b	21	Planned	70	76	77	70	7.1	Y	Y	Y	Y
SP2b	22	Planned	70	76	77	70	7.1	Y	Y	Y	Y
SP2b	23	Planned	70	76	77	70	7.2	Y	Y	Y	Y
SP2b	24	Planned	70	76	77	70	7.2	Y	Y	Y	Y
SP2b	25	Planned	70	76	77	70	7.2	Y	Y	Y	Y
SP2b	26	Planned	70	76	77	70	7.2	Y	Y	Y	Y
SP2b	27	Planned	69	76	77	70	7.3	Y	Y	Y	Y
SP2b	28	Planned	69	76	77	70	7.3	Y	Y	Y	Y
SP2b	29	Planned	69	76	77	70	7.3	Y	Y	Y	Y
SP2b	30	Planned	69	76	77	70	7.4	Y	Y	Y	Y
SP2b	31	Planned	69	76	77	70	7.4	Y	Y	Y	Y
SP2b	32	Planned	69	76	77	70	7.4	Y	Y	Y	Y
SP2b	33	Planned	69	76	77	70	7.4	Y	Y	Y	Y
SP2b	34	Planned	69	76	77	70	7.4	Y	Y	Y	Y
SP2b	35	Planned	69	76	77	70	7.5	Y	Y	Y	Y
SP2b	36	Planned	69	76	77	70	7.4	Y	Y	Y	Y
SP2b	37	Planned	69	76	77	70	7.4	Y	Y	Y	Y
SP2b	38	Planned	69	76	77	70	7.5	Y	Y	Y	Y
SP2b	39	Planned	69	76	77	70	7.5	Y	Y	Y	Y
SP2b	40	Planned	69	76	76	70	7.5	Y	Y	Y	Y
SP2b	41	Planned	69	76	76	70	7.5	Y	Y	Y	Y
SP2b	42	Planned	69	76	76	70	7.5	Y	Y	Y	Y
SP2b	43	Planned	69	76	76	70	7.5	Y	Y	Y	Y
SP2b	44	Planned	69	76	76	70	7.5	Y	Y	Y	Y
SP2b	45	Planned	69	75	76	70	7.6	Y	Y	Y	Y
SP2b	46	Planned	69	75	76	70	7.5	Y	Y	Y	Y
SP2b	47	Planned	69	75	76	70	7.5	Y	Y	Y	Y
SP2b	48	Planned	69	75	76	70	7.5	Y	Y	Y	Y
SP2b	49	Planned	69	75	76	70	7.5	Y	Y	Y	Y
SP2b	50	Planned	69	75	76	70	7.6	Y	Y	Y	Y
SP2b_1	51	Planned	69	75	76	70	7.5	Y	Y	Y	Y
SP2b_1	52	Planned	69	75	76	70	7.5	Y	Y	Y	Y
SP3	1	Planned	69	74	75	70	6.0	Y	Y	Y	Y
SP3	2	Planned	70	74	76	70	5.9	Y	Y	Y	Y
SP3	3	Planned	70	75	76	70	5.9	Y	Y	Y	Y
SP3	4	Planned	70	75	76	70	6.0	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
SP3	5	Planned	70	75	76	70	6.0	Y	Y	Y	Y
SP3	6	Planned	71	75	77	70	5.9	Y	Y	Y	Y
SP3	7	Planned	71	75	77	70	5.9	Y	Y	Y	Y
SP3	8	Planned	71	76	77	70	6.0	Y	Y	Y	Y
SP3	9	Planned	71	76	77	70	5.9	Y	Y	Y	Y
SP3	10	Planned	71	76	77	70	5.9	Y	Y	Y	Y
SP3	11	Planned	71	76	77	70	5.9	Y	Y	Y	Y
SP3	12	Planned	71	76	77	70	5.9	Y	Y	Y	Y
SP3	13	Planned	71	76	77	70	5.9	Y	Y	Y	Y
SP3	14	Planned	71	76	77	70	5.9	Y	Y	Y	Y
SP3	15	Planned	71	76	77	70	6.0	Y	Y	Y	Y
SP3	16	Planned	71	76	77	70	6.0	Y	Y	Y	Y
SP3	17	Planned	71	76	77	70	6.0	Y	Y	Y	Y
SP3	18	Planned	71	76	77	70	6.0	Y	Y	Y	Y
SP3	19	Planned	71	76	78	70	6.1	Y	Y	Y	Y
SP3	20	Planned	71	76	78	70	6.2	Y	Y	Y	Y
SP3	21	Planned	71	76	78	70	6.2	Y	Y	Y	Y
SP3	22	Planned	71	76	78	70	6.2	Y	Y	Y	Y
SP3	23	Planned	71	76	78	70	6.2	Y	Y	Y	Y
SP3	24	Planned	71	76	78	70	6.2	Y	Y	Y	Y
SP3	25	Planned	71	76	78	70	6.3	Y	Y	Y	Y
SP3	26	Planned	71	76	78	70	6.3	Y	Y	Y	Y
SP3	27	Planned	71	76	78	70	6.3	Y	Y	Y	Y
SP3	28	Planned	71	76	78	70	6.4	Y	Y	Y	Y
SP3	29	Planned	71	76	78	70	6.4	Y	Y	Y	Y
SP3	30	Planned	71	76	78	70	6.4	Y	Y	Y	Y
SP3	31	Planned	71	76	78	70	6.5	Y	Y	Y	Y
SP3	32	Planned	71	76	78	70	6.5	Y	Y	Y	Y
SP3	33	Planned	71	76	77	70	6.4	Y	Y	Y	Y
SP3	34	Planned	71	76	77	70	6.5	Y	Y	Y	Y
SP3	35	Planned	71	76	77	70	6.5	Y	Y	Y	Y
SP3	36	Planned	71	76	77	70	6.5	Y	Y	Y	Y
SP3	37	Planned	71	76	77	70	6.6	Y	Y	Y	Y
SP3	38	Planned	71	76	77	70	6.5	Y	Y	Y	Y
SP3	39	Planned	71	76	77	70	6.6	Y	Y	Y	Y
SP3	40	Planned	71	76	77	70	6.6	Y	Y	Y	Y
SP3	41	Planned	71	76	77	70	6.5	Y	Y	Y	Y
SP3	42	Planned	71	76	77	70	6.6	Y	Y	Y	Y
SP3	43	Planned	71	76	77	70	6.6	Y	Y	Y	Y
SP3	44	Planned	71	76	77	70	6.6	Y	Y	Y	Y
SP3	45	Planned	71	76	77	70	6.6	Y	Y	Y	Y
SP3	46	Planned	71	76	77	70	6.6	Y	Y	Y	Y
SP3	47	Planned	70	76	77	70	6.6	Y	Y	Y	Y
SP3	48	Planned	70	76	77	70	6.6	Y	Y	Y	Y
SP3	49	Planned	70	76	77	70	6.6	Y	Y	Y	Y
SP3	50	Planned	70	76	77	70	6.6	Y	Y	Y	Y
SP3_1	1	Planned	70	76	77	70	6.6	Y	Y	Y	Y
SP3_1	2	Planned	70	76	77	70	6.7	Y	Y	Y	Y
SP3_1	3	Planned	70	76	77	70	6.6	Y	Y	Y	Y
SP3_1	4	Planned	70	76	77	70	6.6	Y	Y	Y	Y
SP3_1	5	Planned	70	76	77	70	6.7	Y	Y	Y	Y
SP4	1	Planned	66	72	73	70	7.0	Y	Y	Y	Y
SP4	2	Planned	67	73	74	70	7.0	Y	Y	Y	Y
SP4	3	Planned	67	73	74	70	7.0	Y	Y	Y	Y
SP4	4	Planned	68	74	75	70	7.0	Y	Y	Y	Y
SP4	5	Planned	68	74	75	70	7.0	Y	Y	Y	Y
SP4	6	Planned	68	74	75	70	7.0	Y	Y	Y	Y
SP4	7	Planned	68	74	75	70	7.0	Y	Y	Y	Y
SP4	8	Planned	68	74	75	70	7.1	Y	Y	Y	Y
SP4	9	Planned	68	74	75	70	7.0	Y	Y	Y	Y
SP4	10	Planned	69	75	76	70	7.0	Y	Y	Y	Y
SP4	11	Planned	69	75	76	70	6.9	Y	Y	Y	Y
SP4	12	Planned	69	75	76	70	6.8	Y	Y	Y	Y
SP4	13	Planned	69	75	76	70	6.8	Y	Y	Y	Y
SP4	14	Planned	69	75	76	70	6.8	Y	Y	Y	Y
SP4	15	Planned	69	75	76	70	6.8	Y	Y	Y	Y
SP4	16	Planned	69	75	76	70	6.8	Y	Y	Y	Y
SP4	17	Planned	69	75	76	70	6.9	Y	Y	Y	Y
SP4	18	Planned	69	75	76	70	6.8	Y	Y	Y	Y
SP4	19	Planned	69	75	76	70	6.8	Y	Y	Y	Y
SP4	20	Planned	69	75	76	70	6.9	Y	Y	Y	Y
SP4	21	Planned	69	75	76	70	6.9	Y	Y	Y	Y
SP4	22	Planned	69	75	76	70	6.9	Y	Y	Y	Y
SP4	23	Planned	69	75	76	70	7.0	Y	Y	Y	Y
SP4	24	Planned	69	75	76	70	7.0	Y	Y	Y	Y
SP4	25	Planned	69	75	76	70	7.0	Y	Y	Y	Y
SP4	26	Planned	69	75	76	70	7.0	Y	Y	Y	Y
SP4	27	Planned	69	75	76	70	7.1	Y	Y	Y	Y
SP4	28	Planned	69	75	76	70	7.1	Y	Y	Y	Y
SP4	29	Planned	68	75	76	70	7.1	Y	Y	Y	Y
SP4	30	Planned	68	75	76	70	7.1	Y	Y	Y	Y
SP4	31	Planned	68	75	76	70	7.2	Y	Y	Y	Y
SP4	32	Planned	68	75	75	70	7.1	Y	Y	Y	Y
SP4	33	Planned	68	75	75	70	7.2	Y	Y	Y	Y
SP4	34	Planned	68	74	75	70	7.2	Y	Y	Y	Y
SP4	35	Planned	68	74	75	70	7.2	Y	Y	Y	Y
SP4	36	Planned	68	74	75	70	7.2	Y	Y	Y	Y
SP4	37	Planned	68	74	75	70	7.3	Y	Y	Y	Y
SP4	38	Planned	68	74	75	70	7.2	Y	Y	Y	Y
SP4	39	Planned	68	74	75	70	7.2	Y	Y	Y	Y
SP4	40	Planned	68	74	75	70	7.2	Y	Y	Y	Y
SP4	41	Planned	68	74	75	70	7.2	Y	Y	Y	Y
SP4	42	Planned	68	74	75	70	7.3	Y	Y	Y	Y
SP4	43	Planned	68	74	75	70	7.2	Y	Y	Y	Y
SP4	44	Planned	68	74	75	70	7.3	Y	Y	Y	Y
SP4	45	Planned	68	74	75	70	7.2	Y	Y	Y	Y
SP4	46	Planned	68	74	75	70	7.3	Y	Y	Y	Y
SP4	47	Planned	68	74	75	70	7.2	Y	Y	Y	Y
SP4	48	Planned	68	74	75	70	7.2	Y	Y	Y	Y
SP4	49	Planned	68	74	75	70	7.3	Y	Y	Y	Y
SP4	50	Planned	68	74	75	70	7.2	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
SP4_1	1	Planned	67	74	75	70	7.3	Y	Y	Y	Y
SP5	1	Planned	73	73	76	70	3.0	Y	Y	Y	Y
SP5	2	Planned	74	74	77	70	3.2	Y	Y	Y	Y
SP5	3	Planned	74	75	77	70	3.5	Y	Y	Y	Y
SP5	4	Planned	74	75	78	70	3.6	Y	Y	Y	Y
SP5	5	Planned	74	75	78	70	3.7	Y	Y	Y	Y
SP5	6	Planned	74	76	78	70	3.8	Y	Y	Y	Y
SP5	7	Planned	74	76	78	70	4.0	Y	Y	Y	Y
SP5	8	Planned	74	76	78	70	3.9	Y	Y	Y	Y
SP5	9	Planned	74	76	78	70	4.0	Y	Y	Y	Y
SP5	10	Planned	74	76	78	70	4.0	Y	Y	Y	Y
SP5	11	Planned	74	76	78	70	4.1	Y	Y	Y	Y
SP5	12	Planned	74	76	78	70	4.0	Y	Y	Y	Y
SP5	13	Planned	74	76	78	70	4.0	Y	Y	Y	Y
SP5	14	Planned	74	76	79	70	4.1	Y	Y	Y	Y
SP5	15	Planned	74	76	78	70	4.1	Y	Y	Y	Y
SP5	16	Planned	74	76	78	70	4.1	Y	Y	Y	Y
SP5	17	Planned	74	76	78	70	4.1	Y	Y	Y	Y
SP5	18	Planned	74	76	78	70	4.1	Y	Y	Y	Y
SP5	19	Planned	74	76	78	70	4.1	Y	Y	Y	Y
SP5	20	Planned	74	76	78	70	4.1	Y	Y	Y	Y
SP5	21	Planned	74	76	78	70	4.1	Y	Y	Y	Y
SP5	22	Planned	74	76	78	70	4.1	Y	Y	Y	Y
SP5	23	Planned	74	76	78	70	4.1	Y	Y	Y	Y
SP5	24	Planned	74	76	78	70	4.1	Y	Y	Y	Y
SP5	25	Planned	74	76	78	70	4.1	Y	Y	Y	Y
SP5	26	Planned	74	76	78	70	4.0	Y	Y	Y	Y
SP5	27	Planned	74	76	78	70	4.1	Y	Y	Y	Y
SP5	28	Planned	74	76	78	70	4.0	Y	Y	Y	Y
SP5	29	Planned	74	76	78	70	4.0	Y	Y	Y	Y
SP5	30	Planned	74	76	78	70	4.0	Y	Y	Y	Y
SP5	31	Planned	74	76	78	70	4.0	Y	Y	Y	Y
SP5	32	Planned	74	76	78	70	4.0	Y	Y	Y	Y
SP5	33	Planned	74	76	78	70	4.0	Y	Y	Y	Y
SP5	34	Planned	74	76	78	70	4.0	Y	Y	Y	Y
SP5	35	Planned	74	76	78	70	4.0	Y	Y	Y	Y
SP5	36	Planned	74	76	78	70	4.0	Y	Y	Y	Y
SP5	37	Planned	74	75	78	70	4.0	Y	Y	Y	Y
SP5	38	Planned	74	75	78	70	4.0	Y	Y	Y	Y
SP5	39	Planned	74	75	78	70	3.9	Y	Y	Y	Y
SP5	40	Planned	74	75	78	70	4.0	Y	Y	Y	Y
SP5	41	Planned	74	75	77	70	3.9	Y	Y	Y	Y
SP5	42	Planned	73	75	77	70	4.0	Y	Y	Y	Y
SP5	43	Planned	73	75	77	70	3.9	Y	Y	Y	Y
SP5	44	Planned	73	75	77	70	3.9	Y	Y	Y	Y
SP5	45	Planned	73	75	77	70	3.9	Y	Y	Y	Y
SP5	46	Planned	73	75	77	70	3.9	Y	Y	Y	Y
SP5	47	Planned	73	75	77	70	4.0	Y	Y	Y	Y
SP5	48	Planned	73	75	77	70	3.9	Y	Y	Y	Y
SP5	49	Planned	73	75	77	70	3.8	Y	Y	Y	Y
SP5	50	Planned	73	75	77	70	3.9	Y	Y	Y	Y
SP6	1	Planned	72	70	74	70	2.4	Y	Y	N	Y
SP6	2	Planned	72	71	75	70	2.3	Y	Y	Y	Y
SP6	3	Planned	73	71	75	70	2.4	Y	Y	Y	Y
SP6	4	Planned	73	72	76	70	2.5	Y	Y	Y	Y
SP6	5	Planned	73	72	76	70	2.5	Y	Y	Y	Y
SP6	6	Planned	74	73	76	70	2.6	Y	Y	Y	Y
SP6	7	Planned	74	73	76	70	2.6	Y	Y	Y	Y
SP6	8	Planned	74	73	77	70	2.7	Y	Y	Y	Y
SP6	9	Planned	74	73	77	70	2.7	Y	Y	Y	Y
SP6	10	Planned	74	74	77	70	2.9	Y	Y	Y	Y
SP6	11	Planned	74	74	77	70	2.9	Y	Y	Y	Y
SP6	12	Planned	74	74	77	70	2.9	Y	Y	Y	Y
SP6	13	Planned	74	74	77	70	2.9	Y	Y	Y	Y
SP6	14	Planned	74	74	77	70	2.9	Y	Y	Y	Y
SP6	15	Planned	74	74	77	70	3.0	Y	Y	Y	Y
SP6	16	Planned	74	74	77	70	2.9	Y	Y	Y	Y
SP6	17	Planned	74	74	77	70	2.9	Y	Y	Y	Y
SP6	18	Planned	74	74	77	70	2.9	Y	Y	Y	Y
SP6	19	Planned	74	74	77	70	2.9	Y	Y	Y	Y
SP6	20	Planned	74	74	77	70	2.9	Y	Y	Y	Y
SP6	21	Planned	74	74	77	70	3.0	Y	Y	Y	Y
SP6	22	Planned	74	74	77	70	3.0	Y	Y	Y	Y
SP6	23	Planned	74	74	77	70	3.0	Y	Y	Y	Y
SP6	24	Planned	74	74	77	70	3.0	Y	Y	Y	Y
SP6	25	Planned	74	74	77	70	3.0	Y	Y	Y	Y
SP6	26	Planned	74	74	77	70	3.0	Y	Y	Y	Y
SP6	27	Planned	74	74	77	70	3.1	Y	Y	Y	Y
SP6	28	Planned	74	74	77	70	3.0	Y	Y	Y	Y
SP6	29	Planned	74	74	77	70	3.0	Y	Y	Y	Y
SP6	30	Planned	74	74	77	70	3.0	Y	Y	Y	Y
SP6	31	Planned	74	74	77	70	3.0	Y	Y	Y	Y
SP6	32	Planned	74	74	77	70	3.0	Y	Y	Y	Y
SP6	33	Planned	74	74	77	70	3.0	Y	Y	Y	Y
SP6	34	Planned	74	74	77	70	3.0	Y	Y	Y	Y
SP6	35	Planned	74	74	77	70	3.0	Y	Y	Y	Y
SP6	36	Planned	74	74	77	70	3.0	Y	Y	Y	Y
SP6	37	Planned	74	74	77	70	3.0	Y	Y	Y	Y
SP6	38	Planned	74	74	77	70	3.0	Y	Y	Y	Y
SP6	39	Planned	74	74	77	70	3.0	Y	Y	Y	Y
SP6	40	Planned	74	74	77	70	3.0	Y	Y	Y	Y
SP6	41	Planned	74	74	77	70	3.0	Y	Y	Y	Y
SP6	42	Planned	74	74	77	70	3.0	Y	Y	Y	Y
SP6	43	Planned	74	74	77	70	3.0	Y	Y	Y	Y
SP6	44	Planned	74	74	77	70	3.0	Y	Y	Y	Y
SP7	1	Planned	57	51	58	65	1.1	Y	N	N	N
SP7	2	Planned	57	53	58	65	1.3	Y	N	N	N
SP7	3	Planned	57	53	59	65	1.5	Y	N	N	N
SP7	4	Planned	57	54	59	65	1.7	Y	N	N	N
SP7	5	Planned	58	55	59	65	1.9	Y	N	N	N
SP7	6	Planned	58	56	60	65	2.2	Y	N	N	N

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
SP7	7	Planned	58	57	60	65	2.6	Y	N	N	N
NSW9_1a	1	Planned	49	51	53	65	3.8	Y	N	N	N
NSW9_1a	2	Planned	54	55	58	65	3.7	Y	N	N	N
NSW9_1a	3	Planned	61	62	64	65	3.5	Y	N	N	N
NSW9_1a	4	Planned	65	63	67	65	2.2	Y	Y	N	Y
NSW9_1b	1	Planned	49	52	53	65	4.5	Y	N	N	N
NSW9_1b	2	Planned	53	55	57	65	4.5	Y	N	N	N
NSW9_1b	3	Planned	58	61	63	65	4.6	Y	N	N	N
NSW9_1b	4	Planned	62	62	65	65	3.2	Y	N	N	N
NSW9_1b	5	Planned	64	63	66	65	2.5	Y	Y	N	Y
NSW9_1b	6	Planned	64	63	67	65	2.4	Y	Y	N	Y
NSW9_1b	7	Planned	65	63	67	65	2.3	Y	Y	N	Y
NSW9_2a	1	Planned	70	73	75	70	4.5	Y	Y	Y	Y
NSW9_2a	2	Planned	71	74	76	70	4.2	Y	Y	Y	Y
NSW9_2a	3	Planned	72	74	76	70	4.7	Y	Y	Y	Y
NSW9_2a	4	Planned	72	75	77	70	5.1	Y	Y	Y	Y
NSW9_2a	5	Planned	72	76	77	70	5.4	Y	Y	Y	Y
NSW9_2a	6	Planned	72	76	77	70	5.8	Y	Y	Y	Y
NSW9_2a	7	Planned	72	76	78	70	6.0	Y	Y	Y	Y
NSW9_2a	8	Planned	72	77	78	70	6.2	Y	Y	Y	Y
NSW9_2a	9	Planned	72	77	78	70	6.4	Y	Y	Y	Y
NSW9_2a	10	Planned	72	77	78	70	6.4	Y	Y	Y	Y
NSW9_2a	11	Planned	72	77	78	70	6.2	Y	Y	Y	Y
NSW9_2a	12	Planned	72	77	78	70	6.3	Y	Y	Y	Y
NSW9_2a	13	Planned	72	77	78	70	6.2	Y	Y	Y	Y
NSW9_2a	14	Planned	72	77	78	70	6.2	Y	Y	Y	Y
NSW9_2a	15	Planned	72	77	78	70	6.3	Y	Y	Y	Y
NSW9_2a	16	Planned	72	77	78	70	6.3	Y	Y	Y	Y
NSW9_2a	17	Planned	72	77	78	70	6.3	Y	Y	Y	Y
NSW9_2a	18	Planned	72	77	78	70	6.3	Y	Y	Y	Y
NSW9_2a	19	Planned	72	77	78	70	6.4	Y	Y	Y	Y
NSW9_2a	20	Planned	72	77	78	70	6.4	Y	Y	Y	Y
NSW9_2a	21	Planned	72	77	78	70	6.4	Y	Y	Y	Y
NSW9_2a	22	Planned	72	77	78	70	6.4	Y	Y	Y	Y
NSW9_2a	23	Planned	71	77	78	70	6.5	Y	Y	Y	Y
NSW9_2a	24	Planned	71	77	78	70	6.5	Y	Y	Y	Y
NSW9_2a	25	Planned	71	77	78	70	6.4	Y	Y	Y	Y
NSW9_2a	26	Planned	71	77	78	70	6.4	Y	Y	Y	Y
NSW9_2a	27	Planned	71	76	78	70	6.4	Y	Y	Y	Y
NSW9_2a	28	Planned	71	76	78	70	6.5	Y	Y	Y	Y
NSW9_2b	1	Planned	67	70	72	70	4.8	Y	Y	N	Y
NSW9_2b	2	Planned	70	71	74	70	3.9	Y	Y	Y	Y
NSW9_2b	3	Planned	70	73	75	70	4.7	Y	Y	Y	Y
NSW9_2b	4	Planned	70	74	76	70	5.5	Y	Y	Y	Y
NSW9_2b	5	Planned	70	75	76	70	6.0	Y	Y	Y	Y
NSW9_2b	6	Planned	70	75	76	70	6.5	Y	Y	Y	Y
NSW9_2b	7	Planned	70	75	76	70	6.6	Y	Y	Y	Y
NSW9_2b	8	Planned	70	76	77	70	6.8	Y	Y	Y	Y
NSW9_2b	9	Planned	70	76	77	70	7.0	Y	Y	Y	Y
NSW9_2b	10	Planned	69	76	76	70	7.0	Y	Y	Y	Y
NSW9_2b	11	Planned	69	76	76	70	7.2	Y	Y	Y	Y
NSW9_2b	12	Planned	69	75	76	70	7.2	Y	Y	Y	Y
NSW9_2b	13	Planned	69	75	76	70	7.3	Y	Y	Y	Y
NSW9_2b	14	Planned	69	75	76	70	7.3	Y	Y	Y	Y
NSW9_2b	15	Planned	69	75	76	70	7.3	Y	Y	Y	Y
NSW9_2b	16	Planned	69	75	76	70	7.4	Y	Y	Y	Y
NSW9_2b	17	Planned	68	75	76	70	7.5	Y	Y	Y	Y
NSW9_2b	18	Planned	68	75	76	70	7.4	Y	Y	Y	Y
NSW9_2b	19	Planned	68	75	76	70	7.5	Y	Y	Y	Y
NSW9_2b	20	Planned	68	75	76	70	7.5	Y	Y	Y	Y
NSW9_2b	21	Planned	68	75	75	70	7.5	Y	Y	Y	Y
NSW9_2b	22	Planned	68	75	75	70	7.6	Y	Y	Y	Y
NSW9_2b	23	Planned	68	74	75	70	7.6	Y	Y	Y	Y
NSW9_2b	24	Planned	68	74	75	70	7.6	Y	Y	Y	Y
NSW9_2b	25	Planned	67	74	75	70	7.6	Y	Y	Y	Y
NSW9_2b	26	Planned	67	74	75	70	7.6	Y	Y	Y	Y
NSW9_2b	27	Planned	67	74	75	70	7.6	Y	Y	Y	Y
NSW9_2b	28	Planned	67	74	75	70	7.6	Y	Y	Y	Y
NSW9_2c	1	Planned	67	72	73	70	6.8	Y	Y	Y	Y
NSW9_2c	2	Planned	69	73	74	70	5.7	Y	Y	Y	Y
NSW9_2c	3	Planned	69	74	75	70	5.8	Y	Y	Y	Y
NSW9_2c	4	Planned	69	74	76	70	6.2	Y	Y	Y	Y
NSW9_2c	5	Planned	69	75	76	70	6.6	Y	Y	Y	Y
NSW9_2c	6	Planned	69	75	76	70	6.9	Y	Y	Y	Y
NSW9_2c	7	Planned	69	76	77	70	7.2	Y	Y	Y	Y
NSW9_2c	8	Planned	69	76	77	70	7.5	Y	Y	Y	Y
NSW9_2c	9	Planned	70	77	77	70	7.4	Y	Y	Y	Y
NSW9_2c	10	Planned	71	77	78	70	7.2	Y	Y	Y	Y
NSW9_2c	11	Planned	71	77	78	70	7.0	Y	Y	Y	Y
NSW9_2c	12	Planned	71	77	78	70	6.8	Y	Y	Y	Y
NSW9_2c	13	Planned	72	77	78	70	6.6	Y	Y	Y	Y
NSW9_2c	14	Planned	72	77	79	70	6.5	Y	Y	Y	Y
NSW9_2c	15	Planned	72	78	79	70	6.5	Y	Y	Y	Y
NSW9_2c	16	Planned	72	78	79	70	6.4	Y	Y	Y	Y
NSW9_2c	17	Planned	72	78	79	70	6.6	Y	Y	Y	Y
NSW9_2c	18	Planned	72	78	79	70	6.5	Y	Y	Y	Y
NSW9_2c	19	Planned	72	78	79	70	6.5	Y	Y	Y	Y
NSW9_2c	20	Planned	72	78	79	70	6.5	Y	Y	Y	Y
NSW9_2c	21	Planned	72	78	79	70	6.5	Y	Y	Y	Y
NSW9_2c	22	Planned	72	77	79	70	6.5	Y	Y	Y	Y
NSW9_2c	23	Planned	72	77	79	70	6.6	Y	Y	Y	Y
NSW9_2c	24	Planned	72	77	78	70	6.6	Y	Y	Y	Y
NSW9_2c	25	Planned	72	77	78	70	6.5	Y	Y	Y	Y
NSW9_2c	26	Planned	72	77	78	70	6.6	Y	Y	Y	Y
NSW9_2c	27	Planned	72	77	78	70	6.6	Y	Y	Y	Y
NSW9_2c	28	Planned	72	77	78	70	6.7	Y	Y	Y	Y
NSW9_2d	1	Planned	68	71	73	70	4.8	Y	Y	Y	Y
NSW9_2d	2	Planned	69	72	74	70	5.1	Y	Y	Y	Y
NSW9_2d	3	Planned	69	74	75	70	5.6	Y	Y	Y	Y
NSW9_2d	4	Planned	70	75	76	70	6.4	Y	Y	Y	Y
NSW9_2d	5	Planned	70	76	77	70	6.9	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NSW9_2d	6	Planned	70	76	77	70	7.3	Y	Y	Y	Y
NSW9_2d	7	Planned	70	77	77	70	7.5	Y	Y	Y	Y
NSW9_2d	8	Planned	70	77	78	70	7.7	Y	Y	Y	Y
NSW9_2d	9	Planned	70	77	78	70	7.9	Y	Y	Y	Y
NSW9_2d	10	Planned	70	77	78	70	8.0	Y	Y	Y	Y
NSW9_2d	11	Planned	70	77	78	70	8.1	Y	Y	Y	Y
NSW9_2d	12	Planned	70	77	78	70	8.2	Y	Y	Y	Y
NSW9_2d	13	Planned	70	77	78	70	8.3	Y	Y	Y	Y
NSW9_2d	14	Planned	69	77	78	70	8.4	Y	Y	Y	Y
NSW9_2d	15	Planned	69	77	78	70	8.5	Y	Y	Y	Y
NSW9_2d	16	Planned	69	77	78	70	8.6	Y	Y	Y	Y
NSW9_2d	17	Planned	69	77	78	70	8.6	Y	Y	Y	Y
NSW9_2d	18	Planned	69	77	78	70	8.7	Y	Y	Y	Y
NSW9_2d	19	Planned	69	77	78	70	8.7	Y	Y	Y	Y
NSW9_2d	20	Planned	69	77	78	70	8.8	Y	Y	Y	Y
NSW9_2d	21	Planned	69	77	78	70	8.8	Y	Y	Y	Y
NSW9_2d	22	Planned	69	77	77	70	8.8	Y	Y	Y	Y
NSW9_2d	23	Planned	69	77	77	70	8.9	Y	Y	Y	Y
NSW9_2d	24	Planned	68	77	77	70	8.9	Y	Y	Y	Y
NSW9_2d	25	Planned	68	77	77	70	9.0	Y	Y	Y	Y
NSW9_2d	26	Planned	68	77	77	70	9.0	Y	Y	Y	Y
NSW9_2d	27	Planned	68	77	77	70	9.0	Y	Y	Y	Y
NSW9_2d	28	Planned	68	77	77	70	9.1	Y	Y	Y	Y
NSW9_2e	1	Planned	64	70	71	70	6.7	Y	Y	N	Y
NSW9_2e	2	Planned	65	70	71	70	6.6	Y	Y	N	Y
NSW9_2e	3	Planned	65	71	72	70	6.6	Y	Y	Y	Y
NSW9_2e	4	Planned	66	71	72	70	6.7	Y	Y	Y	Y
NSW9_2e	5	Planned	66	72	73	70	7.1	Y	Y	Y	Y
NSW9_2e	6	Planned	66	72	73	70	7.3	Y	Y	Y	Y
NSW9_2e	7	Planned	66	73	74	70	7.5	Y	Y	Y	Y
NSW9_2e	8	Planned	66	73	74	70	7.6	Y	Y	Y	Y
NSW9_2e	9	Planned	67	74	75	70	7.1	Y	Y	Y	Y
NSW9_2e	10	Planned	68	74	75	70	6.6	Y	Y	Y	Y
NSW9_2e	11	Planned	69	74	76	70	6.3	Y	Y	Y	Y
NSW9_2e	12	Planned	70	75	76	70	6.1	Y	Y	Y	Y
NSW9_2e	13	Planned	70	75	76	70	5.9	Y	Y	Y	Y
NSW9_2e	14	Planned	71	75	76	70	5.7	Y	Y	Y	Y
NSW9_2e	15	Planned	71	75	77	70	5.7	Y	Y	Y	Y
NSW9_2e	16	Planned	71	76	77	70	5.6	Y	Y	Y	Y
NSW9_2e	17	Planned	71	76	77	70	5.8	Y	Y	Y	Y
NSW9_2e	18	Planned	71	76	77	70	5.9	Y	Y	Y	Y
NSW9_2e	19	Planned	71	76	77	70	5.9	Y	Y	Y	Y
NSW9_2e	20	Planned	71	76	77	70	6.0	Y	Y	Y	Y
NSW9_2e	21	Planned	71	76	77	70	6.0	Y	Y	Y	Y
NSW9_2e	22	Planned	71	76	77	70	6.0	Y	Y	Y	Y
NSW9_2e	23	Planned	71	76	77	70	6.0	Y	Y	Y	Y
NSW9_2f	1	Planned	65	68	70	70	4.4	Y	N	N	N
NSW9_2f	2	Planned	66	69	71	70	4.5	Y	Y	N	Y
NSW9_2f	3	Planned	67	70	72	70	5.1	Y	Y	N	Y
NSW9_2f	4	Planned	67	72	73	70	6.2	Y	Y	Y	Y
NSW9_2f	5	Planned	67	72	73	70	6.8	Y	Y	Y	Y
NSW9_2f	6	Planned	67	73	74	70	7.2	Y	Y	Y	Y
NSW9_2f	7	Planned	67	74	74	70	7.5	Y	Y	Y	Y
NSW9_2f	8	Planned	67	74	75	70	7.6	Y	Y	Y	Y
NSW9_2f	9	Planned	67	74	75	70	7.6	Y	Y	Y	Y
NSW9_2f	10	Planned	67	74	75	70	7.8	Y	Y	Y	Y
NSW9_2f	11	Planned	67	74	75	70	7.8	Y	Y	Y	Y
NSW9_2f	12	Planned	67	74	75	70	7.9	Y	Y	Y	Y
NSW9_2f	13	Planned	67	75	75	70	8.0	Y	Y	Y	Y
NSW9_2f	14	Planned	67	75	75	70	8.1	Y	Y	Y	Y
NSW9_2f	15	Planned	67	75	75	70	8.3	Y	Y	Y	Y
NSW9_2f	16	Planned	67	75	75	70	8.2	Y	Y	Y	Y
NSW9_2f	17	Planned	67	75	75	70	8.3	Y	Y	Y	Y
NSW9_2f	18	Planned	67	75	75	70	8.4	Y	Y	Y	Y
NSW9_2f	19	Planned	67	75	75	70	8.4	Y	Y	Y	Y
NSW9_2f	20	Planned	67	74	75	70	8.5	Y	Y	Y	Y
NSW9_2f	21	Planned	67	74	75	70	8.6	Y	Y	Y	Y
NSW9_2f	22	Planned	67	74	75	70	8.5	Y	Y	Y	Y
NSW9_2f	23	Planned	66	74	75	70	8.5	Y	Y	Y	Y
NSW9_2f	24	Planned	66	74	75	70	8.6	Y	Y	Y	Y
NSW9_2f	25	Planned	66	74	75	70	8.6	Y	Y	Y	Y
NSW9_2f	26	Planned	66	74	75	70	8.7	Y	Y	Y	Y
NSW9_2f	27	Planned	66	74	75	70	8.6	Y	Y	Y	Y
NSW9_2f	28	Planned	66	74	75	70	8.7	Y	Y	Y	Y
NSW9_3a	1	Planned	63	72	73	70	9.8	Y	Y	Y	Y
NSW9_3a	2	Planned	67	74	75	70	7.5	Y	Y	Y	Y
NSW9_3a	3	Planned	70	75	76	70	6.5	Y	Y	Y	Y
NSW9_3a	4	Planned	70	76	77	70	6.8	Y	Y	Y	Y
NSW9_3a	5	Planned	70	76	77	70	7.1	Y	Y	Y	Y
NSW9_3a	6	Planned	70	76	77	70	7.4	Y	Y	Y	Y
NSW9_3a	7	Planned	70	77	77	70	7.7	Y	Y	Y	Y
NSW9_3a	8	Planned	70	77	78	70	8.0	Y	Y	Y	Y
NSW9_3a	9	Planned	69	77	78	70	8.1	Y	Y	Y	Y
NSW9_3a	10	Planned	69	77	78	70	8.3	Y	Y	Y	Y
NSW9_3a	11	Planned	69	77	78	70	8.4	Y	Y	Y	Y
NSW9_3a	12	Planned	69	77	78	70	8.5	Y	Y	Y	Y
NSW9_3a	13	Planned	69	77	78	70	8.7	Y	Y	Y	Y
NSW9_3a	14	Planned	69	77	78	70	8.8	Y	Y	Y	Y
NSW9_3a	15	Planned	69	77	77	70	8.8	Y	Y	Y	Y
NSW9_3a	16	Planned	68	77	77	70	9.0	Y	Y	Y	Y
NSW9_3a	17	Planned	68	77	77	70	9.0	Y	Y	Y	Y
NSW9_3a	18	Planned	68	77	77	70	9.1	Y	Y	Y	Y
NSW9_3a	19	Planned	68	77	77	70	9.2	Y	Y	Y	Y
NSW9_3a	20	Planned	68	77	77	70	9.2	Y	Y	Y	Y
NSW9_3a	21	Planned	68	77	77	70	9.3	Y	Y	Y	Y
NSW9_3a	22	Planned	68	76	77	70	9.3	Y	Y	Y	Y
NSW9_3a	23	Planned	68	76	77	70	9.3	Y	Y	Y	Y
NSW9_3a	24	Planned	67	76	77	70	9.4	Y	Y	Y	Y
NSW9_3a	25	Planned	67	76	77	70	9.4	Y	Y	Y	Y
NSW9_3a	26	Planned	67	76	77	70	9.5	Y	Y	Y	Y
NSW9_3a	27	Planned	67	76	77	70	9.5	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NSW9_3a	28	Planned	67	76	77	70	9.5	Y	Y	Y	Y
NSW9_3b	1	Planned	61	72	72	70	11.2	Y	Y	Y	Y
NSW9_3b	2	Planned	66	74	75	70	9.3	Y	Y	Y	Y
NSW9_3b	3	Planned	69	75	76	70	6.9	Y	Y	Y	Y
NSW9_3b	4	Planned	71	76	77	70	6.3	Y	Y	Y	Y
NSW9_3b	5	Planned	71	76	77	70	6.5	Y	Y	Y	Y
NSW9_3b	6	Planned	70	76	77	70	6.7	Y	Y	Y	Y
NSW9_3b	7	Planned	70	76	77	70	6.8	Y	Y	Y	Y
NSW9_3b	8	Planned	70	76	77	70	6.9	Y	Y	Y	Y
NSW9_3b	9	Planned	70	76	77	70	7.0	Y	Y	Y	Y
NSW9_3b	10	Planned	70	76	77	70	7.1	Y	Y	Y	Y
NSW9_3b	11	Planned	70	76	77	70	7.2	Y	Y	Y	Y
NSW9_3b	12	Planned	70	76	77	70	7.3	Y	Y	Y	Y
NSW9_3b	13	Planned	69	76	77	70	7.3	Y	Y	Y	Y
NSW9_3b	14	Planned	69	76	77	70	7.3	Y	Y	Y	Y
NSW9_3b	15	Planned	69	76	77	70	7.4	Y	Y	Y	Y
NSW9_3b	16	Planned	69	76	76	70	7.4	Y	Y	Y	Y
NSW9_3b	17	Planned	69	76	76	70	7.5	Y	Y	Y	Y
NSW9_3b	18	Planned	69	75	76	70	7.5	Y	Y	Y	Y
NSW9_3b	19	Planned	69	75	76	70	7.5	Y	Y	Y	Y
NSW9_3b	20	Planned	68	75	76	70	7.6	Y	Y	Y	Y
NSW9_3b	21	Planned	68	75	76	70	7.6	Y	Y	Y	Y
NSW9_3b	22	Planned	68	75	76	70	7.6	Y	Y	Y	Y
NSW9_3b	23	Planned	68	75	76	70	7.6	Y	Y	Y	Y
NSW9_3b	24	Planned	68	75	76	70	7.7	Y	Y	Y	Y
NSW9_3b	25	Planned	68	75	76	70	7.7	Y	Y	Y	Y
NSW9_3b	26	Planned	68	75	75	70	7.7	Y	Y	Y	Y
NSW9_3b	27	Planned	68	75	75	70	7.7	Y	Y	Y	Y
NSW9_3b	28	Planned	68	74	75	70	7.7	Y	Y	Y	Y
NSW9_3c	1	Planned	58	70	70	70	11.9	Y	N	N	N
NSW9_3c	2	Planned	62	72	72	70	10.1	Y	Y	Y	Y
NSW9_3c	3	Planned	64	73	74	70	9.4	Y	Y	Y	Y
NSW9_3c	4	Planned	65	74	74	70	9.0	Y	Y	Y	Y
NSW9_3c	5	Planned	66	75	75	70	8.7	Y	Y	Y	Y
NSW9_3c	6	Planned	67	75	76	70	8.3	Y	Y	Y	Y
NSW9_3c	7	Planned	68	75	76	70	7.9	Y	Y	Y	Y
NSW9_3c	8	Planned	68	75	76	70	8.0	Y	Y	Y	Y
NSW9_3c	9	Planned	68	76	76	70	8.0	Y	Y	Y	Y
NSW9_3c	10	Planned	68	76	76	70	8.1	Y	Y	Y	Y
NSW9_3c	11	Planned	68	76	77	70	8.2	Y	Y	Y	Y
NSW9_3c	12	Planned	68	76	77	70	8.3	Y	Y	Y	Y
NSW9_3c	13	Planned	68	76	77	70	8.4	Y	Y	Y	Y
NSW9_3c	14	Planned	68	76	77	70	8.5	Y	Y	Y	Y
NSW9_3c	15	Planned	68	76	77	70	8.6	Y	Y	Y	Y
NSW9_3c	16	Planned	68	76	77	70	8.6	Y	Y	Y	Y
NSW9_3c	17	Planned	68	76	77	70	8.7	Y	Y	Y	Y
NSW9_3c	18	Planned	68	76	77	70	8.8	Y	Y	Y	Y
NSW9_3c	19	Planned	68	76	77	70	8.9	Y	Y	Y	Y
NSW9_3c	20	Planned	68	76	76	70	8.9	Y	Y	Y	Y
NSW9_3c	21	Planned	67	76	76	70	9.0	Y	Y	Y	Y
NSW9_3c	22	Planned	67	76	76	70	9.0	Y	Y	Y	Y
NSW9_3c	23	Planned	67	76	76	70	9.0	Y	Y	Y	Y
NSW9_3c	24	Planned	67	76	76	70	9.1	Y	Y	Y	Y
NSW9_3c	25	Planned	67	76	76	70	9.1	Y	Y	Y	Y
NSW9_3c	26	Planned	67	76	76	70	9.1	Y	Y	Y	Y
NSW9_3c	27	Planned	67	76	76	70	9.2	Y	Y	Y	Y
NSW9_3c	28	Planned	67	76	76	70	9.1	Y	Y	Y	Y
NSW9_3d	1	Planned	53	67	67	70	14.1	Y	N	N	N
NSW9_3d	2	Planned	55	68	68	70	13.4	Y	N	N	N
NSW9_3d	3	Planned	57	70	70	70	12.7	Y	N	N	N
NSW9_3d	4	Planned	59	71	71	70	12.2	Y	Y	Y	Y
NSW9_3d	5	Planned	60	72	72	70	11.7	Y	Y	Y	Y
NSW9_3d	6	Planned	62	72	72	70	10.6	Y	Y	Y	Y
NSW9_3d	7	Planned	63	72	73	70	9.3	Y	Y	Y	Y
NSW9_3d	8	Planned	65	72	73	70	8.4	Y	Y	Y	Y
NSW9_3d	9	Planned	65	72	73	70	7.8	Y	Y	Y	Y
NSW9_3d	10	Planned	66	72	73	70	7.6	Y	Y	Y	Y
NSW9_3d	11	Planned	66	72	73	70	7.4	Y	Y	Y	Y
NSW9_3d	12	Planned	66	72	73	70	7.4	Y	Y	Y	Y
NSW9_3d	13	Planned	66	72	73	70	7.4	Y	Y	Y	Y
NSW9_3d	14	Planned	66	72	73	70	7.5	Y	Y	Y	Y
NSW9_3d	15	Planned	66	72	73	70	7.5	Y	Y	Y	Y
NSW9_3d	16	Planned	65	72	73	70	7.6	Y	Y	Y	Y
NSW9_3d	17	Planned	65	72	73	70	7.5	Y	Y	Y	Y
NSW9_3d	18	Planned	65	72	73	70	7.6	Y	Y	Y	Y
NSW9_3d	19	Planned	65	72	73	70	7.6	Y	Y	Y	Y
NSW9_3d	20	Planned	65	72	73	70	7.7	Y	Y	Y	Y
NSW9_3d	21	Planned	65	72	73	70	7.7	Y	Y	Y	Y
NSW9_3d	22	Planned	65	72	73	70	7.7	Y	Y	Y	Y
NSW9_3d	23	Planned	65	72	73	70	7.7	Y	Y	Y	Y
NSW9_3d	24	Planned	65	72	73	70	7.8	Y	Y	Y	Y
NSW9_3d	25	Planned	65	72	72	70	7.8	Y	Y	Y	Y
NSW9_3d	26	Planned	65	72	72	70	7.7	Y	Y	Y	Y
NSW9_3d	27	Planned	65	72	72	70	7.8	Y	Y	Y	Y
NSW9_3d	28	Planned	64	71	72	70	7.8	Y	Y	Y	Y
NSW9_3e	1	Planned	61	70	71	70	9.7	Y	Y	N	Y
NSW9_3e	2	Planned	64	72	73	70	8.2	Y	Y	Y	Y
NSW9_3e	3	Planned	66	73	74	70	8.3	Y	Y	Y	Y
NSW9_3e	4	Planned	66	74	75	70	8.3	Y	Y	Y	Y
NSW9_3e	5	Planned	67	75	75	70	8.2	Y	Y	Y	Y
NSW9_3e	6	Planned	68	75	76	70	8.1	Y	Y	Y	Y
NSW9_3e	7	Planned	68	75	76	70	8.1	Y	Y	Y	Y
NSW9_3e	8	Planned	68	76	76	70	8.0	Y	Y	Y	Y
NSW9_3e	9	Planned	69	76	77	70	8.0	Y	Y	Y	Y
NSW9_3e	10	Planned	69	76	77	70	8.0	Y	Y	Y	Y
NSW9_3e	11	Planned	69	76	77	70	8.0	Y	Y	Y	Y
NSW9_3e	12	Planned	69	76	77	70	8.2	Y	Y	Y	Y
NSW9_3e	13	Planned	68	76	77	70	8.3	Y	Y	Y	Y
NSW9_3e	14	Planned	68	76	77	70	8.3	Y	Y	Y	Y
NSW9_3e	15	Planned	68	76	77	70	8.4	Y	Y	Y	Y
NSW9_3e	16	Planned	68	76	77	70	8.4	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NSW9_3e	17	Planned	68	76	77	70	8.5	Y	Y	Y	Y
NSW9_3e	18	Planned	68	76	77	70	8.6	Y	Y	Y	Y
NSW9_3e	19	Planned	68	76	77	70	8.7	Y	Y	Y	Y
NSW9_3e	20	Planned	68	76	77	70	8.8	Y	Y	Y	Y
NSW9_3e	21	Planned	68	76	77	70	8.7	Y	Y	Y	Y
NSW9_3e	22	Planned	68	76	77	70	8.8	Y	Y	Y	Y
NSW9_3e	23	Planned	68	76	77	70	8.8	Y	Y	Y	Y
NSW9_3e	24	Planned	68	76	77	70	8.9	Y	Y	Y	Y
NSW9_3e	25	Planned	68	76	77	70	9.0	Y	Y	Y	Y
NSW9_3e	26	Planned	68	76	76	70	8.9	Y	Y	Y	Y
NSW9_3e	27	Planned	67	76	76	70	9.0	Y	Y	Y	Y
NSW9_3e	28	Planned	67	76	76	70	9.0	Y	Y	Y	Y
NSW9_3f	1	Planned	54	67	67	70	13.4	Y	N	N	N
NSW9_3f	2	Planned	56	68	68	70	12.5	Y	N	N	N
NSW9_3f	3	Planned	57	70	70	70	12.4	Y	N	N	N
NSW9_3f	4	Planned	59	71	71	70	12.1	Y	Y	Y	Y
NSW9_3f	5	Planned	60	71	72	70	11.9	Y	Y	Y	Y
NSW9_3f	6	Planned	61	72	72	70	11.7	Y	Y	Y	Y
NSW9_3f	7	Planned	61	72	73	70	11.3	Y	Y	Y	Y
NSW9_3f	8	Planned	63	73	73	70	10.5	Y	Y	Y	Y
NSW9_3f	9	Planned	64	73	73	70	9.7	Y	Y	Y	Y
NSW9_3f	10	Planned	65	73	74	70	8.7	Y	Y	Y	Y
NSW9_3f	11	Planned	66	73	74	70	8.0	Y	Y	Y	Y
NSW9_3f	12	Planned	66	73	74	70	7.6	Y	Y	Y	Y
NSW9_3f	13	Planned	67	73	74	70	7.4	Y	Y	Y	Y
NSW9_3f	14	Planned	67	73	74	70	7.3	Y	Y	Y	Y
NSW9_3f	15	Planned	67	73	74	70	7.2	Y	Y	Y	Y
NSW9_3f	16	Planned	67	73	74	70	7.2	Y	Y	Y	Y
NSW9_3f	17	Planned	67	73	74	70	7.2	Y	Y	Y	Y
NSW9_3f	18	Planned	67	73	74	70	7.3	Y	Y	Y	Y
NSW9_3f	19	Planned	67	73	74	70	7.3	Y	Y	Y	Y
NSW9_3f	20	Planned	67	73	74	70	7.3	Y	Y	Y	Y
NSW9_3f	21	Planned	66	73	74	70	7.4	Y	Y	Y	Y
NSW9_3f	22	Planned	66	73	74	70	7.3	Y	Y	Y	Y
NSW9_3f	23	Planned	66	73	74	70	7.4	Y	Y	Y	Y
NSW9_3f	24	Planned	66	73	74	70	7.4	Y	Y	Y	Y
NSW9_3f	25	Planned	66	73	74	70	7.4	Y	Y	Y	Y
NSW9_3f	26	Planned	66	73	74	70	7.4	Y	Y	Y	Y
NSW9_3f	27	Planned	66	73	74	70	7.5	Y	Y	Y	Y
NSW9_3f	28	Planned	66	73	73	70	7.4	Y	Y	Y	Y
NSW8_1a	1	Planned	65	75	76	70	10.6	Y	Y	Y	Y
NSW8_1a	2	Planned	68	77	77	70	8.9	Y	Y	Y	Y
NSW8_1a	3	Planned	72	77	78	70	6.8	Y	Y	Y	Y
NSW8_1a	4	Planned	72	78	79	70	6.3	Y	Y	Y	Y
NSW8_1a	5	Planned	73	78	79	70	6.5	Y	Y	Y	Y
NSW8_1a	6	Planned	72	78	79	70	6.6	Y	Y	Y	Y
NSW8_1a	7	Planned	72	78	79	70	6.9	Y	Y	Y	Y
NSW8_1a	8	Planned	72	78	79	70	7.0	Y	Y	Y	Y
NSW8_1a	9	Planned	72	78	79	70	7.1	Y	Y	Y	Y
NSW8_1a	10	Planned	72	78	79	70	7.2	Y	Y	Y	Y
NSW8_1a	11	Planned	72	78	79	70	7.3	Y	Y	Y	Y
NSW8_1a	12	Planned	72	78	79	70	7.4	Y	Y	Y	Y
NSW8_1a	13	Planned	71	78	79	70	7.5	Y	Y	Y	Y
NSW8_1a	14	Planned	71	78	79	70	7.6	Y	Y	Y	Y
NSW8_1a	15	Planned	71	78	79	70	7.7	Y	Y	Y	Y
NSW8_1a	16	Planned	71	78	79	70	7.7	Y	Y	Y	Y
NSW8_1a	17	Planned	71	78	79	70	7.7	Y	Y	Y	Y
NSW8_1a	18	Planned	71	78	78	70	7.8	Y	Y	Y	Y
NSW8_1a	19	Planned	71	78	78	70	7.9	Y	Y	Y	Y
NSW8_1a	20	Planned	70	78	78	70	7.9	Y	Y	Y	Y
NSW8_1a	21	Planned	70	77	78	70	8.0	Y	Y	Y	Y
NSW8_1a	22	Planned	70	77	78	70	8.0	Y	Y	Y	Y
NSW8_1a	23	Planned	70	77	78	70	8.0	Y	Y	Y	Y
NSW8_1a	24	Planned	70	77	78	70	8.0	Y	Y	Y	Y
NSW8_1a	25	Planned	70	77	78	70	8.0	Y	Y	Y	Y
NSW8_1a	26	Planned	70	77	78	70	8.0	Y	Y	Y	Y
NSW8_1a	27	Planned	70	77	78	70	8.0	Y	Y	Y	Y
NSW8_1a	28	Planned	69	77	78	70	8.1	Y	Y	Y	Y
NSW8_1a	29	Planned	69	77	78	70	8.2	Y	Y	Y	Y
NSW8_1b	1	Planned	66	70	71	70	5.5	Y	Y	N	Y
NSW8_1b	2	Planned	69	73	74	70	5.3	Y	Y	Y	Y
NSW8_1b	3	Planned	70	75	76	70	5.7	Y	Y	Y	Y
NSW8_1b	4	Planned	71	75	77	70	5.6	Y	Y	Y	Y
NSW8_1b	5	Planned	72	76	77	70	5.3	Y	Y	Y	Y
NSW8_1b	6	Planned	72	76	77	70	5.1	Y	Y	Y	Y
NSW8_1b	7	Planned	72	76	77	70	5.1	Y	Y	Y	Y
NSW8_1b	8	Planned	72	76	78	70	5.1	Y	Y	Y	Y
NSW8_1b	9	Planned	72	76	77	70	5.1	Y	Y	Y	Y
NSW8_1b	10	Planned	72	76	77	70	5.2	Y	Y	Y	Y
NSW8_1b	11	Planned	72	76	77	70	5.3	Y	Y	Y	Y
NSW8_1b	12	Planned	72	76	77	70	5.3	Y	Y	Y	Y
NSW8_1b	13	Planned	72	76	77	70	5.4	Y	Y	Y	Y
NSW8_1b	14	Planned	72	76	77	70	5.4	Y	Y	Y	Y
NSW8_1b	15	Planned	72	76	77	70	5.4	Y	Y	Y	Y
NSW8_1b	16	Planned	72	76	77	70	5.5	Y	Y	Y	Y
NSW8_1b	17	Planned	72	76	77	70	5.5	Y	Y	Y	Y
NSW8_1b	18	Planned	71	75	77	70	5.6	Y	Y	Y	Y
NSW8_1b	19	Planned	71	75	77	70	5.6	Y	Y	Y	Y
NSW8_1b	20	Planned	71	75	77	70	5.6	Y	Y	Y	Y
NSW8_1b	21	Planned	71	75	77	70	5.6	Y	Y	Y	Y
NSW8_1b	22	Planned	71	75	77	70	5.6	Y	Y	Y	Y
NSW8_1b	23	Planned	71	75	76	70	5.6	Y	Y	Y	Y
NSW8_1b	24	Planned	71	75	76	70	5.7	Y	Y	Y	Y
NSW8_1b	25	Planned	71	75	76	70	5.7	Y	Y	Y	Y
NSW8_1b	26	Planned	71	75	76	70	5.7	Y	Y	Y	Y
NSW8_1b	27	Planned	70	75	76	70	5.7	Y	Y	Y	Y
NSW8_1b	28	Planned	70	75	76	70	5.7	Y	Y	Y	Y
NSW8_1b	29	Planned	70	75	76	70	5.8	Y	Y	Y	Y
NSW8_1c	1	Planned	59	72	72	70	13.4	Y	Y	Y	Y
NSW8_1c	2	Planned	61	74	74	70	12.6	Y	Y	Y	Y
NSW8_1c	3	Planned	63	75	75	70	12.3	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NSW8_1c	4	Planned	64	76	76	70	12.0	Y	Y	Y	Y
NSW8_1c	5	Planned	65	76	77	70	11.2	Y	Y	Y	Y
NSW8_1c	6	Planned	67	77	77	70	10.0	Y	Y	Y	Y
NSW8_1c	7	Planned	68	77	77	70	9.0	Y	Y	Y	Y
NSW8_1c	8	Planned	69	77	78	70	8.1	Y	Y	Y	Y
NSW8_1c	9	Planned	70	77	78	70	7.8	Y	Y	Y	Y
NSW8_1c	10	Planned	70	77	78	70	7.5	Y	Y	Y	Y
NSW8_1c	11	Planned	70	77	78	70	7.5	Y	Y	Y	Y
NSW8_1c	12	Planned	70	77	78	70	7.5	Y	Y	Y	Y
NSW8_1c	13	Planned	70	77	78	70	7.5	Y	Y	Y	Y
NSW8_1c	14	Planned	70	77	78	70	7.6	Y	Y	Y	Y
NSW8_1c	15	Planned	70	77	78	70	7.6	Y	Y	Y	Y
NSW8_1c	16	Planned	70	77	78	70	7.7	Y	Y	Y	Y
NSW8_1c	17	Planned	70	77	78	70	7.8	Y	Y	Y	Y
NSW8_1c	18	Planned	70	77	78	70	7.8	Y	Y	Y	Y
NSW8_1c	19	Planned	70	77	78	70	7.9	Y	Y	Y	Y
NSW8_1c	20	Planned	70	77	78	70	7.8	Y	Y	Y	Y
NSW8_1c	21	Planned	70	77	78	70	7.9	Y	Y	Y	Y
NSW8_1c	22	Planned	70	77	77	70	7.9	Y	Y	Y	Y
NSW8_1c	23	Planned	69	77	77	70	8.0	Y	Y	Y	Y
NSW8_1c	24	Planned	69	77	77	70	8.0	Y	Y	Y	Y
NSW8_1c	25	Planned	69	77	77	70	8.0	Y	Y	Y	Y
NSW8_1c	26	Planned	69	76	77	70	8.0	Y	Y	Y	Y
NSW8_1c	27	Planned	69	76	77	70	8.0	Y	Y	Y	Y
NSW8_1c	28	Planned	69	76	77	70	8.0	Y	Y	Y	Y
NSW8_1c	29	Planned	69	76	77	70	8.1	Y	Y	Y	Y
NSW8_1d	1	Planned	59	64	65	70	6.9	Y	N	N	N
NSW8_1d	2	Planned	62	66	67	70	5.6	Y	N	N	N
NSW8_1d	3	Planned	64	68	69	70	5.6	Y	N	N	N
NSW8_1d	4	Planned	65	70	71	70	6.2	Y	Y	N	Y
NSW8_1d	5	Planned	65	71	72	70	6.6	Y	Y	Y	Y
NSW8_1d	6	Planned	66	71	72	70	6.7	Y	Y	Y	Y
NSW8_1d	7	Planned	66	72	73	70	6.7	Y	Y	Y	Y
NSW8_1d	8	Planned	67	72	73	70	6.5	Y	Y	Y	Y
NSW8_1d	9	Planned	67	72	73	70	6.3	Y	Y	Y	Y
NSW8_1d	10	Planned	67	72	73	70	6.1	Y	Y	Y	Y
NSW8_1d	11	Planned	67	72	73	70	6.0	Y	Y	Y	Y
NSW8_1d	12	Planned	68	72	73	70	5.9	Y	Y	Y	Y
NSW8_1d	13	Planned	68	72	73	70	5.8	Y	Y	Y	Y
NSW8_1d	14	Planned	68	72	73	70	5.8	Y	Y	Y	Y
NSW8_1d	15	Planned	68	72	73	70	5.8	Y	Y	Y	Y
NSW8_1d	16	Planned	68	72	73	70	5.9	Y	Y	Y	Y
NSW8_1d	17	Planned	68	72	73	70	5.7	Y	Y	Y	Y
NSW8_1d	18	Planned	68	72	73	70	5.8	Y	Y	Y	Y
NSW8_1d	19	Planned	68	72	73	70	5.8	Y	Y	Y	Y
NSW8_1d	20	Planned	67	72	73	70	5.8	Y	Y	Y	Y
NSW8_1d	21	Planned	67	72	73	70	5.8	Y	Y	Y	Y
NSW8_1d	22	Planned	67	72	73	70	5.8	Y	Y	Y	Y
NSW8_1d	23	Planned	67	72	73	70	5.9	Y	Y	Y	Y
NSW8_1d	24	Planned	67	72	73	70	5.9	Y	Y	Y	Y
NSW8_1d	25	Planned	67	72	73	70	5.9	Y	Y	Y	Y
NSW8_1d	26	Planned	67	72	73	70	5.9	Y	Y	Y	Y
NSW8_1d	27	Planned	67	72	73	70	5.9	Y	Y	Y	Y
NSW8_1d	28	Planned	67	72	73	70	5.9	Y	Y	Y	Y
NSW8_1d	29	Planned	67	72	73	70	6.0	Y	Y	Y	Y
NSW8_1e	1	Planned	57	70	71	70	13.6	Y	Y	N	Y
NSW8_1e	2	Planned	59	72	72	70	12.7	Y	Y	Y	Y
NSW8_1e	3	Planned	61	73	74	70	12.3	Y	Y	Y	Y
NSW8_1e	4	Planned	62	74	74	70	12.1	Y	Y	Y	Y
NSW8_1e	5	Planned	63	75	75	70	11.9	Y	Y	Y	Y
NSW8_1e	6	Planned	64	75	76	70	11.6	Y	Y	Y	Y
NSW8_1e	7	Planned	65	75	76	70	10.9	Y	Y	Y	Y
NSW8_1e	8	Planned	66	76	76	70	9.9	Y	Y	Y	Y
NSW8_1e	9	Planned	67	76	76	70	9.1	Y	Y	Y	Y
NSW8_1e	10	Planned	68	76	77	70	8.4	Y	Y	Y	Y
NSW8_1e	11	Planned	69	76	77	70	7.9	Y	Y	Y	Y
NSW8_1e	12	Planned	69	76	77	70	7.6	Y	Y	Y	Y
NSW8_1e	13	Planned	69	76	77	70	7.6	Y	Y	Y	Y
NSW8_1e	14	Planned	69	76	77	70	7.5	Y	Y	Y	Y
NSW8_1e	15	Planned	69	76	77	70	7.5	Y	Y	Y	Y
NSW8_1e	16	Planned	69	76	77	70	7.5	Y	Y	Y	Y
NSW8_1e	17	Planned	69	76	77	70	7.5	Y	Y	Y	Y
NSW8_1e	18	Planned	69	76	77	70	7.5	Y	Y	Y	Y
NSW8_1e	19	Planned	69	76	77	70	7.6	Y	Y	Y	Y
NSW8_1e	20	Planned	69	76	77	70	7.6	Y	Y	Y	Y
NSW8_1e	21	Planned	69	76	77	70	7.6	Y	Y	Y	Y
NSW8_1e	22	Planned	69	76	77	70	7.7	Y	Y	Y	Y
NSW8_1e	23	Planned	69	76	77	70	7.6	Y	Y	Y	Y
NSW8_1e	24	Planned	69	76	77	70	7.7	Y	Y	Y	Y
NSW8_1e	25	Planned	69	76	76	70	7.6	Y	Y	Y	Y
NSW8_1e	26	Planned	69	76	76	70	7.7	Y	Y	Y	Y
NSW8_1e	27	Planned	69	76	76	70	7.8	Y	Y	Y	Y
NSW8_1e	28	Planned	69	76	76	70	7.8	Y	Y	Y	Y
NSW8_1e	29	Planned	69	76	76	70	7.8	Y	Y	Y	Y
NSW8_1f	1	Planned	57	65	66	70	8.9	Y	N	N	N
NSW8_1f	2	Planned	59	66	67	70	8.0	Y	N	N	N
NSW8_1f	3	Planned	61	68	69	70	7.6	Y	N	N	N
NSW8_1f	4	Planned	63	69	70	70	7.6	Y	N	N	N
NSW8_1f	5	Planned	63	71	71	70	8.0	Y	Y	Y	Y
NSW8_1f	6	Planned	64	71	72	70	8.2	Y	Y	Y	Y
NSW8_1f	7	Planned	64	72	73	70	8.5	Y	Y	Y	Y
NSW8_1f	8	Planned	65	72	73	70	8.5	Y	Y	Y	Y
NSW8_1f	9	Planned	65	73	73	70	8.4	Y	Y	Y	Y
NSW8_1f	10	Planned	65	73	74	70	8.3	Y	Y	Y	Y
NSW8_1f	11	Planned	66	73	74	70	8.0	Y	Y	Y	Y
NSW8_1f	12	Planned	66	73	74	70	8.0	Y	Y	Y	Y
NSW8_1f	13	Planned	66	73	74	70	7.9	Y	Y	Y	Y
NSW8_1f	14	Planned	66	73	74	70	7.7	Y	Y	Y	Y
NSW8_1f	15	Planned	66	73	74	70	7.6	Y	Y	Y	Y
NSW8_1f	16	Planned	67	73	74	70	7.5	Y	Y	Y	Y
NSW8_1f	17	Planned	67	73	74	70	7.4	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NSW8_1f	18	Planned	67	73	74	70	7.4	Y	Y	Y	Y
NSW8_1f	19	Planned	67	73	74	70	7.3	Y	Y	Y	Y
NSW8_1f	20	Planned	67	73	74	70	7.3	Y	Y	Y	Y
NSW8_1f	21	Planned	67	73	74	70	7.3	Y	Y	Y	Y
NSW8_1f	22	Planned	67	73	74	70	7.2	Y	Y	Y	Y
NSW8_1f	23	Planned	67	73	74	70	7.2	Y	Y	Y	Y
NSW8_1f	24	Planned	67	73	74	70	7.3	Y	Y	Y	Y
NSW8_1f	25	Planned	67	73	74	70	7.2	Y	Y	Y	Y
NSW8_1f	26	Planned	67	73	74	70	7.2	Y	Y	Y	Y
NSW8_1f	27	Planned	67	73	74	70	7.3	Y	Y	Y	Y
NSW8_1f	28	Planned	67	73	74	70	7.2	Y	Y	Y	Y
NSW8_1f	29	Planned	66	73	74	70	7.3	Y	Y	Y	Y
NSW8_2a	1	Planned	62	71	72	70	10.4	Y	Y	Y	Y
NSW8_2a	2	Planned	69	76	76	70	7.7	Y	Y	Y	Y
NSW8_2a	3	Planned	70	77	78	70	7.5	Y	Y	Y	Y
NSW8_2a	4	Planned	70	77	78	70	7.7	Y	Y	Y	Y
NSW8_2a	5	Planned	71	78	78	70	7.8	Y	Y	Y	Y
NSW8_2a	6	Planned	71	78	79	70	7.7	Y	Y	Y	Y
NSW8_2a	7	Planned	71	78	79	70	7.5	Y	Y	Y	Y
NSW8_2a	8	Planned	71	78	79	70	7.4	Y	Y	Y	Y
NSW8_2a	9	Planned	71	78	79	70	7.5	Y	Y	Y	Y
NSW8_2a	10	Planned	71	78	78	70	7.4	Y	Y	Y	Y
NSW8_2a	11	Planned	71	78	78	70	7.5	Y	Y	Y	Y
NSW8_2a	12	Planned	71	78	78	70	7.7	Y	Y	Y	Y
NSW8_2a	13	Planned	71	78	78	70	7.7	Y	Y	Y	Y
NSW8_2a	14	Planned	71	77	78	70	7.7	Y	Y	Y	Y
NSW8_2a	15	Planned	70	77	78	70	7.8	Y	Y	Y	Y
NSW8_2a	16	Planned	70	77	78	70	7.9	Y	Y	Y	Y
NSW8_2a	17	Planned	70	77	78	70	7.9	Y	Y	Y	Y
NSW8_2a	18	Planned	70	77	78	70	7.9	Y	Y	Y	Y
NSW8_2a	19	Planned	70	77	78	70	7.9	Y	Y	Y	Y
NSW8_2a	20	Planned	70	77	78	70	8.1	Y	Y	Y	Y
NSW8_2a	21	Planned	70	77	78	70	8.1	Y	Y	Y	Y
NSW8_2a	22	Planned	70	77	78	70	8.1	Y	Y	Y	Y
NSW8_2a	23	Planned	69	77	78	70	8.1	Y	Y	Y	Y
NSW8_2a	24	Planned	69	77	77	70	8.1	Y	Y	Y	Y
NSW8_2a	25	Planned	69	77	77	70	8.1	Y	Y	Y	Y
NSW8_2a	26	Planned	69	77	77	70	8.1	Y	Y	Y	Y
NSW8_2a	27	Planned	69	77	77	70	8.2	Y	Y	Y	Y
NSW8_2a	28	Planned	69	76	77	70	8.2	Y	Y	Y	Y
NSW8_2a	29	Planned	69	76	77	70	8.2	Y	Y	Y	Y
NSW8_2b	1	Planned	74	66	75	70	0.6	N	Y	N	N
NSW8_2b	2	Planned	77	67	77	70	0.4	N	Y	N	N
NSW8_2b	3	Planned	77	68	78	70	0.5	N	Y	N	N
NSW8_2b	4	Planned	78	69	78	70	0.6	N	Y	N	N
NSW8_2b	5	Planned	78	70	79	70	0.7	N	Y	N	N
NSW8_2b	6	Planned	78	71	79	70	0.8	N	Y	Y	Y
NSW8_2b	7	Planned	78	71	79	70	0.8	N	Y	Y	Y
NSW8_2b	8	Planned	78	72	79	70	0.9	N	Y	Y	Y
NSW8_2b	9	Planned	78	72	79	70	1.0	Y	Y	Y	Y
NSW8_2b	10	Planned	78	72	79	70	1.0	Y	Y	Y	Y
NSW8_2b	11	Planned	78	72	79	70	1.0	Y	Y	Y	Y
NSW8_2b	12	Planned	78	72	79	70	1.1	Y	Y	Y	Y
NSW8_2b	13	Planned	78	72	79	70	1.1	Y	Y	Y	Y
NSW8_2b	14	Planned	78	73	79	70	1.2	Y	Y	Y	Y
NSW8_2b	15	Planned	78	72	79	70	1.1	Y	Y	Y	Y
NSW8_2b	16	Planned	78	73	79	70	1.2	Y	Y	Y	Y
NSW8_2b	17	Planned	78	73	79	70	1.2	Y	Y	Y	Y
NSW8_2b	18	Planned	77	72	79	70	1.2	Y	Y	Y	Y
NSW8_2b	19	Planned	77	72	79	70	1.2	Y	Y	Y	Y
NSW8_2b	20	Planned	77	72	78	70	1.3	Y	Y	Y	Y
NSW8_2b	21	Planned	77	72	78	70	1.3	Y	Y	Y	Y
NSW8_2b	22	Planned	77	72	78	70	1.3	Y	Y	Y	Y
NSW8_2b	23	Planned	77	72	78	70	1.2	Y	Y	Y	Y
NSW8_2b	24	Planned	77	72	78	70	1.4	Y	Y	Y	Y
NSW8_2b	25	Planned	77	72	78	70	1.3	Y	Y	Y	Y
NSW8_2b	26	Planned	77	72	78	70	1.3	Y	Y	Y	Y
NSW8_2b	27	Planned	77	72	78	70	1.3	Y	Y	Y	Y
NSW8_2b	28	Planned	76	72	78	70	1.3	Y	Y	Y	Y
NSW8_2b	29	Planned	76	72	78	70	1.3	Y	Y	Y	Y
NSW8_2c	1	Planned	58	67	67	70	8.9	Y	N	N	N
NSW8_2c	2	Planned	64	70	71	70	6.9	Y	Y	N	Y
NSW8_2c	3	Planned	65	72	73	70	7.5	Y	Y	Y	Y
NSW8_2c	4	Planned	65	73	73	70	7.9	Y	Y	Y	Y
NSW8_2c	5	Planned	66	73	74	70	8.1	Y	Y	Y	Y
NSW8_2c	6	Planned	66	73	74	70	8.2	Y	Y	Y	Y
NSW8_2c	7	Planned	66	73	74	70	8.1	Y	Y	Y	Y
NSW8_2c	8	Planned	66	74	74	70	8.2	Y	Y	Y	Y
NSW8_2c	9	Planned	66	74	74	70	8.3	Y	Y	Y	Y
NSW8_2c	10	Planned	66	74	75	70	8.3	Y	Y	Y	Y
NSW8_2c	11	Planned	66	74	75	70	8.2	Y	Y	Y	Y
NSW8_2c	12	Planned	66	74	75	70	8.3	Y	Y	Y	Y
NSW8_2c	13	Planned	66	74	75	70	8.2	Y	Y	Y	Y
NSW8_2c	14	Planned	66	74	75	70	8.3	Y	Y	Y	Y
NSW8_2c	15	Planned	67	74	75	70	8.1	Y	Y	Y	Y
NSW8_2c	16	Planned	67	74	75	70	8.1	Y	Y	Y	Y
NSW8_2c	17	Planned	67	74	75	70	8.0	Y	Y	Y	Y
NSW8_2c	18	Planned	67	74	75	70	7.9	Y	Y	Y	Y
NSW8_2c	19	Planned	67	74	75	70	7.9	Y	Y	Y	Y
NSW8_2c	20	Planned	67	74	75	70	7.8	Y	Y	Y	Y
NSW8_2c	21	Planned	67	74	75	70	7.8	Y	Y	Y	Y
NSW8_2c	22	Planned	67	74	75	70	7.9	Y	Y	Y	Y
NSW8_2c	23	Planned	67	74	75	70	7.9	Y	Y	Y	Y
NSW8_2c	24	Planned	67	74	75	70	7.8	Y	Y	Y	Y
NSW8_2c	25	Planned	67	74	75	70	7.9	Y	Y	Y	Y
NSW8_2c	26	Planned	67	74	74	70	7.8	Y	Y	Y	Y
NSW8_2c	27	Planned	67	74	74	70	7.8	Y	Y	Y	Y
NSW8_2d	1	Planned	74	64	74	70	0.4	N	Y	N	N
NSW8_2d	2	Planned	74	65	74	70	0.6	N	Y	N	N
NSW8_2d	3	Planned	74	66	75	70	0.6	N	Y	N	N
NSW8_2d	4	Planned	74	67	75	70	0.8	N	Y	N	N

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NSW8_2d	5	Planned	74	67	75	70	0.8	N	Y	N	N
NSW8_2d	6	Planned	74	68	75	70	0.9	N	Y	N	N
NSW8_2d	7	Planned	75	68	75	70	0.9	N	Y	N	N
NSW8_2d	8	Planned	75	69	76	70	1.1	Y	Y	N	Y
NSW8_2d	9	Planned	75	69	76	70	1.1	Y	Y	N	Y
NSW8_2d	10	Planned	75	69	76	70	1.1	Y	Y	N	Y
NSW8_2d	11	Planned	75	70	76	70	1.1	Y	Y	N	Y
NSW8_2d	12	Planned	75	70	76	70	1.1	Y	Y	N	Y
NSW8_2d	13	Planned	75	70	76	70	1.2	Y	Y	N	Y
NSW8_2d	14	Planned	75	70	76	70	1.2	Y	Y	N	Y
NSW8_2d	15	Planned	75	70	76	70	1.2	Y	Y	N	Y
NSW8_2d	16	Planned	75	70	76	70	1.2	Y	Y	N	Y
NSW8_2d	17	Planned	75	70	76	70	1.2	Y	Y	N	Y
NSW8_2d	18	Planned	75	70	76	70	1.2	Y	Y	N	Y
NSW8_2d	19	Planned	75	70	76	70	1.3	Y	Y	N	Y
NSW8_2d	20	Planned	75	70	76	70	1.3	Y	Y	N	Y
NSW8_2d	21	Planned	75	70	76	70	1.2	Y	Y	N	Y
NSW8_2d	22	Planned	75	70	76	70	1.3	Y	Y	N	Y
NSW8_2d	23	Planned	75	70	76	70	1.3	Y	Y	N	Y
NSW8_2d	24	Planned	75	70	76	70	1.3	Y	Y	N	Y
NSW8_2d	25	Planned	75	70	76	70	1.3	Y	Y	N	Y
NSW8_2d	26	Planned	75	70	76	70	1.3	Y	Y	N	Y
NSW8_2d	27	Planned	75	70	76	70	1.3	Y	Y	N	Y
NSW8_3a	1	Planned	73	78	79	70	6.0	Y	Y	Y	Y
NSW8_3a	2	Planned	73	78	80	70	6.1	Y	Y	Y	Y
NSW8_3a	3	Planned	73	79	80	70	6.3	Y	Y	Y	Y
NSW8_3b	1	Planned	77	67	77	70	0.5	N	Y	N	N
NSW8_3b	2	Planned	77	68	77	70	0.6	N	Y	N	N
NSW8_3b	3	Planned	77	69	78	70	0.6	N	Y	N	N
NSW7_1	1	Planned	46	44	48	70	2.1	Y	N	N	N
NSW7_1	2	Planned	48	46	50	70	2.0	Y	N	N	N
NSW7_1	3	Planned	51	48	53	70	2.0	Y	N	N	N
NSW7_1	4	Planned	54	51	56	70	2.1	Y	N	N	N
NSW7_1	5	Planned	57	55	59	70	2.1	Y	N	N	N
NSW7_1	6	Planned	62	58	64	70	1.3	Y	N	N	N
NSW7_1	7	Planned	67	59	67	70	0.6	N	N	N	N
NSW7_1	8	Planned	68	59	69	70	0.5	N	N	N	N
NSW7_1	9	Planned	68	59	69	70	0.5	N	N	N	N
NSW7_1	10	Planned	68	60	69	70	0.5	N	N	N	N
NSW7_1	11	Planned	68	60	69	70	0.6	N	N	N	N
NSW7_1	12	Planned	68	60	69	70	0.6	N	N	N	N
NSW7_1	13	Planned	68	61	69	70	0.7	N	N	N	N
NSW7_1	14	Planned	68	61	69	70	0.7	N	N	N	N
NSW7_1	15	Planned	68	62	69	70	0.8	N	N	N	N
NSW7_2	1	Planned	64	55	64	70	0.5	N	N	N	N
NSW7_2	2	Planned	64	56	65	70	0.7	N	N	N	N
NSW7_2	3	Planned	64	57	65	70	0.7	N	N	N	N
NSW7_2	4	Planned	65	58	66	70	0.6	N	N	N	N
NSW7_2	5	Planned	66	58	67	70	0.7	N	N	N	N
NSW7_2	6	Planned	67	59	67	70	0.7	N	N	N	N
NSW7_2	7	Planned	67	59	68	70	0.7	N	N	N	N
NSW7_2	8	Planned	67	60	68	70	0.7	N	N	N	N
NSW7_2	9	Planned	67	60	68	70	0.7	N	N	N	N
NSW7_2	10	Planned	68	60	68	70	0.8	N	N	N	N
NSW7_2	11	Planned	68	61	68	70	0.8	N	N	N	N
NSW7_2	12	Planned	68	61	69	70	0.9	N	N	N	N
NSW7_2	13	Planned	68	61	69	70	0.9	N	N	N	N
NSW7_2	14	Planned	68	62	69	70	1.0	Y	N	N	N
NSW7_2	15	Planned	68	62	69	70	1.0	Y	N	N	N
NSW7_3	1	Planned	62	55	63	70	0.9	N	N	N	N
NSW7_3	2	Planned	62	56	63	70	0.9	N	N	N	N
NSW7_3	3	Planned	63	56	64	70	1.0	Y	N	N	N
NSW7_3	4	Planned	63	57	64	70	1.0	Y	N	N	N
NSW7_3	5	Planned	64	58	65	70	0.9	N	N	N	N
NSW7_3	6	Planned	65	59	66	70	1.0	Y	N	N	N
NSW7_3	7	Planned	66	60	67	70	0.9	N	N	N	N
NSW7_3	8	Planned	67	61	68	70	0.9	N	N	N	N
NSW7_3	9	Planned	68	61	69	70	0.8	N	N	N	N
NSW7_3	10	Planned	69	62	70	70	0.8	N	N	N	N
NSW7_3	11	Planned	69	62	70	70	0.8	N	N	N	N
NSW7_3	12	Planned	70	63	70	70	0.8	N	N	N	N
NSW7_3	13	Planned	70	63	71	70	0.8	N	Y	N	N
NSW7_3	14	Planned	70	63	71	70	0.8	N	Y	N	N
NSW7_3	15	Planned	70	63	71	70	0.7	N	Y	N	N
NSW348	1	Planned	75	57	75	70	0.1	N	Y	N	N
NSW348	2	Planned	75	58	75	70	0.1	N	Y	N	N
NSW348	3	Planned	75	58	75	70	0.1	N	Y	N	N
NSW349	1	Planned	75	58	75	70	0.0	N	Y	N	N
NSW349	2	Planned	75	58	75	70	0.0	N	Y	N	N
NSW349	3	Planned	75	58	75	70	0.1	N	Y	N	N
NSW314_1	1	Planned	57	38	57	70	0.0	N	N	N	N
NSW314_1	2	Planned	58	41	58	70	0.1	N	N	N	N
NSW314_1	3	Planned	60	46	61	70	0.2	N	N	N	N
NSW314_2	1	Planned	56	43	56	70	0.3	N	N	N	N
NSW314_2	2	Planned	61	51	61	70	0.5	N	N	N	N
NSW314_2	3	Planned	68	57	68	70	0.4	N	N	N	N
NTM1	1	Planned	65	69	70	70	5.5	Y	N	N	N
NTM1	2	Planned	65	69	70	70	5.7	Y	N	N	N
NTM1	3	Planned	65	69	71	70	6.0	Y	Y	N	Y
NTM1	4	Planned	64	70	71	70	6.3	Y	Y	N	Y
NTM1	5	Planned	64	70	71	70	6.5	Y	Y	N	Y
NTM1	6	Planned	64	70	71	70	6.8	Y	Y	N	Y
NTM1	7	Planned	64	70	71	70	7.0	Y	Y	N	Y
NTM1	8	Planned	64	70	71	70	7.2	Y	Y	N	Y
NTM1	9	Planned	64	71	72	70	7.5	Y	Y	Y	Y
NTM1	10	Planned	64	71	72	70	7.7	Y	Y	Y	Y
NTM1	11	Planned	64	71	72	70	8.0	Y	Y	Y	Y
NTM1	12	Planned	64	71	72	70	8.1	Y	Y	Y	Y
NTM1	13	Planned	64	71	72	70	8.3	Y	Y	Y	Y
NTM1	14	Planned	64	71	72	70	8.4	Y	Y	Y	Y
NTM1	15	Planned	64	72	72	70	8.6	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NTM1	16	Planned	63	72	72	70	8.7	Y	Y	Y	Y
NTM1	17	Planned	63	72	72	70	8.9	Y	Y	Y	Y
NTM1	18	Planned	63	72	72	70	8.9	Y	Y	Y	Y
NTM1	19	Planned	63	72	72	70	9.0	Y	Y	Y	Y
NTM1	20	Planned	63	72	72	70	9.2	Y	Y	Y	Y
NTM1	21	Planned	63	72	72	70	9.3	Y	Y	Y	Y
NTM1	22	Planned	63	72	72	70	9.4	Y	Y	Y	Y
NTM1	23	Planned	63	72	72	70	9.6	Y	Y	Y	Y
NTM1	24	Planned	63	72	72	70	9.6	Y	Y	Y	Y
NTM1	25	Planned	63	72	72	70	9.6	Y	Y	Y	Y
NTM1	26	Planned	63	72	72	70	9.7	Y	Y	Y	Y
NTM1	27	Planned	63	72	72	70	9.9	Y	Y	Y	Y
NTM1	28	Planned	62	72	72	70	10.0	Y	Y	Y	Y
NTM1	29	Planned	62	72	72	70	10.0	Y	Y	Y	Y
NTM1	30	Planned	62	72	72	70	10.1	Y	Y	Y	Y
NTM1	31	Planned	62	72	72	70	10.1	Y	Y	Y	Y
NTM1	32	Planned	62	72	72	70	10.3	Y	Y	Y	Y
NTM1	33	Planned	62	72	72	70	10.3	Y	Y	Y	Y
NTM1	34	Planned	62	72	72	70	10.4	Y	Y	Y	Y
NTM1	35	Planned	62	72	72	70	10.4	Y	Y	Y	Y
NTM1	36	Planned	62	72	72	70	10.5	Y	Y	Y	Y
NTM1	37	Planned	62	72	72	70	10.5	Y	Y	Y	Y
NTM1	38	Planned	62	72	72	70	10.6	Y	Y	Y	Y
NTM1	39	Planned	62	72	72	70	10.6	Y	Y	Y	Y
NTM1	40	Planned	62	72	72	70	10.7	Y	Y	Y	Y
NTM1	41	Planned	62	72	72	70	10.8	Y	Y	Y	Y
NTM1	42	Planned	62	72	72	70	10.8	Y	Y	Y	Y
NTM1	43	Planned	61	72	72	70	10.9	Y	Y	Y	Y
NTM1	44	Planned	61	72	72	70	10.8	Y	Y	Y	Y
NTM1	45	Planned	61	72	72	70	10.9	Y	Y	Y	Y
NTM1	46	Planned	61	72	72	70	11.0	Y	Y	Y	Y
NTM1	47	Planned	61	72	72	70	11.0	Y	Y	Y	Y
NTM2	1	Planned	70	69	73	70	2.5	Y	Y	N	Y
NTM2	2	Planned	70	70	73	70	2.8	Y	Y	N	Y
NTM2	3	Planned	70	70	73	70	3.1	Y	Y	N	Y
NTM2	4	Planned	70	70	73	70	3.3	Y	Y	N	Y
NTM2	5	Planned	69	70	73	70	3.7	Y	Y	N	Y
NTM2	6	Planned	69	71	73	70	4.0	Y	Y	Y	Y
NTM2	7	Planned	69	71	73	70	4.3	Y	Y	Y	Y
NTM2	8	Planned	69	71	73	70	4.6	Y	Y	Y	Y
NTM2	9	Planned	68	72	73	70	4.9	Y	Y	Y	Y
NTM2	10	Planned	68	72	73	70	5.2	Y	Y	Y	Y
NTM2	11	Planned	68	72	74	70	5.5	Y	Y	Y	Y
NTM2	12	Planned	68	72	74	70	5.7	Y	Y	Y	Y
NTM2	13	Planned	68	72	74	70	5.9	Y	Y	Y	Y
NTM2	14	Planned	68	72	74	70	6.0	Y	Y	Y	Y
NTM2	15	Planned	67	73	74	70	6.3	Y	Y	Y	Y
NTM2	16	Planned	67	73	74	70	6.4	Y	Y	Y	Y
NTM2	17	Planned	67	73	74	70	6.6	Y	Y	Y	Y
NTM2	18	Planned	67	73	74	70	6.7	Y	Y	Y	Y
NTM2	19	Planned	67	73	74	70	6.9	Y	Y	Y	Y
NTM2	20	Planned	67	73	74	70	7.0	Y	Y	Y	Y
NTM2	21	Planned	67	73	74	70	7.1	Y	Y	Y	Y
NTM2	22	Planned	66	73	74	70	7.3	Y	Y	Y	Y
NTM2	23	Planned	66	73	74	70	7.4	Y	Y	Y	Y
NTM2	24	Planned	66	73	74	70	7.5	Y	Y	Y	Y
NTM3	1	Planned	69	69	72	70	3.0	Y	Y	N	Y
NTM3	2	Planned	69	69	72	70	3.3	Y	Y	N	Y
NTM3	3	Planned	68	69	72	70	3.4	Y	Y	N	Y
NTM3	4	Planned	68	70	72	70	3.7	Y	Y	N	Y
NTM3	5	Planned	68	70	72	70	4.0	Y	Y	N	Y
NTM3	6	Planned	68	70	72	70	4.2	Y	Y	N	Y
NTM3	7	Planned	68	70	72	70	4.5	Y	Y	N	Y
NTM3	8	Planned	68	70	72	70	4.6	Y	Y	N	Y
NTM3	9	Planned	67	71	72	70	4.9	Y	Y	Y	Y
NTM3	10	Planned	67	71	72	70	5.1	Y	Y	Y	Y
NTM3	11	Planned	67	71	72	70	5.3	Y	Y	Y	Y
NTM3	12	Planned	67	71	72	70	5.6	Y	Y	Y	Y
NTM3	13	Planned	67	71	72	70	5.7	Y	Y	Y	Y
NTM3	14	Planned	67	71	73	70	5.9	Y	Y	Y	Y
NTM3	15	Planned	66	71	73	70	6.1	Y	Y	Y	Y
NTM3	16	Planned	66	71	73	70	6.2	Y	Y	Y	Y
NTM3	17	Planned	66	71	73	70	6.3	Y	Y	Y	Y
NTM3	18	Planned	66	71	73	70	6.5	Y	Y	Y	Y
NTM3	19	Planned	66	72	73	70	6.7	Y	Y	Y	Y
NTM3	20	Planned	66	72	73	70	6.8	Y	Y	Y	Y
NTM3	21	Planned	66	72	73	70	6.9	Y	Y	Y	Y
NTM3	22	Planned	66	72	73	70	7.0	Y	Y	Y	Y
NTM3	23	Planned	65	72	73	70	7.2	Y	Y	Y	Y
NTM3	24	Planned	65	72	73	70	7.3	Y	Y	Y	Y
NTM4	1	Planned	68	61	69	70	0.8	N	N	N	N
NTM4	2	Planned	68	61	69	70	0.8	N	N	N	N
NTM4	3	Planned	68	61	69	70	0.8	N	N	N	N
NTM4	4	Planned	68	61	69	70	0.9	N	N	N	N
NTM4	5	Planned	68	61	69	70	0.9	N	N	N	N
NTM4	6	Planned	68	61	68	70	0.9	N	N	N	N
NTM4	7	Planned	67	61	68	70	0.9	N	N	N	N
NTM4	8	Planned	67	61	68	70	1.0	Y	N	N	N
NTM4	9	Planned	67	61	68	70	1.1	Y	N	N	N
NTM4	10	Planned	67	61	68	70	1.1	Y	N	N	N
NTM4	11	Planned	67	61	68	70	1.2	Y	N	N	N
NTM4	12	Planned	67	61	68	70	1.2	Y	N	N	N
NTM4	13	Planned	66	62	68	70	1.3	Y	N	N	N
NTM4	14	Planned	66	62	68	70	1.3	Y	N	N	N
NTM4	15	Planned	66	62	67	70	1.3	Y	N	N	N
NTM4	16	Planned	66	62	67	70	1.4	Y	N	N	N
NTM4	17	Planned	66	62	67	70	1.4	Y	N	N	N
NTM4	18	Planned	66	62	67	70	1.4	Y	N	N	N
NTM4	19	Planned	66	62	67	70	1.5	Y	N	N	N
NTM4	20	Planned	66	62	67	70	1.5	Y	N	N	N
NTM4	21	Planned	65	62	67	70	1.6	Y	N	N	N

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NTM4	22	Planned	65	62	67	70	1.7	Y	N	N	N
NTM4	23	Planned	65	62	67	70	1.7	Y	N	N	N
NTM4	24	Planned	65	62	67	70	1.7	Y	N	N	N
NTM4	25	Planned	65	62	67	70	1.8	Y	N	N	N
NTM4	26	Planned	65	62	67	70	1.8	Y	N	N	N
NTM4	27	Planned	65	62	67	70	1.9	Y	N	N	N
NTM4	28	Planned	65	62	67	70	1.9	Y	N	N	N
NTM4	29	Planned	65	62	66	70	1.9	Y	N	N	N
NTM4	30	Planned	64	62	66	70	2.0	Y	N	N	N
NTM4	31	Planned	64	62	66	70	2.0	Y	N	N	N
NTM4	32	Planned	64	62	66	70	2.1	Y	N	N	N
NTM4	33	Planned	64	62	66	70	2.1	Y	N	N	N
NTM4	34	Planned	64	62	66	70	2.2	Y	N	N	N
NTM4	35	Planned	64	62	66	70	2.2	Y	N	N	N
NTM4	36	Planned	64	62	66	70	2.1	Y	N	N	N
NTM4	37	Planned	64	62	66	70	2.2	Y	N	N	N
NTM4	38	Planned	64	62	66	70	2.3	Y	N	N	N
NTM4	39	Planned	64	62	66	70	2.3	Y	N	N	N
NTM4	40	Planned	64	62	66	70	2.3	Y	N	N	N
NTM4	41	Planned	64	62	66	70	2.3	Y	N	N	N
NTM4	42	Planned	63	62	66	70	2.4	Y	N	N	N
NTM5	1	Planned	54	70	70	70	15.6	Y	N	N	N
NTM5	2	Planned	54	71	71	70	16.6	Y	Y	Y	Y
NTM5	3	Planned	54	71	72	70	17.5	Y	Y	Y	Y
NTM5	4	Planned	54	72	72	70	18.3	Y	Y	Y	Y
NTM5	5	Planned	54	73	73	70	19.1	Y	Y	Y	Y
NTM5	6	Planned	54	73	73	70	19.7	Y	Y	Y	Y
NTM5	7	Planned	54	74	74	70	20.3	Y	Y	Y	Y
NTM5	8	Planned	54	74	74	70	20.7	Y	Y	Y	Y
NTM5	9	Planned	53	74	74	70	21.0	Y	Y	Y	Y
NTM5	10	Planned	53	75	75	70	21.3	Y	Y	Y	Y
NTM5	11	Planned	53	75	75	70	21.5	Y	Y	Y	Y
NTM5	12	Planned	53	75	75	70	21.6	Y	Y	Y	Y
NTM5	13	Planned	53	75	75	70	21.8	Y	Y	Y	Y
NTM5	14	Planned	53	75	75	70	21.9	Y	Y	Y	Y
NTM5	15	Planned	53	75	75	70	22.0	Y	Y	Y	Y
NTM5	16	Planned	53	75	75	70	22.1	Y	Y	Y	Y
NTM5	17	Planned	53	75	75	70	22.2	Y	Y	Y	Y
NTM5	18	Planned	53	75	75	70	22.3	Y	Y	Y	Y
NTM5	19	Planned	53	75	75	70	22.3	Y	Y	Y	Y
NTM5	20	Planned	53	75	75	70	22.3	Y	Y	Y	Y
NTM6	1	Planned	51	73	73	70	21.3	Y	Y	Y	Y
NTM6	2	Planned	51	74	74	70	22.3	Y	Y	Y	Y
NTM6	3	Planned	51	74	74	70	23.2	Y	Y	Y	Y
NTM6	4	Planned	51	75	75	70	23.9	Y	Y	Y	Y
NTM6	5	Planned	51	75	75	70	24.4	Y	Y	Y	Y
NTM6	6	Planned	51	76	76	70	24.8	Y	Y	Y	Y
NTM6	7	Planned	51	76	76	70	25.1	Y	Y	Y	Y
NTM6	8	Planned	51	76	76	70	25.4	Y	Y	Y	Y
NTM6	9	Planned	51	76	76	70	25.5	Y	Y	Y	Y
NTM6	10	Planned	50	76	76	70	25.7	Y	Y	Y	Y
NTM6	11	Planned	50	76	76	70	25.8	Y	Y	Y	Y
NTM6	12	Planned	50	76	76	70	25.9	Y	Y	Y	Y
NTM6	13	Planned	50	76	76	70	25.9	Y	Y	Y	Y
NTM6	14	Planned	50	76	76	70	26.0	Y	Y	Y	Y
NTM6	15	Planned	50	76	76	70	26.1	Y	Y	Y	Y
NTM6	16	Planned	50	76	76	70	26.2	Y	Y	Y	Y
NTM6	17	Planned	50	76	76	70	26.1	Y	Y	Y	Y
NTM6	18	Planned	50	76	76	70	26.2	Y	Y	Y	Y
NTM6	19	Planned	50	76	76	70	26.2	Y	Y	Y	Y
NTM6	20	Planned	50	76	76	70	26.2	Y	Y	Y	Y
NTM6	21	Planned	50	76	76	70	26.2	Y	Y	Y	Y
NTM6	22	Planned	50	76	76	70	26.3	Y	Y	Y	Y
NTM6	23	Planned	50	76	76	70	26.2	Y	Y	Y	Y
NTM6	24	Planned	49	76	76	70	26.3	Y	Y	Y	Y
NTM6	25	Planned	49	76	76	70	26.2	Y	Y	Y	Y
NTM6	26	Planned	49	76	76	70	26.2	Y	Y	Y	Y
NTM6	27	Planned	49	76	76	70	26.2	Y	Y	Y	Y
NTM7	1	Planned	44	75	75	70	31.0	Y	Y	Y	Y
NTM7	2	Planned	44	76	76	70	31.9	Y	Y	Y	Y
NTM7	3	Planned	44	77	77	70	32.5	Y	Y	Y	Y
NTM7	4	Planned	44	77	77	70	32.8	Y	Y	Y	Y
NTM7	5	Planned	44	77	77	70	33.0	Y	Y	Y	Y
NTM7	6	Planned	44	77	77	70	33.1	Y	Y	Y	Y
NTM7	7	Planned	44	77	77	70	33.1	Y	Y	Y	Y
NTM7	8	Planned	44	77	77	70	33.1	Y	Y	Y	Y
NTM7	9	Planned	44	77	77	70	33.1	Y	Y	Y	Y
NTM7	10	Planned	44	77	77	70	33.0	Y	Y	Y	Y
NTM7	11	Planned	44	77	77	70	32.9	Y	Y	Y	Y
NTM7	12	Planned	44	77	77	70	32.9	Y	Y	Y	Y
NTM7	13	Planned	44	77	77	70	32.8	Y	Y	Y	Y
NTM7	14	Planned	44	77	77	70	32.7	Y	Y	Y	Y
NTM7	15	Planned	44	77	77	70	32.7	Y	Y	Y	Y
NTM7	16	Planned	44	77	77	70	32.5	Y	Y	Y	Y
NTM7	17	Planned	44	77	77	70	32.3	Y	Y	Y	Y
NTM7	18	Planned	44	77	77	70	32.1	Y	Y	Y	Y
NTM7	19	Planned	44	77	77	70	32.1	Y	Y	Y	Y
NTM7	20	Planned	44	76	76	70	32.0	Y	Y	Y	Y
NTM7	21	Planned	45	76	76	70	31.8	Y	Y	Y	Y
NTM7	22	Planned	45	76	76	70	31.7	Y	Y	Y	Y
NTM7	23	Planned	45	76	76	70	31.6	Y	Y	Y	Y
NTM7	24	Planned	45	76	76	70	31.5	Y	Y	Y	Y
NTM7	25	Planned	45	76	76	70	31.4	Y	Y	Y	Y
NTM7	26	Planned	45	76	76	70	31.3	Y	Y	Y	Y
NTM7	27	Planned	45	76	76	70	31.2	Y	Y	Y	Y
NTM8	1	Planned	45	79	79	70	34.0	Y	Y	Y	Y
NTM8	2	Planned	45	79	79	70	34.6	Y	Y	Y	Y
NTM8	3	Planned	45	79	79	70	34.8	Y	Y	Y	Y
NTM8	4	Planned	45	79	79	70	34.7	Y	Y	Y	Y
NTM8	5	Planned	45	79	79	70	34.7	Y	Y	Y	Y
NTM8	6	Planned	45	79	79	70	34.8	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NTM8	7	Planned	45	79	79	70	34.7	Y	Y	Y	Y
NTM8	8	Planned	45	79	79	70	34.6	Y	Y	Y	Y
NTM8	9	Planned	45	79	79	70	34.5	Y	Y	Y	Y
NTM8	10	Planned	45	79	79	70	34.4	Y	Y	Y	Y
NTM8	11	Planned	45	79	79	70	34.3	Y	Y	Y	Y
NTM8	12	Planned	45	79	79	70	34.2	Y	Y	Y	Y
NTM8	13	Planned	45	79	79	70	34.1	Y	Y	Y	Y
NTM8	14	Planned	45	78	78	70	33.9	Y	Y	Y	Y
NTM8	15	Planned	45	78	78	70	33.8	Y	Y	Y	Y
NTM8	16	Planned	45	78	78	70	33.6	Y	Y	Y	Y
NTM8	17	Planned	45	78	78	70	33.4	Y	Y	Y	Y
NTM8	18	Planned	45	78	78	70	33.2	Y	Y	Y	Y
NTM8	19	Planned	45	78	78	70	33.1	Y	Y	Y	Y
NTM8	20	Planned	45	78	78	70	33.0	Y	Y	Y	Y
NTM8	21	Planned	45	78	78	70	32.9	Y	Y	Y	Y
NTM8	22	Planned	45	78	78	70	32.8	Y	Y	Y	Y
NTM8	23	Planned	45	77	77	70	32.7	Y	Y	Y	Y
NTM8	24	Planned	45	77	77	70	32.6	Y	Y	Y	Y
NTM8	25	Planned	45	77	77	70	32.6	Y	Y	Y	Y
NTM8	26	Planned	45	77	77	70	32.4	Y	Y	Y	Y
NTM8	27	Planned	45	77	77	70	32.3	Y	Y	Y	Y
NTM9	1	Planned	36	74	74	70	37.1	Y	Y	Y	Y
NTM9	2	Planned	36	74	74	70	37.8	Y	Y	Y	Y
NTM9	3	Planned	36	75	75	70	38.3	Y	Y	Y	Y
NTM9	4	Planned	36	75	75	70	38.6	Y	Y	Y	Y
NTM9	5	Planned	36	75	75	70	38.8	Y	Y	Y	Y
NTM9	6	Planned	36	75	75	70	38.9	Y	Y	Y	Y
NTM9	7	Planned	36	75	75	70	39.0	Y	Y	Y	Y
NTM9	8	Planned	36	75	75	70	39.0	Y	Y	Y	Y
NTM9	9	Planned	36	75	75	70	39.0	Y	Y	Y	Y
NTM9	10	Planned	36	75	75	70	39.0	Y	Y	Y	Y
NTM9	11	Planned	36	75	75	70	39.0	Y	Y	Y	Y
NTM9	12	Planned	36	75	75	70	39.0	Y	Y	Y	Y
NTM9	13	Planned	36	75	75	70	39.0	Y	Y	Y	Y
NTM9	14	Planned	37	75	75	70	38.8	Y	Y	Y	Y
NTM9	15	Planned	37	75	75	70	38.7	Y	Y	Y	Y
NTM9	16	Planned	37	75	75	70	38.4	Y	Y	Y	Y
NTM9	17	Planned	37	75	75	70	38.2	Y	Y	Y	Y
NTM9	18	Planned	37	75	75	70	38.0	Y	Y	Y	Y
NTM9	19	Planned	37	75	75	70	37.9	Y	Y	Y	Y
NTM9	20	Planned	37	75	75	70	37.8	Y	Y	Y	Y
NTM9	21	Planned	37	75	75	70	37.7	Y	Y	Y	Y
NTM9	22	Planned	37	75	75	70	37.6	Y	Y	Y	Y
NTM9	23	Planned	37	75	75	70	37.7	Y	Y	Y	Y
NTM9	24	Planned	37	75	75	70	37.6	Y	Y	Y	Y
NTM9	25	Planned	37	75	75	70	37.5	Y	Y	Y	Y
NTM9	26	Planned	37	75	75	70	37.4	Y	Y	Y	Y
NTM9	27	Planned	37	75	75	70	37.4	Y	Y	Y	Y
NTM10	1	Planned	0	76	76	70	76.2	Y	Y	Y	Y
NTM10	2	Planned	0	77	77	70	76.9	Y	Y	Y	Y
NTM10	3	Planned	0	77	77	70	77.2	Y	Y	Y	Y
NTM10	4	Planned	0	77	77	70	77.4	Y	Y	Y	Y
NTM10	5	Planned	0	77	77	70	77.4	Y	Y	Y	Y
NTM10	6	Planned	0	77	77	70	77.4	Y	Y	Y	Y
NTM10	7	Planned	0	77	77	70	77.3	Y	Y	Y	Y
NTM10	8	Planned	0	77	77	70	77.2	Y	Y	Y	Y
NTM10	9	Planned	0	77	77	70	77.1	Y	Y	Y	Y
NTM10	10	Planned	0	77	77	70	77.0	Y	Y	Y	Y
NTM10	11	Planned	0	77	77	70	76.9	Y	Y	Y	Y
NTM10	12	Planned	0	77	77	70	76.8	Y	Y	Y	Y
NTM10	13	Planned	0	77	77	70	76.6	Y	Y	Y	Y
NTM10	14	Planned	0	77	77	70	76.5	Y	Y	Y	Y
NTM10	15	Planned	0	76	76	70	76.4	Y	Y	Y	Y
NTM10	16	Planned	0	76	76	70	76.3	Y	Y	Y	Y
NTM10	17	Planned	0	76	76	70	76.1	Y	Y	Y	Y
NTM10	18	Planned	0	76	76	70	76.0	Y	Y	Y	Y
NTM10	19	Planned	0	76	76	70	75.9	Y	Y	Y	Y
NTM10	20	Planned	0	76	76	70	75.8	Y	Y	Y	Y
NTM10	21	Planned	0	76	76	70	75.7	Y	Y	Y	Y
NTM10	22	Planned	0	76	76	70	75.6	Y	Y	Y	Y
NTM10	23	Planned	0	75	75	70	75.4	Y	Y	Y	Y
NTM10	24	Planned	0	75	75	70	75.4	Y	Y	Y	Y
NTM10	25	Planned	0	75	75	70	75.3	Y	Y	Y	Y
NTM10	26	Planned	0	75	75	70	75.1	Y	Y	Y	Y
NTM10	27	Planned	0	75	75	70	75.1	Y	Y	Y	Y
NTM11	1	Planned	31	75	75	70	43.5	Y	Y	Y	Y
NTM11	2	Planned	31	75	75	70	44.5	Y	Y	Y	Y
NTM11	3	Planned	31	76	76	70	45.0	Y	Y	Y	Y
NTM11	4	Planned	31	76	76	70	45.3	Y	Y	Y	Y
NTM11	5	Planned	31	76	76	70	45.4	Y	Y	Y	Y
NTM11	6	Planned	31	76	76	70	45.5	Y	Y	Y	Y
NTM11	7	Planned	31	76	76	70	45.6	Y	Y	Y	Y
NTM11	8	Planned	31	76	76	70	45.5	Y	Y	Y	Y
NTM11	9	Planned	31	76	76	70	45.4	Y	Y	Y	Y
NTM11	10	Planned	31	76	76	70	45.4	Y	Y	Y	Y
NTM11	11	Planned	31	76	76	70	45.4	Y	Y	Y	Y
NTM11	12	Planned	31	76	76	70	45.3	Y	Y	Y	Y
NTM11	13	Planned	31	76	76	70	45.2	Y	Y	Y	Y
NTM11	14	Planned	31	76	76	70	45.1	Y	Y	Y	Y
NTM11	15	Planned	31	76	76	70	45.0	Y	Y	Y	Y
NTM11	16	Planned	31	76	76	70	44.9	Y	Y	Y	Y
NTM11	17	Planned	31	76	76	70	44.8	Y	Y	Y	Y
NTM11	18	Planned	31	75	75	70	44.7	Y	Y	Y	Y
NTM11	19	Planned	31	75	75	70	44.6	Y	Y	Y	Y
NTM11	20	Planned	31	75	75	70	44.6	Y	Y	Y	Y
NTM11	21	Planned	31	75	75	70	44.6	Y	Y	Y	Y
NTM11	22	Planned	31	75	75	70	44.4	Y	Y	Y	Y
NTM11	23	Planned	31	75	75	70	44.5	Y	Y	Y	Y
NTM11	24	Planned	31	75	75	70	44.4	Y	Y	Y	Y
NTM11	25	Planned	31	75	75	70	44.3	Y	Y	Y	Y
NTM11	26	Planned	30	75	75	70	44.3	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NTM11	27	Planned	30	75	75	70	44.3	Y	Y	Y	Y
NTM12	1	Planned	2	72	72	70	69.8	Y	Y	Y	Y
NTM12	2	Planned	2	73	73	70	70.8	Y	Y	Y	Y
NTM12	3	Planned	2	73	73	70	71.7	Y	Y	Y	Y
NTM12	4	Planned	2	74	74	70	72.0	Y	Y	Y	Y
NTM12	5	Planned	2	74	74	70	72.3	Y	Y	Y	Y
NTM12	6	Planned	2	74	74	70	72.5	Y	Y	Y	Y
NTM12	7	Planned	2	74	74	70	72.8	Y	Y	Y	Y
NTM12	8	Planned	2	74	74	70	72.8	Y	Y	Y	Y
NTM12	9	Planned	2	75	75	70	72.9	Y	Y	Y	Y
NTM12	10	Planned	2	75	75	70	72.9	Y	Y	Y	Y
NTM12	11	Planned	2	75	75	70	72.9	Y	Y	Y	Y
NTM12	12	Planned	2	75	75	70	72.9	Y	Y	Y	Y
NTM12	13	Planned	2	74	74	70	72.9	Y	Y	Y	Y
NTM12	14	Planned	2	74	74	70	72.9	Y	Y	Y	Y
NTM12	15	Planned	2	74	74	70	72.8	Y	Y	Y	Y
NTM12	16	Planned	2	74	74	70	72.8	Y	Y	Y	Y
NTM12	17	Planned	2	74	74	70	72.6	Y	Y	Y	Y
NTM12	18	Planned	1	74	74	70	72.7	Y	Y	Y	Y
NTM12	19	Planned	1	74	74	70	72.6	Y	Y	Y	Y
NTM12	20	Planned	1	74	74	70	72.6	Y	Y	Y	Y
NTM12	21	Planned	1	74	74	70	72.5	Y	Y	Y	Y
NTM12	22	Planned	1	74	74	70	72.5	Y	Y	Y	Y
NTM12	23	Planned	1	74	74	70	72.5	Y	Y	Y	Y
NTM12	24	Planned	1	74	74	70	72.5	Y	Y	Y	Y
NTM12	25	Planned	1	74	74	70	72.4	Y	Y	Y	Y
NTM12	26	Planned	1	74	74	70	72.4	Y	Y	Y	Y
NTM12	27	Planned	2	74	74	70	71.7	Y	Y	Y	Y
KTSIS1	1	Planned	32	53	53	70	20.8	Y	N	N	N
KTSIS1	2	Planned	32	54	54	70	22.1	Y	N	N	N
KTSIS1	3	Planned	33	56	56	70	23.3	Y	N	N	N
KTSIS1	4	Planned	33	58	58	70	24.3	Y	N	N	N
KTSIS2	1	Planned	24	44	44	70	20.0	Y	N	N	N
KTSIS2	2	Planned	24	45	45	70	20.6	Y	N	N	N
KTSIS2	3	Planned	25	46	46	70	21.0	Y	N	N	N
KTSIS2	4	Planned	26	47	47	70	21.4	Y	N	N	N
KTSIS2	5	Planned	26	48	48	70	21.7	Y	N	N	N
KTSIS2	6	Planned	28	49	49	70	21.3	Y	N	N	N
KTSIS2	7	Planned	29	50	50	70	20.8	Y	N	N	N
KTSIS2	8	Planned	31	51	51	70	20.0	Y	N	N	N
KTSIS2	9	Planned	34	54	54	70	19.7	Y	N	N	N
KTSIS2	10	Planned	37	58	58	70	20.4	Y	N	N	N
KTN2	1	Planned	64	51	65	65	0.2	N	N	N	N
KTN2	2	Planned	65	54	65	65	0.3	N	Y	N	N
KTN2	3	Planned	65	55	66	65	0.4	N	Y	N	N
KTN2	4	Planned	66	55	66	65	0.4	N	Y	N	N
KTN2	5	Planned	66	55	67	65	0.4	N	Y	N	N
KTN2	6	Planned	67	56	67	65	0.4	N	Y	N	N
KTN2	7	Planned	67	57	67	65	0.4	N	Y	N	N
KTN2	8	Planned	68	57	68	65	0.4	N	Y	N	N
KTN3	1	Planned	43	29	43	65	0.2	N	N	N	N
KTN3	2	Planned	43	30	44	65	0.2	N	N	N	N
KTN3	3	Planned	44	31	44	65	0.2	N	N	N	N
KTN3	4	Planned	45	33	45	65	0.3	N	N	N	N
KTN3	5	Planned	46	34	47	65	0.2	N	N	N	N
KTN3	6	Planned	48	36	48	65	0.3	N	N	N	N
KTN3	7	Planned	50	39	50	65	0.4	N	N	N	N
KTN3	8	Planned	52	41	53	65	0.4	N	N	N	N
KTN4	1	Planned	62	37	62	70	0.0	N	N	N	N
KTN4	2	Planned	63	38	63	70	0.0	N	N	N	N
KTN4	3	Planned	64	40	64	70	0.0	N	N	N	N
KTN4	4	Planned	65	41	65	70	0.0	N	N	N	N
KTN4	5	Planned	66	42	66	70	0.0	N	N	N	N
KTN4	6	Planned	67	42	67	70	0.0	N	N	N	N
KTN4	7	Planned	67	42	67	70	0.0	N	N	N	N
KTN4	8	Planned	68	42	68	70	0.0	N	N	N	N
KTN4	9	Planned	68	42	68	70	0.0	N	N	N	N
KTN4	10	Planned	69	42	69	70	0.0	N	N	N	N
KTN4	11	Planned	69	42	69	70	0.0	N	N	N	N
KTN4	12	Planned	70	42	70	70	0.0	N	N	N	N
KTN4	13	Planned	70	42	70	70	0.0	N	N	N	N
KTN4	14	Planned	70	42	70	70	0.0	N	N	N	N
KTN4	15	Planned	71	42	71	70	0.0	N	Y	N	N
KTN4	16	Planned	71	42	71	70	0.0	N	Y	N	N
KTN5	1	Planned	70	33	70	70	0.0	N	N	N	N
KTN5	2	Planned	70	34	70	70	0.0	N	N	N	N
KTN5	3	Planned	69	35	69	70	0.0	N	N	N	N
KTN5	4	Planned	69	36	69	70	0.0	N	N	N	N
KTN5	5	Planned	69	37	69	70	0.0	N	N	N	N
KTN5	6	Planned	69	38	69	70	0.1	N	N	N	N
KTN5	7	Planned	69	40	69	70	0.0	N	N	N	N
KTN5	8	Planned	68	42	68	70	0.1	N	N	N	N
KTN5	9	Planned	68	44	68	70	0.0	N	N	N	N
KTN5	10	Planned	68	45	68	70	0.0	N	N	N	N
KTN5	11	Planned	68	46	68	70	0.1	N	N	N	N
KTN5	12	Planned	68	47	68	70	0.0	N	N	N	N
KTN5	13	Planned	68	48	68	70	0.0	N	N	N	N
KTN5	14	Planned	68	48	68	70	0.0	N	N	N	N
KTN5	15	Planned	67	49	67	70	0.1	N	N	N	N
KTN5	16	Planned	67	49	67	70	0.1	N	N	N	N
KTN5	17	Planned	67	49	67	70	0.1	N	N	N	N
KTN5	18	Planned	67	50	67	70	0.1	N	N	N	N
KTN5	19	Planned	67	50	67	70	0.1	N	N	N	N
KTN5	20	Planned	67	50	67	70	0.0	N	N	N	N
KTN5	21	Planned	67	50	67	70	0.1	N	N	N	N
KTN5	22	Planned	67	51	67	70	0.0	N	N	N	N
KTN5	23	Planned	67	51	67	70	0.1	N	N	N	N
KTN5	24	Planned	67	51	68	70	0.1	N	N	N	N
KTN5	25	Planned	67	51	67	70	0.1	N	N	N	N
KTN5	26	Planned	67	51	68	70	0.1	N	N	N	N
KTN6	1	Planned	71	60	72	70	0.3	N	Y	N	N

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
KTN6	2	Planned	72	61	72	70	0.4	N	Y	N	N
KTN6	3	Planned	72	61	72	70	0.3	N	Y	N	N
KTN6	4	Planned	72	61	72	70	0.4	N	Y	N	N
KTN6	5	Planned	72	61	72	70	0.3	N	Y	N	N
KTN6	6	Planned	72	61	72	70	0.3	N	Y	N	N
KTN6	7	Planned	72	61	72	70	0.4	N	Y	N	N
KTN6	8	Planned	72	61	72	70	0.3	N	Y	N	N
KTN6	9	Planned	72	61	72	70	0.3	N	Y	N	N
KTN6	10	Planned	72	61	72	70	0.3	N	Y	N	N
KTN6	11	Planned	71	60	72	70	0.4	N	Y	N	N
KTN6	12	Planned	71	60	72	70	0.3	N	Y	N	N
KTN6	13	Planned	71	61	72	70	0.3	N	Y	N	N
KTN6	14	Planned	71	61	72	70	0.3	N	Y	N	N
KTN6	15	Planned	71	61	72	70	0.4	N	Y	N	N
KTN6	16	Planned	72	61	72	70	0.4	N	Y	N	N
KTN6	17	Planned	72	61	72	70	0.3	N	Y	N	N
KTN6	18	Planned	72	61	72	70	0.4	N	Y	N	N
KTN6	19	Planned	72	61	72	70	0.3	N	Y	N	N
KTN6	20	Planned	72	61	72	70	0.3	N	Y	N	N
KTN6	21	Planned	72	61	72	70	0.3	N	Y	N	N
KTN6	22	Planned	72	61	72	70	0.3	N	Y	N	N
KTN6	23	Planned	72	61	72	70	0.3	N	Y	N	N
KTN6	24	Planned	72	61	72	70	0.3	N	Y	N	N
KTN6	25	Planned	72	61	73	70	0.4	N	Y	N	N
KTN6	26	Planned	72	61	73	70	0.3	N	Y	N	N
KTN6	27	Planned	72	61	73	70	0.3	N	Y	N	N
KTN6	28	Planned	72	61	73	70	0.3	N	Y	N	N
KTN6	29	Planned	72	61	73	70	0.3	N	Y	N	N
KTN6	30	Planned	72	61	73	70	0.3	N	Y	N	N
KTN6	31	Planned	72	61	73	70	0.3	N	Y	N	N
KTN6	32	Planned	72	61	73	70	0.3	N	Y	N	N
KTN6	33	Planned	72	61	73	70	0.3	N	Y	N	N
KTN6	34	Planned	72	61	73	70	0.3	N	Y	N	N
KTN6	35	Planned	72	61	73	70	0.3	N	Y	N	N
KTN6	36	Planned	72	61	73	70	0.3	N	Y	N	N
KTN7	1	Planned	72	55	72	70	0.0	N	Y	N	N
KTN7	2	Planned	72	55	72	70	0.1	N	Y	N	N
KTN7	3	Planned	72	55	72	70	0.1	N	Y	N	N
KTN7	4	Planned	72	55	72	70	0.1	N	Y	N	N
KTN7	5	Planned	71	55	71	70	0.1	N	Y	N	N
KTN7	6	Planned	71	55	71	70	0.2	N	Y	N	N
KTN7	7	Planned	71	55	71	70	0.2	N	Y	N	N
KTN7	8	Planned	71	56	71	70	0.1	N	Y	N	N
KTN7	9	Planned	70	56	71	70	0.1	N	Y	N	N
KTN7	10	Planned	70	56	70	70	0.1	N	N	N	N
KTN7	11	Planned	70	56	70	70	0.2	N	N	N	N
KTN7	12	Planned	70	56	70	70	0.2	N	N	N	N
KTN7	13	Planned	70	56	70	70	0.1	N	N	N	N
KTN7	14	Planned	70	56	70	70	0.2	N	N	N	N
KTN7	15	Planned	69	56	70	70	0.2	N	N	N	N
KTN7	16	Planned	69	56	69	70	0.2	N	N	N	N
KTN7	17	Planned	69	56	69	70	0.2	N	N	N	N
KTN7	18	Planned	69	56	69	70	0.2	N	N	N	N
KTN7	19	Planned	69	56	69	70	0.3	N	N	N	N
KTN7	20	Planned	69	56	69	70	0.3	N	N	N	N
KTN7	21	Planned	69	57	69	70	0.2	N	N	N	N
KTN7	22	Planned	68	57	69	70	0.2	N	N	N	N
KTN7	23	Planned	68	57	69	70	0.3	N	N	N	N
KTN7	24	Planned	68	57	68	70	0.3	N	N	N	N
KTN7	25	Planned	68	57	68	70	0.3	N	N	N	N
KTN7	26	Planned	68	57	68	70	0.4	N	N	N	N
KTN7	27	Planned	68	57	68	70	0.4	N	N	N	N
KTN7	28	Planned	68	57	68	70	0.4	N	N	N	N
KTN7	29	Planned	68	58	68	70	0.4	N	N	N	N
KTN7	30	Planned	68	58	68	70	0.4	N	N	N	N
KTN7	31	Planned	67	58	68	70	0.4	N	N	N	N
KTN7	32	Planned	67	58	68	70	0.5	N	N	N	N
KTN7	33	Planned	67	58	68	70	0.4	N	N	N	N
KTN7	34	Planned	67	58	68	70	0.4	N	N	N	N
KTN7	35	Planned	67	58	68	70	0.5	N	N	N	N
KTN7	36	Planned	67	58	68	70	0.5	N	N	N	N
KTN7	37	Planned	67	58	67	70	0.5	N	N	N	N
KTN7	38	Planned	67	58	67	70	0.5	N	N	N	N

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
KPST1	1	Existing	66	44	66	70	0.0	N	N	N	N
KPST2	1	Existing	69	50	69	70	0.0	N	N	N	N
KPST2	2	Existing	69	50	69	70	0.1	N	N	N	N
KPST2	3	Existing	69	50	70	70	0.1	N	N	N	N
KPST3	1	Existing	69	56	70	70	0.2	N	N	N	N
KPST3	2	Existing	70	57	70	70	0.2	N	N	N	N
HKBSA	1	Existing	72	54	72	70	0.0	N	Y	N	N
HKBSA	2	Existing	72	55	73	70	0.1	N	Y	N	N
HKBSA	3	Existing	73	56	73	70	0.1	N	Y	N	N
AT1	1	Existing	78	54	78	70	0.0	N	Y	N	N
HKPT	1	Existing	69	46	69	70	0.0	N	N	N	N
RV1	1	Existing	44	0	44	70	0.0	N	N	N	N
RV1	2	Existing	44	0	44	70	0.0	N	N	N	N
RV1	3	Existing	44	0	44	70	0.0	N	N	N	N
RV1	4	Existing	44	0	44	70	0.0	N	N	N	N
RV1	5	Existing	44	0	44	70	0.0	N	N	N	N
RV1	6	Existing	44	0	44	70	0.0	N	N	N	N
RV1	7	Existing	44	0	44	70	0.0	N	N	N	N
RV1	8	Existing	44	0	44	70	0.0	N	N	N	N
RV1	9	Existing	44	0	44	70	0.0	N	N	N	N
RV1	10	Existing	44	0	44	70	0.0	N	N	N	N
RV1	11	Existing	44	0	44	70	0.0	N	N	N	N
RV1	12	Existing	44	0	44	70	0.0	N	N	N	N
RV1	13	Existing	44	0	44	70	0.0	N	N	N	N
RV1	14	Existing	44	0	44	70	0.0	N	N	N	N
RV1	15	Existing	44	0	44	70	0.0	N	N	N	N
RV1	16	Existing	44	0	44	70	0.0	N	N	N	N
RV1	17	Existing	44	0	44	70	0.0	N	N	N	N
RV1	18	Existing	44	0	44	70	0.0	N	N	N	N
RV1	19	Existing	44	0	44	70	0.0	N	N	N	N
RV1	20	Existing	44	0	44	70	0.0	N	N	N	N
RV1	21	Existing	44	0	44	70	0.0	N	N	N	N
RV2	1	Existing	42	0	42	70	0.0	N	N	N	N
RV2	2	Existing	42	0	42	70	0.0	N	N	N	N
RV2	3	Existing	42	0	42	70	0.0	N	N	N	N
RV2	4	Existing	42	0	42	70	0.0	N	N	N	N
RV2	5	Existing	42	0	42	70	0.0	N	N	N	N
RV2	6	Existing	42	0	42	70	0.0	N	N	N	N
RV2	7	Existing	42	0	42	70	0.0	N	N	N	N
RV2	8	Existing	42	0	42	70	0.0	N	N	N	N
RV2	9	Existing	42	0	42	70	0.0	N	N	N	N
RV2	10	Existing	42	0	42	70	0.0	N	N	N	N
RV2	11	Existing	42	0	42	70	0.0	N	N	N	N
RV2	12	Existing	42	0	42	70	0.0	N	N	N	N
RV2	13	Existing	42	0	42	70	0.0	N	N	N	N
RV2	14	Existing	42	0	42	70	0.0	N	N	N	N
RV2	15	Existing	42	0	42	70	0.0	N	N	N	N
RV2	16	Existing	42	0	42	70	0.0	N	N	N	N
RV2	17	Existing	42	0	42	70	0.0	N	N	N	N
RV2	18	Existing	42	0	42	70	0.0	N	N	N	N
RV2	19	Existing	42	0	42	70	0.0	N	N	N	N
RV2	20	Existing	42	0	42	70	0.0	N	N	N	N
RV2	21	Existing	42	0	42	70	0.0	N	N	N	N
CR1	1	Existing	43	28	43	70	0.2	N	N	N	N
CR1	2	Existing	43	28	43	70	0.2	N	N	N	N
CR1	3	Existing	43	27	43	70	0.2	N	N	N	N
CR1	4	Existing	43	27	43	70	0.2	N	N	N	N
CR1	5	Existing	43	27	43	70	0.1	N	N	N	N
CR1	6	Existing	43	27	43	70	0.1	N	N	N	N
CR1	7	Existing	43	27	43	70	0.1	N	N	N	N
CR1	8	Existing	43	27	43	70	0.1	N	N	N	N
CR1	9	Existing	43	28	43	70	0.1	N	N	N	N
CR1	10	Existing	43	29	43	70	0.1	N	N	N	N
CR1	11	Existing	43	30	43	70	0.2	N	N	N	N
CR1	12	Existing	43	32	44	70	0.3	N	N	N	N
CR1	13	Existing	43	34	44	70	0.4	N	N	N	N
CR2	1	Existing	43	0	43	70	0.0	N	N	N	N
CR2	2	Existing	43	0	43	70	0.0	N	N	N	N
CR2	3	Existing	43	0	43	70	0.0	N	N	N	N
CR2	4	Existing	43	0	43	70	0.0	N	N	N	N
CR2	5	Existing	43	0	43	70	0.0	N	N	N	N
CR2	6	Existing	43	0	43	70	0.0	N	N	N	N
CR2	7	Existing	43	0	43	70	0.0	N	N	N	N
CR2	8	Existing	43	0	43	70	0.0	N	N	N	N
CR2	9	Existing	43	0	43	70	0.0	N	N	N	N
CR2	10	Existing	43	0	43	70	0.0	N	N	N	N
CR2	11	Existing	43	0	43	70	0.0	N	N	N	N
CR2	12	Existing	43	0	43	70	0.0	N	N	N	N
CR3	1	Existing	43	0	43	70	0.0	N	N	N	N
CR3	2	Existing	43	0	43	70	0.0	N	N	N	N
CR3	3	Existing	43	0	43	70	0.0	N	N	N	N
CR3	4	Existing	43	0	43	70	0.0	N	N	N	N
CR3	5	Existing	43	0	43	70	0.0	N	N	N	N
CR3	6	Existing	43	0	43	70	0.0	N	N	N	N
CR3	7	Existing	43	0	43	70	0.0	N	N	N	N
CR3	8	Existing	43	0	43	70	0.0	N	N	N	N
CR3	9	Existing	43	0	43	70	0.0	N	N	N	N
CR3	10	Existing	43	0	43	70	0.0	N	N	N	N
CR3	11	Existing	43	0	43	70	0.0	N	N	N	N
CR3	12	Existing	43	0	43	70	0.0	N	N	N	N
TSL1a	1	Existing	65	66	69	70	3.5	Y	N	N	N
TSL1b	1	Existing	70	70	73	70	2.9	Y	Y	N	Y
TSL2	1	Existing	67	68	70	70	3.6	Y	N	N	N
TSL3a	1	Existing	56	59	61	70	4.4	Y	N	N	N
TSL3b	1	Existing	50	50	53	70	2.9	Y	N	N	N
TSL3b	2	Existing	54	54	57	70	3.4	Y	N	N	N
PY1a	1	Existing	69	58	69	70	0.4	N	N	N	N
PY1a	2	Existing	69	59	69	70	0.4	N	N	N	N
PY1a	3	Existing	69	59	69	70	0.5	N	N	N	N
PY1a	4	Existing	69	60	69	70	0.6	N	N	N	N
PY1a	5	Existing	69	60	69	70	0.5	N	N	N	N
PY1a	6	Existing	69	61	70	70	0.6	N	N	N	N

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
PY1a	7	Existing	69	61	70	70	0.6	N	N	N	N
PY1a	8	Existing	69	61	70	70	0.7	N	N	N	N
PY1a	9	Existing	69	62	70	70	0.7	N	N	N	N
PY1a	10	Existing	69	62	70	70	0.7	N	N	N	N
PY1a	11	Existing	69	62	70	70	0.8	N	N	N	N
PY1b	1	Existing	70	66	71	70	1.5	Y	Y	N	Y
PY1b	2	Existing	70	66	72	70	1.6	Y	Y	N	Y
PY1b	3	Existing	70	67	72	70	1.7	Y	Y	N	Y
PY1b	4	Existing	70	67	72	70	1.8	Y	Y	N	Y
PY1b	5	Existing	70	67	72	70	1.8	Y	Y	N	Y
PY1b	6	Existing	70	67	72	70	1.8	Y	Y	N	Y
PY1b	7	Existing	70	67	72	70	1.9	Y	Y	N	Y
PY1b	8	Existing	70	68	72	70	2.0	Y	Y	N	Y
PY1b	9	Existing	70	68	72	70	2.0	Y	Y	N	Y
PY1b	10	Existing	70	68	72	70	2.1	Y	Y	N	Y
PY1b	11	Existing	70	68	72	70	2.1	Y	Y	N	Y
PY2	1	Existing	66	66	69	70	3.1	Y	N	N	N
PY2	2	Existing	66	66	69	70	2.8	Y	N	N	N
PY2	3	Existing	67	66	70	70	2.5	Y	N	N	N
PY2	4	Existing	68	66	70	70	2.3	Y	N	N	N
PY2	5	Existing	68	66	70	70	2.3	Y	N	N	N
PY2	6	Existing	68	66	70	70	2.3	Y	N	N	N
PY2	7	Existing	68	67	70	70	2.4	Y	N	N	N
PY2	8	Existing	68	67	70	70	2.3	Y	N	N	N
PY2	9	Existing	68	67	70	70	2.4	Y	N	N	N
PY2	10	Existing	68	67	70	70	2.4	Y	N	N	N
PY2	11	Existing	68	67	70	70	2.4	Y	N	N	N
PY2	12	Existing	68	67	70	70	2.3	Y	N	N	N
PY2	13	Existing	68	67	71	70	2.4	Y	Y	N	Y
PY2	14	Existing	68	67	71	70	2.4	Y	Y	N	Y
PY3a	1	Existing	69	70	72	70	3.4	Y	Y	N	Y
PY3a	2	Existing	69	70	72	70	3.3	Y	Y	N	Y
PY3a	3	Existing	70	70	73	70	3.2	Y	Y	N	Y
PY3a	4	Existing	70	70	73	70	3.1	Y	Y	N	Y
PY3a	5	Existing	70	70	73	70	3.1	Y	Y	N	Y
PY3a	6	Existing	70	70	73	70	3.2	Y	Y	N	Y
PY3a	7	Existing	70	70	73	70	3.2	Y	Y	N	Y
PY3a	8	Existing	70	71	73	70	3.2	Y	Y	Y	Y
PY3a	9	Existing	70	71	73	70	3.3	Y	Y	Y	Y
PY3a	10	Existing	70	71	74	70	3.3	Y	Y	Y	Y
PY3a	11	Existing	70	71	74	70	3.3	Y	Y	Y	Y
PY3a	12	Existing	70	71	74	70	3.3	Y	Y	Y	Y
PY3a	13	Existing	70	71	74	70	3.4	Y	Y	Y	Y
PY3a	14	Existing	71	71	74	70	3.4	Y	Y	Y	Y
PY3b	1	Existing	65	69	71	70	5.1	Y	Y	N	Y
PY3b	2	Existing	66	69	71	70	4.8	Y	Y	N	Y
PY3b	3	Existing	67	69	71	70	4.5	Y	Y	N	Y
PY3b	4	Existing	67	69	71	70	4.4	Y	Y	N	Y
PY3b	5	Existing	67	69	71	70	4.3	Y	Y	N	Y
PY3b	6	Existing	67	70	72	70	4.4	Y	Y	N	Y
PY3b	7	Existing	67	70	72	70	4.4	Y	Y	N	Y
PY3b	8	Existing	67	70	72	70	4.4	Y	Y	N	Y
PY3b	9	Existing	67	70	72	70	4.4	Y	Y	N	Y
PY3b	10	Existing	68	70	72	70	4.4	Y	Y	N	Y
PY3b	11	Existing	68	70	72	70	4.3	Y	Y	N	Y
PY3b	12	Existing	68	70	72	70	4.4	Y	Y	N	Y
PY3b	13	Existing	68	70	72	70	4.4	Y	Y	N	Y
PY3b	14	Existing	68	70	72	70	4.4	Y	Y	N	Y
FKHa	1	Existing	68	71	73	70	5.0	Y	Y	Y	Y
FKHb	1	Existing	69	69	72	70	3.1	Y	Y	N	Y
SR1	1	Existing	62	51	63	70	0.3	N	N	N	N
SR1	2	Existing	62	52	63	70	0.4	N	N	N	N
SR2	1	Existing	58	52	59	70	0.9	N	N	N	N
SR2	2	Existing	58	53	59	70	1.3	Y	N	N	N
SR3	1	Existing	56	57	60	65	3.3	Y	N	N	N
SR3	2	Existing	56	58	60	65	3.6	Y	N	N	N
MFH1	1	Existing	67	72	73	70	5.9	Y	Y	Y	Y
MFH2	1	Existing	69	74	75	70	6.1	Y	Y	Y	Y
MFH3	1	Existing	69	68	72	70	2.7	Y	Y	N	Y
MFH4	1	Existing	66	70	72	70	5.5	Y	Y	N	Y
MFH5	1	Existing	76	71	77	70	1.2	Y	Y	Y	Y
MFH6	1	Existing	65	62	67	70	1.8	Y	N	N	N
MFH6	2	Existing	75	65	75	70	0.4	N	Y	N	N
MFH7a	1	Existing	64	65	68	70	3.3	Y	N	N	N
MFH7b	1	Existing	67	67	70	70	2.7	Y	N	N	N
MFH7c	1	Existing	67	67	70	70	2.6	Y	N	N	N
MFH8	1	Existing	73	67	74	70	1.1	Y	Y	N	Y
WKT1	1	Existing	72	61	72	70	0.3	N	Y	N	N
WKT1	2	Existing	72	61	73	70	0.4	N	Y	N	N
WKT2	1	Existing	74	62	74	70	0.2	N	Y	N	N
WKT2	2	Existing	74	62	74	70	0.3	N	Y	N	N
EG1	1	Existing	83	67	83	70	0.1	N	Y	N	N
EG1	2	Existing	83	67	83	70	0.1	N	Y	N	N
EG1	3	Existing	83	67	83	70	0.1	N	Y	N	N
EG1	4	Existing	83	68	83	70	0.1	N	Y	N	N
EG2	1	Existing	82	62	82	70	0.1	N	Y	N	N
EG2	2	Existing	82	63	82	70	0.1	N	Y	N	N
EG2	3	Existing	82	64	82	70	0.1	N	Y	N	N
EG3	1	Existing	83	66	83	70	0.1	N	Y	N	N
EG3	2	Existing	83	67	83	70	0.1	N	Y	N	N
EG3	3	Existing	83	67	83	70	0.1	N	Y	N	N
EG4	1	Existing	83	66	83	70	0.0	N	Y	N	N
EG4	2	Existing	83	67	83	70	0.1	N	Y	N	N
EG4	3	Existing	83	67	83	70	0.1	N	Y	N	N
EG5	1	Existing	83	66	83	70	0.1	N	Y	N	N
EG5	2	Existing	83	66	83	70	0.1	N	Y	N	N
EG5	3	Existing	83	67	83	70	0.1	N	Y	N	N
EG6	1	Existing	82	66	83	70	0.1	N	Y	N	N
EG6	2	Existing	82	66	83	70	0.1	N	Y	N	N
EG6	3	Existing	82	66	83	70	0.1	N	Y	N	N
PW1a	1	Existing	69	62	70	70	0.7	N	N	N	N
PW1a	2	Existing	70	64	71	70	0.9	N	Y	N	N

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
PW1a	3	Existing	71	66	72	70	1.2	Y	Y	N	Y
PW1b	1	Existing	76	62	77	70	0.1	N	Y	N	N
PW1b	2	Existing	79	65	79	70	0.2	N	Y	N	N
PW1b	3	Existing	79	67	79	70	0.3	N	Y	N	N
PW1c	1	Existing	77	59	77	70	0.0	N	Y	N	N
PW1c	2	Existing	80	60	80	70	0.0	N	Y	N	N
PW1c	3	Existing	80	61	80	70	0.1	N	Y	N	N
PW2a	1	Existing	62	60	64	70	2.0	Y	N	N	N
PW2a	2	Existing	63	62	66	70	2.3	Y	N	N	N
PW2a	3	Existing	64	63	67	70	2.5	Y	N	N	N
PW2b	1	Existing	73	60	73	70	0.2	N	Y	N	N
PW2b	2	Existing	74	61	74	70	0.2	N	Y	N	N
PW2b	3	Existing	75	62	75	70	0.2	N	Y	N	N
PW3a	1	Existing	63	60	64	70	1.7	Y	N	N	N
PW3a	2	Existing	64	62	66	70	2.0	Y	N	N	N
PW3a	3	Existing	67	63	68	70	1.5	Y	N	N	N
PW3b	1	Existing	58	58	61	70	3.0	Y	N	N	N
PW3b	2	Existing	63	59	64	70	1.6	Y	N	N	N
PW3b	3	Existing	70	61	71	70	0.5	N	Y	N	N
PW4a	1	Existing	69	61	70	70	0.7	N	N	N	N
PW4a	2	Existing	71	62	72	70	0.5	N	Y	N	N
PW4a	3	Existing	74	63	74	70	0.3	N	Y	N	N
PW4b	1	Existing	74	57	74	70	0.1	N	Y	N	N
PW4b	2	Existing	75	58	75	70	0.1	N	Y	N	N
PW4b	3	Existing	78	59	78	70	0.1	N	Y	N	N
PW5	1	Existing	82	64	82	70	0.0	N	Y	N	N
PW5	2	Existing	82	65	82	70	0.0	N	Y	N	N
PW5	3	Existing	82	65	82	70	0.1	N	Y	N	N
PW6	1	Existing	82	64	82	70	0.0	N	Y	N	N
PW6	2	Existing	82	64	82	70	0.0	N	Y	N	N
PW6	3	Existing	82	65	82	70	0.1	N	Y	N	N
MG1	1	Existing	83	63	83	70	0.1	N	Y	N	N
MG1	2	Existing	83	64	83	70	0.1	N	Y	N	N
MG1	3	Existing	83	64	83	70	0.0	N	Y	N	N
PW7a	1	Existing	68	66	70	70	2.3	Y	N	N	N
PW7a	2	Existing	71	67	73	70	1.4	Y	Y	N	Y
PW7a	3	Existing	76	68	76	70	0.6	N	Y	N	N
LHa	1	Existing	72	62	72	70	0.4	N	Y	N	N
PW7b	1	Existing	76	60	76	70	0.1	N	Y	N	N
PW7b	2	Existing	76	61	76	70	0.2	N	Y	N	N
PW7b	3	Existing	76	63	76	70	0.2	N	Y	N	N
LHb	1	Existing	56	62	63	70	6.8	Y	N	N	N
PW8a	1	Existing	73	63	74	70	0.4	N	Y	N	N
PW8a	2	Existing	74	63	75	70	0.3	N	Y	N	N
PW8a	3	Existing	75	64	75	70	0.4	N	Y	N	N
CMYT1a	1	Existing	67	61	68	70	0.9	N	N	N	N
PW8b	1	Existing	53	62	63	70	9.4	Y	N	N	N
PW8b	2	Existing	55	63	64	70	8.8	Y	N	N	N
PW8b	3	Existing	57	64	64	70	7.7	Y	N	N	N
CMYT1b	1	Existing	62	63	65	70	3.5	Y	N	N	N
PW8c	1	Existing	72	57	73	70	0.2	N	Y	N	N
PW8c	2	Existing	74	58	74	70	0.1	N	Y	N	N
PW8c	3	Existing	75	59	76	70	0.1	N	Y	N	N
CMYT1c	1	Existing	54	63	63	70	9.3	Y	N	N	N
PW9a	1	Existing	70	58	71	70	0.3	N	Y	N	N
PW9a	2	Existing	73	59	73	70	0.2	N	Y	N	N
PW9a	3	Existing	75	60	75	70	0.1	N	Y	N	N
CMYT2	1	Existing	42	62	62	70	20.4	Y	N	N	N
PW9b	1	Existing	42	59	59	70	17.0	Y	N	N	N
PW9b	2	Existing	46	60	61	70	14.7	Y	N	N	N
PW9b	3	Existing	51	62	62	70	11.1	Y	N	N	N
SWT1	1	Existing	60	62	64	70	3.9	Y	N	N	N
SWT1	2	Existing	63	63	66	70	3.0	Y	N	N	N
PW9c	1	Existing	73	57	73	70	0.1	N	Y	N	N
PW9c	2	Existing	74	58	74	70	0.1	N	Y	N	N
PW9c	3	Existing	74	59	75	70	0.1	N	Y	N	N
SWT2a	1	Existing	39	61	61	70	22.2	Y	N	N	N
SWT2a	2	Existing	42	62	62	70	20.3	Y	N	N	N
PW10a	1	Existing	72	60	72	70	0.2	N	Y	N	N
PW10a	2	Existing	74	61	74	70	0.2	N	Y	N	N
PW10a	3	Existing	76	63	76	70	0.2	N	Y	N	N
SWT2b	1	Existing	47	63	63	70	16.3	Y	N	N	N
SWT2b	2	Existing	48	63	64	70	15.7	Y	N	N	N
PW10b	1	Existing	62	60	64	70	2.0	Y	N	N	N
PW10b	2	Existing	62	62	65	70	2.7	Y	N	N	N
PW10b	3	Existing	63	63	66	70	3.1	Y	N	N	N
SWT2c	1	Existing	44	61	61	70	16.7	Y	N	N	N
SWT2c	2	Existing	46	62	62	70	15.8	Y	N	N	N
PW10c	1	Existing	76	58	76	70	0.1	N	Y	N	N
PW10c	2	Existing	77	59	77	70	0.0	N	Y	N	N
PW10c	3	Existing	77	60	77	70	0.1	N	Y	N	N
SWT3a	1	Existing	36	64	64	70	28.2	Y	N	N	N
SWT3a	2	Existing	38	65	65	70	27.0	Y	N	N	N
SWT3a	3	Existing	40	65	65	70	25.7	Y	N	N	N
SWT3b	1	Existing	35	60	61	70	25.1	Y	N	N	N
SWT3b	2	Existing	37	61	61	70	23.3	Y	N	N	N
SWT3b	3	Existing	39	61	61	70	21.9	Y	N	N	N
SWT3c	1	Existing	45	61	62	70	16.2	Y	N	N	N
SWT3c	2	Existing	51	64	64	70	13.0	Y	N	N	N
SWT3c	3	Existing	53	65	65	70	11.9	Y	N	N	N
SWT4	1	Existing	49	69	69	70	19.6	Y	N	N	N
NTMV1	1	Existing	33	60	60	70	27.6	Y	N	N	N
NTMV1	2	Existing	36	61	61	70	25.0	Y	N	N	N
NTMV2	1	Existing	42	65	65	70	23.3	Y	N	N	N
NTMV3	1	Existing	44	67	67	70	22.7	Y	N	N	N
NTMV3	2	Existing	44	68	68	70	24.1	Y	N	N	N
NTMV4	1	Existing	50	71	71	70	21.3	Y	Y	Y	Y
NTMV4	2	Existing	50	75	75	70	25.2	Y	Y	Y	Y
NTMV5a	1	Existing	59	63	65	70	5.3	Y	N	N	N
NTMV5a	2	Existing	59	65	66	70	6.2	Y	N	N	N
NTMV5b	1	Existing	57	61	63	70	5.8	Y	N	N	N
NTMV5b	2	Existing	57	63	64	70	6.6	Y	N	N	N

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NTMV5c	1	Existing	56	61	62	70	6.1	Y	N	N	N
NTMV5c	2	Existing	56	62	63	70	7.1	Y	N	N	N
CL1	1	Existing	27	63	63	70	36.2	Y	N	N	N
CL2a	1	Existing	29	65	65	70	36.2	Y	N	N	N
CL2b	1	Existing	37	65	65	70	27.9	Y	N	N	N
KLTS1a	1	Existing	0	62	62	70	61.9	Y	N	N	N
KLTS1a	2	Existing	0	63	63	70	63.3	Y	N	N	N
KLTS1b	1	Existing	31	59	59	70	27.8	Y	N	N	N
KLTS1b	2	Existing	32	64	64	70	32.0	Y	N	N	N
KLTS2	1	Existing	52	67	67	70	15.5	Y	N	N	N
KLTS3	1	Existing	40	71	71	70	30.7	Y	Y	Y	Y
KLTS4	1	Existing	36	69	69	70	33.3	Y	N	N	N
KLTS4	2	Existing	38	71	71	70	32.3	Y	Y	Y	Y
KLTN1a	1	Existing	55	68	68	70	12.6	Y	N	N	N
KLTN1b	1	Existing	60	66	67	70	7.2	Y	N	N	N
KLTN1c	1	Existing	55	53	57	70	2.2	Y	N	N	N
KLTN2a	1	Existing	56	66	66	70	9.9	Y	N	N	N
KLTN2b	1	Existing	55	66	67	70	11.5	Y	N	N	N
KLTN3a	1	Existing	54	61	62	70	8.0	Y	N	N	N
KLTN3a	2	Existing	54	63	64	70	9.5	Y	N	N	N
KLTN3b	1	Existing	55	60	61	70	6.2	Y	N	N	N
KLTN3b	2	Existing	55	61	62	70	6.5	Y	N	N	N
KLTN4a	1	Existing	61	64	65	70	4.7	Y	N	N	N
KLTN4a	2	Existing	61	66	67	70	6.1	Y	N	N	N
KLTN4b	1	Existing	63	61	65	70	2.1	Y	N	N	N
KLTN4b	2	Existing	63	63	66	70	2.7	Y	N	N	N
KT1	1	Existing	69	61	69	70	0.6	N	N	N	N
KT1	2	Existing	69	62	70	70	0.7	N	N	N	N
KT2	1	Existing	69	63	70	70	0.9	N	N	N	N
KT3	1	Existing	67	63	69	70	1.5	Y	N	N	N
KTN1	1	Existing	70	58	70	70	0.3	N	N	N	N
KTN1	2	Existing	70	58	70	70	0.3	N	N	N	N
KTN1	3	Existing	70	59	70	70	0.3	N	N	N	N
KTN1	4	Existing	70	59	71	70	0.2	N	Y	N	N
KTN1	5	Existing	71	59	71	70	0.3	N	Y	N	N
KTN1	6	Existing	71	59	71	70	0.3	N	Y	N	N
KTN1	7	Existing	71	59	71	70	0.3	N	Y	N	N
EPG1a	1	Existing	63	59	64	70	1.5	Y	N	N	N
EPG1a	2	Existing	71	68	73	70	2.1	Y	Y	N	Y
EPG1b	1	Existing	59	53	60	70	1.0	Y	N	N	N
EPG1b	2	Existing	61	57	63	70	1.4	Y	N	N	N
EPG2a	1	Existing	71	48	71	70	0.0	N	Y	N	N
EPG2b	1	Existing	58	46	58	70	0.3	N	N	N	N
EPG2b	2	Existing	59	49	60	70	0.3	N	N	N	N
EPG3a	1	Existing	68	36	68	70	0.0	N	N	N	N
EPG3b	1	Existing	59	44	59	70	0.2	N	N	N	N
EPG3b	2	Existing	59	46	60	70	0.2	N	N	N	N
EPG4a	1	Existing	66	55	67	70	0.3	N	N	N	N
EPG4a	2	Existing	68	55	69	70	0.2	N	N	N	N
EPG4b	1	Existing	60	42	60	70	0.1	N	N	N	N
EPG4b	2	Existing	64	44	64	70	0.0	N	N	N	N
EPG5a	1	Existing	69	61	70	70	0.7	N	N	N	N
EPG5a	2	Existing	70	61	70	70	0.5	N	N	N	N
EPG5b	1	Existing	57	45	57	70	0.2	N	N	N	N
EPG5b	2	Existing	59	47	60	70	0.3	N	N	N	N
EPG6a	1	Existing	78	72	79	70	0.9	N	Y	Y	Y
EPG6a	2	Existing	78	71	79	70	0.8	N	Y	Y	Y
EPG6b	1	Existing	58	60	62	70	3.9	Y	N	N	N
EPG6b	2	Existing	63	65	67	70	4.4	Y	N	N	N
LHTWCa	1	Existing	60	36	60	65	0.0	N	N	N	N
LHTWCb	1	Existing	68	32	68	65	0.0	N	Y	N	N
VL	1	Existing	56	31	56	70	0.0	N	N	N	N
VL	2	Existing	60	37	60	70	0.0	N	N	N	N
MCLa	1	Existing	24	66	66	70	42.1	Y	N	N	N
MCLb	1	Existing	23	65	65	70	42.1	Y	N	N	N
MCLc	1	Existing	18	66	66	70	47.7	Y	N	N	N
KTN964_1	1	Planned	74	25	74	70	0.0	N	Y	N	N
KTN964_1	2	Planned	75	25	75	70	0.0	N	Y	N	N
KTN964_1	3	Planned	75	25	75	70	0.0	N	Y	N	N
KTN964_1	4	Planned	75	25	75	70	0.0	N	Y	N	N
KTN964_1	5	Planned	75	25	75	70	0.0	N	Y	N	N
KTN964_1	6	Planned	75	25	75	70	0.0	N	Y	N	N
KTN964_1	7	Planned	75	25	75	70	0.0	N	Y	N	N
KTN964_1	8	Planned	75	25	75	70	0.0	N	Y	N	N
KTN964_1	9	Planned	75	27	75	70	0.0	N	Y	N	N
KTN964_1	10	Planned	75	28	75	70	0.0	N	Y	N	N
KTN964_1	11	Planned	75	30	75	70	0.0	N	Y	N	N
KTN964_1	12	Planned	74	32	74	70	0.0	N	Y	N	N
KTN964_1	13	Planned	74	34	74	70	0.0	N	Y	N	N
KTN964_1	14	Planned	74	37	74	70	0.0	N	Y	N	N
KTN964_2	1	Planned	76	47	76	70	0.0	N	Y	N	N
KTN964_2	2	Planned	77	49	77	70	0.0	N	Y	N	N
KTN964_2	3	Planned	78	51	78	70	0.0	N	Y	N	N
KTN964_2	4	Planned	78	52	78	70	0.0	N	Y	N	N
KTN964_2	5	Planned	78	52	78	70	0.0	N	Y	N	N
KTN964_2	6	Planned	78	53	78	70	0.0	N	Y	N	N
KTN964_2	7	Planned	78	53	78	70	0.0	N	Y	N	N
KTN964_2	8	Planned	78	54	78	70	0.1	N	Y	N	N
KTN964_2	9	Planned	78	54	78	70	0.0	N	Y	N	N
KTN964_2	10	Planned	77	55	77	70	0.0	N	Y	N	N
KTN964_2	11	Planned	77	55	77	70	0.0	N	Y	N	N
KTN964_2	12	Planned	77	55	77	70	0.0	N	Y	N	N
KTN964_2	13	Planned	77	55	77	70	0.0	N	Y	N	N
KTN964_2	14	Planned	77	56	77	70	0.1	N	Y	N	N
KTN964_3	1	Planned	70	45	70	70	0.0	N	N	N	N
KTN964_3	2	Planned	71	46	71	70	0.0	N	Y	N	N
KTN964_3	3	Planned	71	48	71	70	0.0	N	Y	N	N
KTN964_3	4	Planned	71	49	71	70	0.1	N	Y	N	N
KTN964_3	5	Planned	72	50	72	70	0.0	N	Y	N	N
KTN964_3	6	Planned	72	50	72	70	0.0	N	Y	N	N
KTN964_3	7	Planned	72	51	72	70	0.0	N	Y	N	N
KTN964_3	8	Planned	72	52	72	70	0.0	N	Y	N	N

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Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
KTN964_3	9	Planned	72	52	72	70	0.0	N	Y	N	N
KTN964_3	10	Planned	73	53	73	70	0.0	N	Y	N	N
KTN964_3	11	Planned	73	53	73	70	0.1	N	Y	N	N
KTN964_3	12	Planned	73	53	73	70	0.1	N	Y	N	N
KTN964_3	13	Planned	73	54	73	70	0.1	N	Y	N	N
KTN964_3	14	Planned	73	54	73	70	0.1	N	Y	N	N
NSW293_1	1	Planned	53	0	53	70	0.0	N	N	N	N
NSW293_1	2	Planned	59	0	59	70	0.0	N	N	N	N
NSW293_1	3	Planned	60	0	60	70	0.0	N	N	N	N
NSW293_1	4	Planned	62	0	62	70	0.0	N	N	N	N
NSW293_1	5	Planned	63	0	63	70	0.0	N	N	N	N
NSW293_1	6	Planned	65	0	65	70	0.0	N	N	N	N
NSW293_1	7	Planned	66	0	66	70	0.0	N	N	N	N
NSW293_1	8	Planned	67	0	67	70	0.0	N	N	N	N
NSW293_1	9	Planned	67	0	67	70	0.0	N	N	N	N
NSW293_1	10	Planned	68	0	68	70	0.0	N	N	N	N
NSW293_1	11	Planned	68	0	68	70	0.0	N	N	N	N
NSW293_1	12	Planned	69	0	69	70	0.0	N	N	N	N
NSW293_1	13	Planned	69	0	69	70	0.0	N	N	N	N
NSW293_1	14	Planned	69	0	69	70	0.0	N	N	N	N
NSW293_1	15	Planned	69	0	69	70	0.0	N	N	N	N
NSW293_1	16	Planned	69	0	69	70	0.0	N	N	N	N
NSW293_1	17	Planned	69	0	69	70	0.0	N	N	N	N
NSW293_1	18	Planned	69	0	69	70	0.0	N	N	N	N
NSW293_1	19	Planned	69	0	69	70	0.0	N	N	N	N
NSW293_1	20	Planned	69	0	69	70	0.0	N	N	N	N
NSW293_1	21	Planned	69	0	69	70	0.0	N	N	N	N
NSW293_1	22	Planned	69	0	69	70	0.0	N	N	N	N
NSW293_1	23	Planned	69	0	69	70	0.0	N	N	N	N
NSW293_1	24	Planned	69	0	69	70	0.0	N	N	N	N
NSW293_1	25	Planned	69	0	69	70	0.0	N	N	N	N
NSW293_1	26	Planned	69	0	69	70	0.0	N	N	N	N
NSW293_1	27	Planned	69	0	69	70	0.0	N	N	N	N
NSW293_1	28	Planned	69	0	69	70	0.0	N	N	N	N
NSW293_1	29	Planned	69	0	69	70	0.0	N	N	N	N
NSW293_1	30	Planned	69	0	69	70	0.0	N	N	N	N
NSW293_2	1	Planned	60	63	65	70	4.5	Y	N	N	N
NSW293_2	2	Planned	63	67	68	70	4.9	Y	N	N	N
NSW293_2	3	Planned	65	68	70	70	5.1	Y	N	N	N
NSW293_2	4	Planned	66	69	71	70	4.9	Y	Y	N	Y
NSW293_2	5	Planned	67	70	72	70	4.6	Y	Y	N	Y
NSW293_2	6	Planned	68	70	72	70	4.2	Y	Y	N	Y
NSW293_2	7	Planned	69	70	73	70	4.1	Y	Y	N	Y
NSW293_2	8	Planned	69	71	73	70	3.9	Y	Y	Y	Y
NSW293_2	9	Planned	69	71	73	70	4.0	Y	Y	Y	Y
NSW293_2	10	Planned	69	71	73	70	4.0	Y	Y	Y	Y
NSW293_2	11	Planned	70	72	74	70	4.1	Y	Y	Y	Y
NSW293_2	12	Planned	70	72	74	70	4.1	Y	Y	Y	Y
NSW293_2	13	Planned	70	72	74	70	4.2	Y	Y	Y	Y
NSW293_2	14	Planned	70	72	74	70	4.2	Y	Y	Y	Y
NSW293_2	15	Planned	70	72	74	70	4.2	Y	Y	Y	Y
NSW293_2	16	Planned	70	72	74	70	4.3	Y	Y	Y	Y
NSW293_2	17	Planned	70	72	74	70	4.4	Y	Y	Y	Y
NSW293_2	18	Planned	70	72	74	70	4.4	Y	Y	Y	Y
NSW293_2	19	Planned	70	72	74	70	4.5	Y	Y	Y	Y
NSW293_2	20	Planned	70	72	74	70	4.5	Y	Y	Y	Y
NSW293_2	21	Planned	70	73	74	70	4.5	Y	Y	Y	Y
NSW293_2	22	Planned	70	73	74	70	4.5	Y	Y	Y	Y
NSW293_2	23	Planned	70	73	74	70	4.5	Y	Y	Y	Y
NSW293_2	24	Planned	70	73	74	70	4.5	Y	Y	Y	Y
NSW293_2	25	Planned	70	73	74	70	4.6	Y	Y	Y	Y
NSW293_2	26	Planned	70	73	74	70	4.6	Y	Y	Y	Y
NSW293_2	27	Planned	70	73	74	70	4.5	Y	Y	Y	Y
NSW293_2	28	Planned	70	72	74	70	4.6	Y	Y	Y	Y
NSW293_2	29	Planned	70	72	74	70	4.6	Y	Y	Y	Y
NSW293_2	30	Planned	70	72	74	70	4.6	Y	Y	Y	Y
NSW293_2	31	Planned	70	72	74	70	4.5	Y	Y	Y	Y
NSW293_2	32	Planned	70	72	74	70	4.6	Y	Y	Y	Y
NSW293_2	33	Planned	70	72	74	70	4.6	Y	Y	Y	Y
NSW293_2	34	Planned	70	72	74	70	4.5	Y	Y	Y	Y
NSW293_2	35	Planned	70	72	74	70	4.6	Y	Y	Y	Y
NSW293_2	36	Planned	70	72	74	70	4.6	Y	Y	Y	Y
NSW293_2	37	Planned	70	72	74	70	4.5	Y	Y	Y	Y
NSW293_2	38	Planned	69	72	74	70	4.6	Y	Y	Y	Y
NSW293_2	39	Planned	69	72	74	70	4.6	Y	Y	Y	Y
NSW293_2	40	Planned	69	72	74	70	4.6	Y	Y	Y	Y
NSW293_2	41	Planned	69	72	74	70	4.6	Y	Y	Y	Y
NSW293_2	42	Planned	69	72	74	70	4.5	Y	Y	Y	Y
NSW293_2	43	Planned	69	72	74	70	4.6	Y	Y	Y	Y
NSW293_3	1	Planned	60	62	64	70	3.9	Y	N	N	N
NSW293_3	2	Planned	63	65	67	70	3.9	Y	N	N	N
NSW293_3	3	Planned	66	69	71	70	4.3	Y	Y	N	Y
NSW293_4	1	Planned	53	58	59	70	5.9	Y	N	N	N
NSW293_4	2	Planned	54	59	60	70	6.6	Y	N	N	N
NSW293_4	3	Planned	55	61	62	70	7.2	Y	N	N	N
NSW293_5a	1	Planned	66	68	70	70	4.1	Y	N	N	N
NSW293_5a	2	Planned	69	70	73	70	3.6	Y	Y	N	Y
NSW293_5a	3	Planned	71	72	74	70	3.4	Y	Y	Y	Y
NSW293_5a	4	Planned	71	73	75	70	3.7	Y	Y	Y	Y
NSW293_5a	5	Planned	72	74	76	70	4.1	Y	Y	Y	Y
NSW293_5a	6	Planned	72	74	76	70	4.5	Y	Y	Y	Y
NSW293_5a	7	Planned	72	75	77	70	4.7	Y	Y	Y	Y
NSW293_5a	8	Planned	72	75	77	70	4.8	Y	Y	Y	Y
NSW293_5a	9	Planned	72	75	77	70	4.9	Y	Y	Y	Y
NSW293_5a	10	Planned	72	75	77	70	5.0	Y	Y	Y	Y
NSW293_5a	11	Planned	72	75	77	70	5.0	Y	Y	Y	Y
NSW293_5a	12	Planned	72	75	77	70	5.0	Y	Y	Y	Y
NSW293_5a	13	Planned	72	75	77	70	5.0	Y	Y	Y	Y
NSW293_5a	14	Planned	72	75	77	70	5.1	Y	Y	Y	Y
NSW293_5a	15	Planned	72	75	77	70	5.1	Y	Y	Y	Y
NSW293_5a	16	Planned	72	75	77	70	5.0	Y	Y	Y	Y
NSW293_5a	17	Planned	72	75	77	70	5.1	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NSW293_5a	18	Planned	72	75	77	70	5.0	Y	Y	Y	Y
NSW293_5a	19	Planned	72	75	77	70	5.1	Y	Y	Y	Y
NSW293_5a	20	Planned	72	75	77	70	5.0	Y	Y	Y	Y
NSW293_5a	21	Planned	72	75	77	70	4.9	Y	Y	Y	Y
NSW293_5a	22	Planned	72	75	77	70	5.0	Y	Y	Y	Y
NSW293_5a	23	Planned	71	75	76	70	5.0	Y	Y	Y	Y
NSW293_5a	24	Planned	71	75	76	70	4.9	Y	Y	Y	Y
NSW293_5a	25	Planned	71	75	76	70	5.0	Y	Y	Y	Y
NSW293_5a	26	Planned	71	75	76	70	4.9	Y	Y	Y	Y
NSW293_5a	27	Planned	71	75	76	70	4.9	Y	Y	Y	Y
NSW293_5a	28	Planned	71	74	76	70	5.0	Y	Y	Y	Y
NSW293_5a	29	Planned	71	74	76	70	4.9	Y	Y	Y	Y
NSW293_5a	30	Planned	71	74	76	70	4.8	Y	Y	Y	Y
NSW293_5a	31	Planned	71	74	76	70	4.9	Y	Y	Y	Y
NSW293_5a	32	Planned	71	74	76	70	4.9	Y	Y	Y	Y
NSW293_5a	33	Planned	71	74	76	70	4.8	Y	Y	Y	Y
NSW293_5a	34	Planned	71	74	76	70	4.9	Y	Y	Y	Y
NSW293_5a	35	Planned	71	74	76	70	4.8	Y	Y	Y	Y
NSW293_5a	36	Planned	71	74	76	70	4.8	Y	Y	Y	Y
NSW293_5a	37	Planned	71	74	76	70	4.8	Y	Y	Y	Y
NSW293_5a	38	Planned	71	74	75	70	4.8	Y	Y	Y	Y
NSW293_5a	39	Planned	71	74	75	70	4.8	Y	Y	Y	Y
NSW293_5a	40	Planned	71	74	75	70	4.8	Y	Y	Y	Y
NSW293_5a	41	Planned	70	74	75	70	4.8	Y	Y	Y	Y
NSW293_5a	42	Planned	70	73	75	70	4.7	Y	Y	Y	Y
NSW293_5a	43	Planned	70	73	75	70	4.7	Y	Y	Y	Y
NSW293_5b	1	Planned	66	67	70	70	3.5	Y	N	N	N
NSW293_5b	2	Planned	68	68	71	70	3.2	Y	Y	N	Y
NSW293_5b	3	Planned	69	69	72	70	3.1	Y	Y	N	Y
NSW293_5b	4	Planned	70	70	73	70	3.1	Y	Y	N	Y
NSW293_5b	5	Planned	71	71	74	70	3.2	Y	Y	Y	Y
NSW293_5b	6	Planned	71	72	75	70	3.2	Y	Y	Y	Y
NSW293_5b	7	Planned	72	72	75	70	3.3	Y	Y	Y	Y
NSW293_5b	8	Planned	72	73	75	70	3.4	Y	Y	Y	Y
NSW293_5b	9	Planned	72	73	76	70	3.5	Y	Y	Y	Y
NSW293_5b	10	Planned	72	73	76	70	3.5	Y	Y	Y	Y
NSW293_5b	11	Planned	72	73	76	70	3.5	Y	Y	Y	Y
NSW293_5b	12	Planned	72	73	76	70	3.6	Y	Y	Y	Y
NSW293_5b	13	Planned	72	73	76	70	3.6	Y	Y	Y	Y
NSW293_5b	14	Planned	72	73	76	70	3.6	Y	Y	Y	Y
NSW293_5b	15	Planned	72	73	76	70	3.7	Y	Y	Y	Y
NSW293_5b	16	Planned	72	73	76	70	3.6	Y	Y	Y	Y
NSW293_5b	17	Planned	72	73	76	70	3.7	Y	Y	Y	Y
NSW293_5b	18	Planned	72	73	76	70	3.7	Y	Y	Y	Y
NSW293_5b	19	Planned	72	73	76	70	3.7	Y	Y	Y	Y
NSW293_5b	20	Planned	72	73	76	70	3.8	Y	Y	Y	Y
NSW293_5b	21	Planned	72	73	75	70	3.7	Y	Y	Y	Y
NSW293_5b	22	Planned	72	73	75	70	3.8	Y	Y	Y	Y
NSW293_5b	23	Planned	72	73	75	70	3.8	Y	Y	Y	Y
NSW293_5b	24	Planned	71	73	75	70	3.8	Y	Y	Y	Y
NSW293_5b	25	Planned	71	73	75	70	3.9	Y	Y	Y	Y
NSW293_5b	26	Planned	71	73	75	70	3.8	Y	Y	Y	Y
NSW293_5b	27	Planned	71	73	75	70	3.8	Y	Y	Y	Y
NSW293_5b	28	Planned	71	73	75	70	3.9	Y	Y	Y	Y
NSW293_5b	29	Planned	71	73	75	70	3.8	Y	Y	Y	Y
NSW293_5b	30	Planned	71	73	75	70	3.9	Y	Y	Y	Y
NSW293_5b	31	Planned	71	73	75	70	3.9	Y	Y	Y	Y
NSW293_5b	32	Planned	71	73	75	70	3.8	Y	Y	Y	Y
NSW293_5b	33	Planned	71	72	75	70	3.9	Y	Y	Y	Y
NSW293_5b	34	Planned	71	72	75	70	3.9	Y	Y	Y	Y
NSW293_5b	35	Planned	71	72	75	70	3.9	Y	Y	Y	Y
NSW293_5b	36	Planned	71	72	75	70	3.9	Y	Y	Y	Y
NSW293_5b	37	Planned	71	72	74	70	3.8	Y	Y	Y	Y
NSW293_5b	38	Planned	71	72	74	70	3.9	Y	Y	Y	Y
NSW293_5b	39	Planned	70	72	74	70	3.9	Y	Y	Y	Y
NSW293_5b	40	Planned	70	72	74	70	3.8	Y	Y	Y	Y
NSW293_5b	41	Planned	70	72	74	70	3.9	Y	Y	Y	Y
NSW293_5b	42	Planned	70	72	74	70	3.9	Y	Y	Y	Y
NSW293_5b	43	Planned	70	72	74	70	3.9	Y	Y	Y	Y
NSW293_5c	1	Planned	62	65	67	70	4.3	Y	N	N	N
NSW293_5c	2	Planned	65	66	69	70	3.9	Y	N	N	N
NSW293_5c	3	Planned	67	68	71	70	3.8	Y	Y	N	Y
NSW293_5c	4	Planned	68	70	72	70	3.7	Y	Y	N	Y
NSW293_5c	5	Planned	69	70	73	70	3.6	Y	Y	N	Y
NSW293_5c	6	Planned	70	71	73	70	3.6	Y	Y	Y	Y
NSW293_5c	7	Planned	70	71	74	70	3.7	Y	Y	Y	Y
NSW293_5c	8	Planned	70	72	74	70	3.9	Y	Y	Y	Y
NSW293_5c	9	Planned	70	72	74	70	4.0	Y	Y	Y	Y
NSW293_5c	10	Planned	70	72	74	70	4.1	Y	Y	Y	Y
NSW293_5c	11	Planned	70	73	75	70	4.3	Y	Y	Y	Y
NSW293_5c	12	Planned	70	73	75	70	4.3	Y	Y	Y	Y
NSW293_5c	13	Planned	70	73	75	70	4.4	Y	Y	Y	Y
NSW293_5c	14	Planned	70	73	75	70	4.4	Y	Y	Y	Y
NSW293_5c	15	Planned	71	73	75	70	4.4	Y	Y	Y	Y
NSW293_5c	16	Planned	70	73	75	70	4.5	Y	Y	Y	Y
NSW293_5c	17	Planned	70	73	75	70	4.5	Y	Y	Y	Y
NSW293_5c	18	Planned	70	73	75	70	4.5	Y	Y	Y	Y
NSW293_5c	19	Planned	70	73	75	70	4.5	Y	Y	Y	Y
NSW293_5c	20	Planned	70	73	75	70	4.5	Y	Y	Y	Y
NSW293_5c	21	Planned	70	73	75	70	4.4	Y	Y	Y	Y
NSW293_5c	22	Planned	70	73	75	70	4.4	Y	Y	Y	Y
NSW293_5c	23	Planned	70	73	75	70	4.5	Y	Y	Y	Y
NSW293_5c	24	Planned	70	73	75	70	4.4	Y	Y	Y	Y
NSW293_5c	25	Planned	70	73	75	70	4.4	Y	Y	Y	Y
NSW293_5c	26	Planned	70	73	75	70	4.4	Y	Y	Y	Y
NSW293_5c	27	Planned	70	73	75	70	4.4	Y	Y	Y	Y
NSW293_5c	28	Planned	70	73	75	70	4.4	Y	Y	Y	Y
NSW293_5c	29	Planned	70	73	75	70	4.4	Y	Y	Y	Y
NSW293_5c	30	Planned	70	73	74	70	4.4	Y	Y	Y	Y
NSW293_5c	31	Planned	70	72	74	70	4.4	Y	Y	Y	Y
NSW293_5c	32	Planned	70	72	74	70	4.4	Y	Y	Y	Y
NSW293_5c	33	Planned	70	72	74	70	4.4	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NSW293_5c	34	Planned	70	72	74	70	4.3	Y	Y	Y	Y
NSW293_5c	35	Planned	70	72	74	70	4.3	Y	Y	Y	Y
NSW293_5c	36	Planned	70	72	74	70	4.4	Y	Y	Y	Y
NSW293_5c	37	Planned	70	72	74	70	4.3	Y	Y	Y	Y
NSW293_5c	38	Planned	70	72	74	70	4.3	Y	Y	Y	Y
NSW293_5c	39	Planned	70	72	74	70	4.3	Y	Y	Y	Y
NSW293_5c	40	Planned	70	72	74	70	4.3	Y	Y	Y	Y
NSW293_5c	41	Planned	70	72	74	70	4.3	Y	Y	Y	Y
NSW293_5c	42	Planned	70	72	74	70	4.3	Y	Y	Y	Y
NSW293_5c	43	Planned	70	72	74	70	4.3	Y	Y	Y	Y
NSW293_6a	1	Planned	67	67	70	70	3.5	Y	N	N	N
NSW293_6a	2	Planned	69	70	72	70	3.3	Y	Y	N	Y
NSW293_6a	3	Planned	70	71	73	70	3.4	Y	Y	Y	Y
NSW293_6a	4	Planned	71	72	74	70	3.6	Y	Y	Y	Y
NSW293_6a	5	Planned	71	73	75	70	3.9	Y	Y	Y	Y
NSW293_6a	6	Planned	71	73	75	70	4.1	Y	Y	Y	Y
NSW293_6a	7	Planned	71	73	75	70	4.3	Y	Y	Y	Y
NSW293_6a	8	Planned	71	74	76	70	4.5	Y	Y	Y	Y
NSW293_6a	9	Planned	71	74	76	70	4.6	Y	Y	Y	Y
NSW293_6a	10	Planned	71	74	76	70	4.6	Y	Y	Y	Y
NSW293_6a	11	Planned	71	74	76	70	4.7	Y	Y	Y	Y
NSW293_6a	12	Planned	71	74	76	70	4.7	Y	Y	Y	Y
NSW293_6a	13	Planned	71	74	76	70	4.8	Y	Y	Y	Y
NSW293_6a	14	Planned	71	74	76	70	4.7	Y	Y	Y	Y
NSW293_6a	15	Planned	71	74	76	70	4.8	Y	Y	Y	Y
NSW293_6a	16	Planned	71	74	76	70	4.7	Y	Y	Y	Y
NSW293_6a	17	Planned	71	74	76	70	4.8	Y	Y	Y	Y
NSW293_6a	18	Planned	71	74	75	70	4.7	Y	Y	Y	Y
NSW293_6a	19	Planned	71	74	75	70	4.8	Y	Y	Y	Y
NSW293_6a	20	Planned	71	74	75	70	4.8	Y	Y	Y	Y
NSW293_6a	21	Planned	70	74	75	70	4.8	Y	Y	Y	Y
NSW293_6a	22	Planned	70	73	75	70	4.8	Y	Y	Y	Y
NSW293_6a	23	Planned	70	73	75	70	4.8	Y	Y	Y	Y
NSW293_6a	24	Planned	70	73	75	70	4.8	Y	Y	Y	Y
NSW293_6a	25	Planned	70	73	75	70	4.8	Y	Y	Y	Y
NSW293_6a	26	Planned	70	73	75	70	4.8	Y	Y	Y	Y
NSW293_6a	27	Planned	70	73	75	70	4.8	Y	Y	Y	Y
NSW293_6a	28	Planned	70	73	75	70	4.8	Y	Y	Y	Y
NSW293_6a	29	Planned	70	73	75	70	4.7	Y	Y	Y	Y
NSW293_6a	30	Planned	70	73	75	70	4.8	Y	Y	Y	Y
NSW293_6a	31	Planned	70	73	75	70	4.8	Y	Y	Y	Y
NSW293_6a	32	Planned	70	73	74	70	4.8	Y	Y	Y	Y
NSW293_6a	33	Planned	70	73	74	70	4.7	Y	Y	Y	Y
NSW293_6a	34	Planned	70	73	74	70	4.8	Y	Y	Y	Y
NSW293_6a	35	Planned	69	72	74	70	4.8	Y	Y	Y	Y
NSW293_6a	36	Planned	69	72	74	70	4.8	Y	Y	Y	Y
NSW293_6a	37	Planned	69	72	74	70	4.7	Y	Y	Y	Y
NSW293_6a	38	Planned	69	72	74	70	4.8	Y	Y	Y	Y
NSW293_6a	39	Planned	69	72	74	70	4.8	Y	Y	Y	Y
NSW293_6a	40	Planned	69	72	74	70	4.7	Y	Y	Y	Y
NSW293_6a	41	Planned	69	72	74	70	4.8	Y	Y	Y	Y
NSW293_6a	42	Planned	69	72	74	70	4.7	Y	Y	Y	Y
NSW293_6a	43	Planned	69	72	74	70	4.7	Y	Y	Y	Y
NSW293_6b	1	Planned	66	67	70	70	3.6	Y	N	N	N
NSW293_6b	2	Planned	68	69	72	70	3.5	Y	Y	N	Y
NSW293_6b	3	Planned	69	70	73	70	3.5	Y	Y	N	Y
NSW293_6b	4	Planned	70	71	74	70	3.7	Y	Y	Y	Y
NSW293_6b	5	Planned	70	72	74	70	4.0	Y	Y	Y	Y
NSW293_6b	6	Planned	70	73	75	70	4.3	Y	Y	Y	Y
NSW293_6b	7	Planned	71	73	75	70	4.5	Y	Y	Y	Y
NSW293_6b	8	Planned	71	73	75	70	4.7	Y	Y	Y	Y
NSW293_6b	9	Planned	71	74	75	70	4.7	Y	Y	Y	Y
NSW293_6b	10	Planned	71	74	75	70	4.8	Y	Y	Y	Y
NSW293_6b	11	Planned	70	74	75	70	5.0	Y	Y	Y	Y
NSW293_6b	12	Planned	70	74	75	70	5.0	Y	Y	Y	Y
NSW293_6b	13	Planned	70	74	75	70	4.9	Y	Y	Y	Y
NSW293_6b	14	Planned	70	74	75	70	5.0	Y	Y	Y	Y
NSW293_6b	15	Planned	70	74	75	70	5.0	Y	Y	Y	Y
NSW293_6b	16	Planned	70	74	75	70	5.0	Y	Y	Y	Y
NSW293_6b	17	Planned	70	74	75	70	5.0	Y	Y	Y	Y
NSW293_6b	18	Planned	70	73	75	70	5.0	Y	Y	Y	Y
NSW293_6b	19	Planned	70	73	75	70	4.9	Y	Y	Y	Y
NSW293_6b	20	Planned	70	73	75	70	5.0	Y	Y	Y	Y
NSW293_6b	21	Planned	70	73	75	70	5.0	Y	Y	Y	Y
NSW293_6b	22	Planned	70	73	75	70	5.0	Y	Y	Y	Y
NSW293_6b	23	Planned	70	73	75	70	5.0	Y	Y	Y	Y
NSW293_6b	24	Planned	70	73	75	70	5.0	Y	Y	Y	Y
NSW293_6b	25	Planned	70	73	75	70	4.9	Y	Y	Y	Y
NSW293_6b	26	Planned	70	73	75	70	5.0	Y	Y	Y	Y
NSW293_6b	27	Planned	70	73	75	70	5.0	Y	Y	Y	Y
NSW293_6b	28	Planned	70	73	74	70	4.9	Y	Y	Y	Y
NSW293_6b	29	Planned	69	73	74	70	4.9	Y	Y	Y	Y
NSW293_6b	30	Planned	69	73	74	70	5.0	Y	Y	Y	Y
NSW293_6b	31	Planned	69	73	74	70	5.0	Y	Y	Y	Y
NSW293_6b	32	Planned	69	73	74	70	4.9	Y	Y	Y	Y
NSW293_6b	33	Planned	69	72	74	70	4.9	Y	Y	Y	Y
NSW293_6b	34	Planned	69	72	74	70	5.0	Y	Y	Y	Y
NSW293_6b	35	Planned	69	72	74	70	5.0	Y	Y	Y	Y
NSW293_6b	36	Planned	69	72	74	70	4.9	Y	Y	Y	Y
NSW293_6b	37	Planned	69	72	74	70	5.0	Y	Y	Y	Y
NSW293_6b	38	Planned	69	72	74	70	4.9	Y	Y	Y	Y
NSW293_6b	39	Planned	69	72	74	70	4.9	Y	Y	Y	Y
NSW293_6b	40	Planned	69	72	74	70	4.9	Y	Y	Y	Y
NSW293_6b	41	Planned	69	72	74	70	4.9	Y	Y	Y	Y
NSW293_6b	42	Planned	69	72	73	70	4.9	Y	Y	Y	Y
NSW293_6b	43	Planned	68	72	73	70	5.0	Y	Y	Y	Y
NSW293_6c	1	Planned	48	52	53	70	5.7	Y	N	N	N
NSW293_6c	2	Planned	52	57	58	70	6.2	Y	N	N	N
NSW293_6c	3	Planned	56	61	62	70	6.4	Y	N	N	N
NSW293_6c	4	Planned	58	62	64	70	6.0	Y	N	N	N
NSW293_6c	5	Planned	59	63	64	70	5.5	Y	N	N	N
NSW293_6c	6	Planned	59	63	65	70	5.3	Y	N	N	N

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NSW293_6c	7	Planned	60	63	65	70	5.0	Y	N	N	N
NSW293_6c	8	Planned	60	64	65	70	5.1	Y	N	N	N
NSW293_6c	9	Planned	61	64	66	70	5.2	Y	N	N	N
NSW293_6c	10	Planned	61	64	66	70	5.3	Y	N	N	N
NSW293_6c	11	Planned	61	65	66	70	5.4	Y	N	N	N
NSW293_6c	12	Planned	61	65	66	70	5.5	Y	N	N	N
NSW293_6c	13	Planned	61	65	66	70	5.5	Y	N	N	N
NSW293_6c	14	Planned	61	65	66	70	5.6	Y	N	N	N
NSW293_6c	15	Planned	61	65	66	70	5.6	Y	N	N	N
NSW293_6c	16	Planned	61	65	66	70	5.7	Y	N	N	N
NSW293_6c	17	Planned	61	65	66	70	5.7	Y	N	N	N
NSW293_6c	18	Planned	61	65	66	70	5.7	Y	N	N	N
NSW293_6c	19	Planned	60	65	66	70	5.8	Y	N	N	N
NSW293_6c	20	Planned	60	65	66	70	5.8	Y	N	N	N
NSW293_6c	21	Planned	60	65	66	70	5.8	Y	N	N	N
NSW293_6c	22	Planned	60	65	66	70	5.8	Y	N	N	N
NSW293_6c	23	Planned	60	65	66	70	5.8	Y	N	N	N
NSW293_6c	24	Planned	60	65	66	70	5.8	Y	N	N	N
NSW293_6c	25	Planned	60	65	66	70	5.8	Y	N	N	N
NSW293_6c	26	Planned	60	65	66	70	5.8	Y	N	N	N
NSW293_6c	27	Planned	60	64	66	70	5.8	Y	N	N	N
NSW293_6c	28	Planned	60	64	66	70	5.8	Y	N	N	N
NSW293_6c	29	Planned	60	64	66	70	5.8	Y	N	N	N
NSW293_6c	30	Planned	60	64	66	70	5.8	Y	N	N	N
NSW293_6c	31	Planned	60	64	66	70	5.8	Y	N	N	N
NSW293_6c	32	Planned	60	64	65	70	5.8	Y	N	N	N
NSW293_6c	33	Planned	60	64	65	70	5.8	Y	N	N	N
NSW293_6c	34	Planned	60	64	65	70	5.8	Y	N	N	N
NSW293_6c	35	Planned	59	64	65	70	5.8	Y	N	N	N
NSW293_6c	36	Planned	59	64	65	70	5.9	Y	N	N	N
NSW293_6c	37	Planned	59	64	65	70	5.8	Y	N	N	N
NSW293_6c	38	Planned	59	64	65	70	5.8	Y	N	N	N
NSW293_6c	39	Planned	59	64	65	70	5.9	Y	N	N	N
NSW293_6c	40	Planned	59	64	65	70	5.8	Y	N	N	N
NSW293_6c	41	Planned	59	64	65	70	5.8	Y	N	N	N
NSW293_6c	42	Planned	59	64	65	70	5.8	Y	N	N	N
NSW293_6c	43	Planned	59	63	65	70	5.8	Y	N	N	N
NSW293_7	1	Planned	59	62	64	70	4.4	Y	N	N	N
NSW293_7	2	Planned	62	64	66	70	3.9	Y	N	N	N
NSW293_7	3	Planned	65	66	68	70	3.6	Y	N	N	N
NSW293_7	4	Planned	67	68	70	70	3.8	Y	N	N	N
NSW293_7	5	Planned	68	69	71	70	3.6	Y	Y	N	Y
NSW293_7	6	Planned	68	69	72	70	3.5	Y	Y	N	Y
NSW293_7	7	Planned	69	69	72	70	3.5	Y	Y	N	Y
NSW293_7	8	Planned	69	70	72	70	3.5	Y	Y	N	Y
NSW293_7	9	Planned	69	70	73	70	3.7	Y	Y	N	Y
NSW293_7	10	Planned	69	70	73	70	3.7	Y	Y	N	Y
NSW293_7	11	Planned	69	71	73	70	3.8	Y	Y	Y	Y
NSW293_7	12	Planned	69	71	73	70	3.8	Y	Y	Y	Y
NSW293_7	13	Planned	69	71	73	70	3.9	Y	Y	Y	Y
NSW293_7	14	Planned	69	71	73	70	4.0	Y	Y	Y	Y
NSW293_7	15	Planned	69	71	73	70	3.9	Y	Y	Y	Y
NSW293_7	16	Planned	69	71	73	70	4.0	Y	Y	Y	Y
NSW293_7	17	Planned	69	71	73	70	4.0	Y	Y	Y	Y
NSW293_7	18	Planned	69	71	73	70	4.0	Y	Y	Y	Y
NSW293_7	19	Planned	69	71	73	70	4.0	Y	Y	Y	Y
NSW293_7	20	Planned	69	71	73	70	4.0	Y	Y	Y	Y
NSW293_7	21	Planned	69	71	73	70	4.1	Y	Y	Y	Y
NSW293_7	22	Planned	69	71	73	70	4.0	Y	Y	Y	Y
NSW293_7	23	Planned	69	71	73	70	4.1	Y	Y	Y	Y
NSW293_7	24	Planned	69	71	73	70	4.0	Y	Y	Y	Y
NSW293_7	25	Planned	69	71	73	70	4.0	Y	Y	Y	Y
NSW293_7	26	Planned	69	71	73	70	4.1	Y	Y	Y	Y
NSW293_7	27	Planned	69	71	73	70	4.0	Y	Y	Y	Y
NSW293_7	28	Planned	69	71	73	70	4.1	Y	Y	Y	Y
NSW293_7	29	Planned	69	71	73	70	4.0	Y	Y	Y	Y
NSW293_7	30	Planned	69	71	73	70	4.0	Y	Y	Y	Y
NSW293_7	31	Planned	69	71	73	70	4.0	Y	Y	Y	Y
NSW293_7	32	Planned	69	71	73	70	4.0	Y	Y	Y	Y
NSW293_7	33	Planned	69	71	73	70	4.1	Y	Y	Y	Y
NSW293_7	34	Planned	69	71	73	70	4.0	Y	Y	Y	Y
NSW293_7	35	Planned	69	71	73	70	4.0	Y	Y	Y	Y
NSW293_7	36	Planned	69	71	73	70	4.0	Y	Y	Y	Y
NSW293_7	37	Planned	69	71	73	70	4.0	Y	Y	Y	Y
NSW293_7	38	Planned	69	71	73	70	3.9	Y	Y	Y	Y
NSW293_7	39	Planned	69	71	73	70	4.0	Y	Y	Y	Y
NSW293_7	40	Planned	69	70	73	70	3.9	Y	Y	N	Y
NSW293_7	41	Planned	69	70	73	70	4.0	Y	Y	N	Y
NSW293_7	42	Planned	69	70	73	70	4.0	Y	Y	N	Y
NSW293_7	43	Planned	69	70	73	70	3.9	Y	Y	N	Y
NSW293_8	1	Planned	55	59	61	70	5.6	Y	N	N	N
NSW293_8	2	Planned	59	64	65	70	6.4	Y	N	N	N
NSW293_8	3	Planned	63	66	68	70	5.1	Y	N	N	N
NSW293_8	4	Planned	64	67	69	70	4.8	Y	N	N	N
NSW293_8	5	Planned	65	68	70	70	4.6	Y	N	N	N
NSW293_8	6	Planned	65	69	70	70	4.9	Y	N	N	N
NSW293_8	7	Planned	66	69	71	70	5.0	Y	Y	N	Y
NSW293_8	8	Planned	66	69	71	70	5.2	Y	Y	N	Y
NSW293_8	9	Planned	66	70	71	70	5.4	Y	Y	N	Y
NSW293_8	10	Planned	66	70	72	70	5.5	Y	Y	N	Y
NSW293_8	11	Planned	66	70	72	70	5.7	Y	Y	N	Y
NSW293_8	12	Planned	66	70	72	70	5.7	Y	Y	N	Y
NSW293_8	13	Planned	66	71	72	70	5.8	Y	Y	Y	Y
NSW293_8	14	Planned	66	71	72	70	5.8	Y	Y	Y	Y
NSW293_8	15	Planned	66	71	72	70	5.8	Y	Y	Y	Y
NSW293_8	16	Planned	66	71	72	70	5.8	Y	Y	Y	Y
NSW293_8	17	Planned	66	71	72	70	5.8	Y	Y	Y	Y
NSW293_8	18	Planned	66	71	72	70	5.9	Y	Y	Y	Y
NSW293_8	19	Planned	66	71	72	70	5.8	Y	Y	Y	Y
NSW293_8	20	Planned	66	71	72	70	5.8	Y	Y	Y	Y
NSW293_8	21	Planned	66	71	72	70	5.8	Y	Y	Y	Y
NSW293_8	22	Planned	66	71	72	70	5.8	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NSW293_8	23	Planned	66	71	72	70	5.7	Y	Y	Y	Y
NSW293_8	24	Planned	66	71	72	70	5.8	Y	Y	Y	Y
NSW293_8	25	Planned	66	70	72	70	5.7	Y	Y	N	Y
NSW293_8	26	Planned	66	70	72	70	5.8	Y	Y	N	Y
NSW293_8	27	Planned	66	70	72	70	5.8	Y	Y	N	Y
NSW293_8	28	Planned	66	70	72	70	5.8	Y	Y	N	Y
NSW293_8	29	Planned	66	70	72	70	5.8	Y	Y	N	Y
NSW293_8	30	Planned	66	70	72	70	5.7	Y	Y	N	Y
NSW293_8	31	Planned	66	70	71	70	5.7	Y	Y	N	Y
NSW293_8	32	Planned	66	70	71	70	5.7	Y	Y	N	Y
NSW293_8	33	Planned	66	70	71	70	5.6	Y	Y	N	Y
NSW293_8	34	Planned	66	70	71	70	5.7	Y	Y	N	Y
NSW293_8	35	Planned	66	70	71	70	5.6	Y	Y	N	Y
NSW293_8	36	Planned	66	70	71	70	5.7	Y	Y	N	Y
NSW293_8	37	Planned	65	70	71	70	5.7	Y	Y	N	Y
NSW293_8	38	Planned	65	70	71	70	5.7	Y	Y	N	Y
NSW293_8	39	Planned	65	70	71	70	5.7	Y	Y	N	Y
NSW293_8	40	Planned	65	70	71	70	5.7	Y	Y	N	Y
NSW293_8	41	Planned	65	70	71	70	5.6	Y	Y	N	Y
NSW293_8	42	Planned	65	70	71	70	5.7	Y	Y	N	Y
NSW293_8	43	Planned	65	69	71	70	5.6	Y	Y	N	Y
NSW293_9	1	Planned	60	59	62	70	2.6	Y	N	N	N
NSW293_9	2	Planned	60	60	63	70	2.7	Y	N	N	N
NSW293_9	3	Planned	61	61	64	70	3.0	Y	N	N	N
NSW293_9	4	Planned	61	61	64	70	3.0	Y	N	N	N
NSW293_9	5	Planned	62	62	65	70	3.1	Y	N	N	N
NSW293_9	6	Planned	62	62	65	70	3.3	Y	N	N	N
NSW293_9	7	Planned	62	63	65	70	3.4	Y	N	N	N
NSW293_9	8	Planned	62	63	66	70	3.4	Y	N	N	N
NSW293_9	9	Planned	62	64	66	70	3.6	Y	N	N	N
NSW293_9	10	Planned	63	64	66	70	3.7	Y	N	N	N
NSW293_9	11	Planned	63	64	67	70	3.9	Y	N	N	N
NSW293_9	12	Planned	63	65	67	70	4.1	Y	N	N	N
NSW293_9	13	Planned	63	65	67	70	4.2	Y	N	N	N
NSW293_9	14	Planned	63	65	67	70	4.3	Y	N	N	N
NSW293_9	15	Planned	63	66	68	70	4.3	Y	N	N	N
NSW293_9	16	Planned	63	66	68	70	4.5	Y	N	N	N
NSW293_9	17	Planned	63	66	68	70	4.5	Y	N	N	N
NSW293_9	18	Planned	63	66	68	70	4.6	Y	N	N	N
NSW293_9	19	Planned	64	66	68	70	4.6	Y	N	N	N
NSW293_9	20	Planned	64	66	68	70	4.6	Y	N	N	N
NSW293_9	21	Planned	64	66	68	70	4.6	Y	N	N	N
NSW293_9	22	Planned	64	67	68	70	4.7	Y	N	N	N
NSW293_9	23	Planned	64	67	68	70	4.7	Y	N	N	N
NSW293_9	24	Planned	64	67	68	70	4.7	Y	N	N	N
NSW293_9	25	Planned	64	67	69	70	4.7	Y	N	N	N
NSW293_9	26	Planned	64	67	69	70	4.6	Y	N	N	N
NSW293_9	27	Planned	64	67	69	70	4.6	Y	N	N	N
NSW293_9	28	Planned	64	67	69	70	4.6	Y	N	N	N
NSW293_9	29	Planned	64	67	69	70	4.6	Y	N	N	N
NSW293_9	30	Planned	64	67	69	70	4.6	Y	N	N	N
NSW293_9	31	Planned	64	67	69	70	4.5	Y	N	N	N
NSW293_9	32	Planned	64	67	69	70	4.5	Y	N	N	N
NSW293_9	33	Planned	64	67	69	70	4.5	Y	N	N	N
NSW293_9	34	Planned	64	67	69	70	4.5	Y	N	N	N
NSW293_9	35	Planned	64	67	69	70	4.5	Y	N	N	N
NSW293_9	36	Planned	64	67	69	70	4.5	Y	N	N	N
NSW293_9	37	Planned	64	67	69	70	4.5	Y	N	N	N
NSW293_9	38	Planned	64	67	69	70	4.5	Y	N	N	N
NSW293_9	39	Planned	64	67	69	70	4.5	Y	N	N	N
NSW293_9	40	Planned	64	67	69	70	4.5	Y	N	N	N
NSW293_9	41	Planned	64	67	69	70	4.6	Y	N	N	N
NSW293_9	42	Planned	64	67	69	70	4.6	Y	N	N	N
LSPS1a	1	Planned	63	69	70	70	6.4	Y	N	N	N
LSPS1a	2	Planned	64	69	70	70	6.4	Y	N	N	N
LSPS1a	3	Planned	64	69	70	70	6.4	Y	N	N	N
LSPS1a	4	Planned	64	69	70	70	6.5	Y	N	N	N
LSPS1a	5	Planned	64	69	70	70	6.5	Y	N	N	N
LSPS1a	6	Planned	64	69	71	70	6.4	Y	Y	N	Y
LSPS1a	7	Planned	64	70	71	70	6.5	Y	Y	N	Y
LSPS1a	8	Planned	64	70	71	70	6.5	Y	Y	N	Y
LSPS1a	9	Planned	64	70	71	70	6.5	Y	Y	N	Y
LSPS1a	10	Planned	65	70	71	70	6.5	Y	Y	N	Y
LSPS1a	11	Planned	65	70	71	70	6.5	Y	Y	N	Y
LSPS1a	12	Planned	65	70	71	70	6.5	Y	Y	N	Y
LSPS1a	13	Planned	65	70	71	70	6.5	Y	Y	N	Y
LSPS1a	14	Planned	65	70	71	70	6.5	Y	Y	N	Y
LSPS1a	15	Planned	65	70	71	70	6.4	Y	Y	N	Y
LSPS1a	16	Planned	65	70	71	70	6.5	Y	Y	N	Y
LSPS1a	17	Planned	65	70	71	70	6.4	Y	Y	N	Y
LSPS1a	18	Planned	65	70	72	70	6.5	Y	Y	N	Y
LSPS1a	19	Planned	65	70	72	70	6.5	Y	Y	N	Y
LSPS1a	20	Planned	65	70	72	70	6.5	Y	Y	N	Y
LSPS1a	21	Planned	65	71	72	70	6.5	Y	Y	Y	Y
LSPS1a	22	Planned	65	71	72	70	6.5	Y	Y	Y	Y
LSPS1a	23	Planned	65	71	72	70	6.5	Y	Y	Y	Y
LSPS1a	24	Planned	65	71	72	70	6.5	Y	Y	Y	Y
LSPS1b	1	Planned	64	69	70	70	6.3	Y	N	N	N
LSPS1b	2	Planned	64	69	70	70	6.2	Y	N	N	N
LSPS1b	3	Planned	64	69	70	70	6.2	Y	N	N	N
LSPS1b	4	Planned	64	69	70	70	6.2	Y	N	N	N
LSPS1b	5	Planned	64	69	71	70	6.2	Y	Y	N	Y
LSPS1b	6	Planned	65	70	71	70	6.1	Y	Y	N	Y
LSPS1b	7	Planned	65	70	71	70	6.1	Y	Y	N	Y
LSPS1b	8	Planned	65	70	71	70	6.1	Y	Y	N	Y
LSPS1b	9	Planned	65	70	71	70	6.1	Y	Y	N	Y
LSPS1b	10	Planned	65	70	71	70	6.1	Y	Y	N	Y
LSPS1b	11	Planned	65	70	71	70	6.0	Y	Y	N	Y
LSPS1b	12	Planned	65	70	71	70	6.0	Y	Y	N	Y
LSPS1b	13	Planned	66	70	71	70	5.9	Y	Y	N	Y
LSPS1b	14	Planned	66	70	72	70	5.9	Y	Y	N	Y
LSPS1b	15	Planned	66	70	72	70	6.0	Y	Y	N	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
LSPS1b	16	Planned	66	70	72	70	5.9	Y	Y	N	Y
LSPS1b	17	Planned	66	70	72	70	5.9	Y	Y	N	Y
LSPS1b	18	Planned	66	70	72	70	5.9	Y	Y	N	Y
LSPS1b	19	Planned	66	71	72	70	5.9	Y	Y	Y	Y
LSPS1b	20	Planned	66	71	72	70	5.9	Y	Y	Y	Y
LSPS1b	21	Planned	66	71	72	70	5.9	Y	Y	Y	Y
LSPS1b	22	Planned	66	71	72	70	5.9	Y	Y	Y	Y
LSPS1b	23	Planned	66	71	72	70	5.9	Y	Y	Y	Y
LSPS1b	24	Planned	66	71	72	70	5.9	Y	Y	Y	Y
LSPS2	1	Planned	61	65	66	70	5.1	Y	N	N	N
LSPS2	2	Planned	61	65	66	70	5.1	Y	N	N	N
LSPS2	3	Planned	61	65	67	70	5.2	Y	N	N	N
LSPS2	4	Planned	61	65	67	70	5.2	Y	N	N	N
LSPS2	5	Planned	62	65	67	70	5.3	Y	N	N	N
LSPS2	6	Planned	62	65	67	70	5.3	Y	N	N	N
LSPS2	7	Planned	62	66	67	70	5.4	Y	N	N	N
LSPS2	8	Planned	62	66	67	70	5.4	Y	N	N	N
LSPS2	9	Planned	62	66	67	70	5.5	Y	N	N	N
LSPS2	10	Planned	62	66	68	70	5.6	Y	N	N	N
LSPS2	11	Planned	62	66	68	70	5.6	Y	N	N	N
LSPS2	12	Planned	62	66	68	70	5.7	Y	N	N	N
LSPS2	13	Planned	62	67	68	70	5.7	Y	N	N	N
LSPS2	14	Planned	62	67	68	70	5.8	Y	N	N	N
LSPS2	15	Planned	62	67	68	70	5.9	Y	N	N	N
LSPS2	16	Planned	62	67	68	70	5.9	Y	N	N	N
LSPS2	17	Planned	62	67	68	70	6.0	Y	N	N	N
LSPS2	18	Planned	62	67	68	70	6.1	Y	N	N	N
LSPS2	19	Planned	62	67	68	70	6.1	Y	N	N	N
LSPS2	20	Planned	62	67	68	70	6.1	Y	N	N	N
LSPS2	21	Planned	62	67	68	70	6.2	Y	N	N	N
LSPS2	22	Planned	62	67	68	70	6.3	Y	N	N	N
LSPS2	23	Planned	62	67	68	70	6.3	Y	N	N	N
LSPS2	24	Planned	62	67	68	70	6.3	Y	N	N	N
SP1	1	Planned	65	68	70	70	4.7	Y	N	N	N
SP1	2	Planned	65	68	70	70	4.6	Y	N	N	N
SP1	3	Planned	66	68	70	70	4.6	Y	N	N	N
SP1	4	Planned	66	68	70	70	4.5	Y	N	N	N
SP1	5	Planned	66	68	70	70	4.5	Y	N	N	N
SP1	6	Planned	66	69	70	70	4.5	Y	N	N	N
SP1	7	Planned	66	69	71	70	4.4	Y	Y	N	Y
SP1	8	Planned	66	69	71	70	4.4	Y	Y	N	Y
SP1	9	Planned	66	69	71	70	4.4	Y	Y	N	Y
SP1	10	Planned	66	69	71	70	4.3	Y	Y	N	Y
SP1	11	Planned	66	69	71	70	4.4	Y	Y	N	Y
SP1	12	Planned	67	69	71	70	4.3	Y	Y	N	Y
SP1	13	Planned	67	69	71	70	4.3	Y	Y	N	Y
SP1	14	Planned	67	69	71	70	4.2	Y	Y	N	Y
SP1	15	Planned	67	69	71	70	4.3	Y	Y	N	Y
SP1	16	Planned	67	69	71	70	4.2	Y	Y	N	Y
SP1	17	Planned	67	69	71	70	4.2	Y	Y	N	Y
SP1	18	Planned	67	69	71	70	4.2	Y	Y	N	Y
SP1	19	Planned	67	69	71	70	4.2	Y	Y	N	Y
SP1	20	Planned	67	69	71	70	4.1	Y	Y	N	Y
SP1	21	Planned	67	69	71	70	4.1	Y	Y	N	Y
SP1	22	Planned	67	69	71	70	4.1	Y	Y	N	Y
SP1	23	Planned	67	69	71	70	4.1	Y	Y	N	Y
SP1	24	Planned	67	69	71	70	4.1	Y	Y	N	Y
SP1	25	Planned	67	69	71	70	4.1	Y	Y	N	Y
SP1	26	Planned	67	69	71	70	4.1	Y	Y	N	Y
SP1	27	Planned	67	69	71	70	4.1	Y	Y	N	Y
SP1	28	Planned	67	69	71	70	4.1	Y	Y	N	Y
SP1	29	Planned	67	69	71	70	4.1	Y	Y	N	Y
SP1	30	Planned	67	69	71	70	4.1	Y	Y	N	Y
SP1	31	Planned	67	69	71	70	4.1	Y	Y	N	Y
SP1	32	Planned	67	69	71	70	4.1	Y	Y	N	Y
SP1	33	Planned	67	69	71	70	4.1	Y	Y	N	Y
SP1	34	Planned	67	69	71	70	4.1	Y	Y	N	Y
SP1	35	Planned	67	69	71	70	4.1	Y	Y	N	Y
SP1	36	Planned	67	69	71	70	4.1	Y	Y	N	Y
SP1	37	Planned	67	69	71	70	4.1	Y	Y	N	Y
SP1	38	Planned	67	69	71	70	4.1	Y	Y	N	Y
SP1	39	Planned	67	69	71	70	4.1	Y	Y	N	Y
SP1	40	Planned	67	69	71	70	4.0	Y	Y	N	Y
SP1	41	Planned	67	69	71	70	4.0	Y	Y	N	Y
SP1	42	Planned	67	69	71	70	4.0	Y	Y	N	Y
SP1	43	Planned	67	69	71	70	4.0	Y	Y	N	Y
SP1	44	Planned	67	69	71	70	4.0	Y	Y	N	Y
SP1	45	Planned	67	69	71	70	4.1	Y	Y	N	Y
SP1	46	Planned	67	69	71	70	4.1	Y	Y	N	Y
SP1	47	Planned	67	69	71	70	4.1	Y	Y	N	Y
SP1	48	Planned	67	69	71	70	4.0	Y	Y	N	Y
SP1	49	Planned	67	69	71	70	4.0	Y	Y	N	Y
SP1	50	Planned	67	69	71	70	4.0	Y	Y	N	Y
SP1_1	51	Planned	67	69	71	70	4.0	Y	Y	N	Y
SP1_1	52	Planned	67	69	71	70	4.1	Y	Y	N	Y
SP2a	1	Planned	68	71	72	70	4.8	Y	Y	Y	Y
SP2a	2	Planned	68	71	73	70	4.9	Y	Y	Y	Y
SP2a	3	Planned	68	71	73	70	4.8	Y	Y	Y	Y
SP2a	4	Planned	68	71	73	70	4.8	Y	Y	Y	Y
SP2a	5	Planned	68	71	73	70	4.9	Y	Y	Y	Y
SP2a	6	Planned	68	71	73	70	4.8	Y	Y	Y	Y
SP2a	7	Planned	68	71	73	70	4.8	Y	Y	Y	Y
SP2a	8	Planned	68	71	73	70	4.8	Y	Y	Y	Y
SP2a	9	Planned	68	72	73	70	4.8	Y	Y	Y	Y
SP2a	10	Planned	68	72	73	70	4.9	Y	Y	Y	Y
SP2a	11	Planned	69	72	73	70	4.8	Y	Y	Y	Y
SP2a	12	Planned	69	72	73	70	4.9	Y	Y	Y	Y
SP2a	13	Planned	69	72	73	70	4.8	Y	Y	Y	Y
SP2a	14	Planned	69	72	73	70	4.8	Y	Y	Y	Y
SP2a	15	Planned	69	72	74	70	4.8	Y	Y	Y	Y
SP2a	16	Planned	69	72	74	70	4.8	Y	Y	Y	Y
SP2a	17	Planned	69	72	74	70	4.8	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
SP2a	18	Planned	69	72	74	70	4.8	Y	Y	Y	Y
SP2a	19	Planned	69	72	74	70	4.7	Y	Y	Y	Y
SP2a	20	Planned	69	72	74	70	4.9	Y	Y	Y	Y
SP2a	21	Planned	69	72	74	70	4.8	Y	Y	Y	Y
SP2a	22	Planned	69	72	74	70	4.8	Y	Y	Y	Y
SP2a	23	Planned	69	72	74	70	4.8	Y	Y	Y	Y
SP2a	24	Planned	69	72	74	70	4.8	Y	Y	Y	Y
SP2a	25	Planned	69	72	74	70	4.8	Y	Y	Y	Y
SP2a	26	Planned	69	72	74	70	4.8	Y	Y	Y	Y
SP2a	27	Planned	69	72	74	70	4.8	Y	Y	Y	Y
SP2a	28	Planned	69	72	74	70	4.8	Y	Y	Y	Y
SP2a	29	Planned	69	72	74	70	4.8	Y	Y	Y	Y
SP2a	30	Planned	69	72	74	70	4.8	Y	Y	Y	Y
SP2a	31	Planned	69	72	74	70	4.9	Y	Y	Y	Y
SP2a	32	Planned	69	72	74	70	4.8	Y	Y	Y	Y
SP2a	33	Planned	69	72	74	70	4.8	Y	Y	Y	Y
SP2a	34	Planned	69	72	74	70	4.8	Y	Y	Y	Y
SP2a	35	Planned	69	72	74	70	4.8	Y	Y	Y	Y
SP2a	36	Planned	69	72	74	70	4.9	Y	Y	Y	Y
SP2a	37	Planned	69	72	73	70	4.8	Y	Y	Y	Y
SP2a	38	Planned	69	72	73	70	4.8	Y	Y	Y	Y
SP2a	39	Planned	69	72	73	70	4.8	Y	Y	Y	Y
SP2a	40	Planned	69	72	73	70	4.9	Y	Y	Y	Y
SP2a	41	Planned	69	72	73	70	4.8	Y	Y	Y	Y
SP2a	42	Planned	69	72	73	70	4.8	Y	Y	Y	Y
SP2a	43	Planned	68	72	73	70	4.9	Y	Y	Y	Y
SP2a	44	Planned	68	72	73	70	4.8	Y	Y	Y	Y
SP2a	45	Planned	68	72	73	70	4.8	Y	Y	Y	Y
SP2a	46	Planned	68	71	73	70	4.8	Y	Y	Y	Y
SP2a	47	Planned	68	71	73	70	4.8	Y	Y	Y	Y
SP2a	48	Planned	68	71	73	70	4.8	Y	Y	Y	Y
SP2a	49	Planned	68	71	73	70	4.9	Y	Y	Y	Y
SP2a	50	Planned	68	71	73	70	4.8	Y	Y	Y	Y
SP2a_1	51	Planned	68	71	73	70	4.8	Y	Y	Y	Y
SP2a_1	52	Planned	68	71	73	70	4.9	Y	Y	Y	Y
SP2b	1	Planned	68	72	74	70	5.3	Y	Y	Y	Y
SP2b	2	Planned	68	72	74	70	5.5	Y	Y	Y	Y
SP2b	3	Planned	68	73	74	70	5.6	Y	Y	Y	Y
SP2b	4	Planned	69	73	74	70	5.7	Y	Y	Y	Y
SP2b	5	Planned	69	73	74	70	5.9	Y	Y	Y	Y
SP2b	6	Planned	69	73	75	70	6.0	Y	Y	Y	Y
SP2b	7	Planned	69	74	75	70	6.2	Y	Y	Y	Y
SP2b	8	Planned	69	74	75	70	6.2	Y	Y	Y	Y
SP2b	9	Planned	69	74	75	70	6.3	Y	Y	Y	Y
SP2b	10	Planned	69	74	75	70	6.4	Y	Y	Y	Y
SP2b	11	Planned	69	74	75	70	6.3	Y	Y	Y	Y
SP2b	12	Planned	69	74	75	70	6.4	Y	Y	Y	Y
SP2b	13	Planned	69	74	75	70	6.5	Y	Y	Y	Y
SP2b	14	Planned	69	74	75	70	6.5	Y	Y	Y	Y
SP2b	15	Planned	69	74	75	70	6.6	Y	Y	Y	Y
SP2b	16	Planned	69	74	75	70	6.6	Y	Y	Y	Y
SP2b	17	Planned	69	74	75	70	6.6	Y	Y	Y	Y
SP2b	18	Planned	69	74	76	70	6.7	Y	Y	Y	Y
SP2b	19	Planned	69	74	76	70	6.7	Y	Y	Y	Y
SP2b	20	Planned	69	75	76	70	6.7	Y	Y	Y	Y
SP2b	21	Planned	69	75	76	70	6.7	Y	Y	Y	Y
SP2b	22	Planned	69	75	76	70	6.8	Y	Y	Y	Y
SP2b	23	Planned	69	75	76	70	6.9	Y	Y	Y	Y
SP2b	24	Planned	69	75	76	70	6.9	Y	Y	Y	Y
SP2b	25	Planned	69	75	76	70	7.0	Y	Y	Y	Y
SP2b	26	Planned	69	75	76	70	7.0	Y	Y	Y	Y
SP2b	27	Planned	69	75	76	70	7.0	Y	Y	Y	Y
SP2b	28	Planned	69	75	76	70	7.0	Y	Y	Y	Y
SP2b	29	Planned	69	75	76	70	7.1	Y	Y	Y	Y
SP2b	30	Planned	69	75	76	70	7.1	Y	Y	Y	Y
SP2b	31	Planned	69	75	76	70	7.0	Y	Y	Y	Y
SP2b	32	Planned	68	75	76	70	7.1	Y	Y	Y	Y
SP2b	33	Planned	68	75	76	70	7.1	Y	Y	Y	Y
SP2b	34	Planned	68	75	76	70	7.1	Y	Y	Y	Y
SP2b	35	Planned	68	75	76	70	7.2	Y	Y	Y	Y
SP2b	36	Planned	68	75	75	70	7.1	Y	Y	Y	Y
SP2b	37	Planned	68	75	75	70	7.2	Y	Y	Y	Y
SP2b	38	Planned	68	74	75	70	7.2	Y	Y	Y	Y
SP2b	39	Planned	68	74	75	70	7.1	Y	Y	Y	Y
SP2b	40	Planned	68	74	75	70	7.2	Y	Y	Y	Y
SP2b	41	Planned	68	74	75	70	7.2	Y	Y	Y	Y
SP2b	42	Planned	68	74	75	70	7.1	Y	Y	Y	Y
SP2b	43	Planned	68	74	75	70	7.2	Y	Y	Y	Y
SP2b	44	Planned	68	74	75	70	7.2	Y	Y	Y	Y
SP2b	45	Planned	68	74	75	70	7.2	Y	Y	Y	Y
SP2b	46	Planned	68	74	75	70	7.2	Y	Y	Y	Y
SP2b	47	Planned	68	74	75	70	7.3	Y	Y	Y	Y
SP2b	48	Planned	68	74	75	70	7.2	Y	Y	Y	Y
SP2b	49	Planned	68	74	75	70	7.2	Y	Y	Y	Y
SP2b	50	Planned	68	74	75	70	7.3	Y	Y	Y	Y
SP2b_1	51	Planned	68	74	75	70	7.2	Y	Y	Y	Y
SP2b_1	52	Planned	68	74	75	70	7.2	Y	Y	Y	Y
SP3	1	Planned	68	73	74	70	5.6	Y	Y	Y	Y
SP3	2	Planned	69	73	74	70	5.5	Y	Y	Y	Y
SP3	3	Planned	69	73	75	70	5.6	Y	Y	Y	Y
SP3	4	Planned	69	74	75	70	5.6	Y	Y	Y	Y
SP3	5	Planned	70	74	75	70	5.6	Y	Y	Y	Y
SP3	6	Planned	70	74	75	70	5.6	Y	Y	Y	Y
SP3	7	Planned	70	74	76	70	5.6	Y	Y	Y	Y
SP3	8	Planned	70	74	76	70	5.5	Y	Y	Y	Y
SP3	9	Planned	70	74	76	70	5.4	Y	Y	Y	Y
SP3	10	Planned	71	75	76	70	5.5	Y	Y	Y	Y
SP3	11	Planned	71	75	76	70	5.4	Y	Y	Y	Y
SP3	12	Planned	71	75	76	70	5.5	Y	Y	Y	Y
SP3	13	Planned	71	75	76	70	5.6	Y	Y	Y	Y
SP3	14	Planned	71	75	76	70	5.6	Y	Y	Y	Y
SP3	15	Planned	71	75	76	70	5.6	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
SP3	16	Planned	71	75	76	70	5.7	Y	Y	Y	Y
SP3	17	Planned	71	75	76	70	5.7	Y	Y	Y	Y
SP3	18	Planned	71	75	76	70	5.7	Y	Y	Y	Y
SP3	19	Planned	71	75	76	70	5.7	Y	Y	Y	Y
SP3	20	Planned	71	75	76	70	5.8	Y	Y	Y	Y
SP3	21	Planned	71	75	76	70	5.8	Y	Y	Y	Y
SP3	22	Planned	71	75	76	70	5.9	Y	Y	Y	Y
SP3	23	Planned	71	75	76	70	5.9	Y	Y	Y	Y
SP3	24	Planned	71	75	76	70	5.9	Y	Y	Y	Y
SP3	25	Planned	71	75	76	70	5.9	Y	Y	Y	Y
SP3	26	Planned	70	75	76	70	6.0	Y	Y	Y	Y
SP3	27	Planned	70	75	76	70	6.0	Y	Y	Y	Y
SP3	28	Planned	70	75	76	70	6.0	Y	Y	Y	Y
SP3	29	Planned	70	75	76	70	6.1	Y	Y	Y	Y
SP3	30	Planned	70	75	76	70	6.1	Y	Y	Y	Y
SP3	31	Planned	70	75	76	70	6.1	Y	Y	Y	Y
SP3	32	Planned	70	75	76	70	6.2	Y	Y	Y	Y
SP3	33	Planned	70	75	76	70	6.1	Y	Y	Y	Y
SP3	34	Planned	70	75	76	70	6.2	Y	Y	Y	Y
SP3	35	Planned	70	75	76	70	6.2	Y	Y	Y	Y
SP3	36	Planned	70	75	76	70	6.2	Y	Y	Y	Y
SP3	37	Planned	70	75	76	70	6.2	Y	Y	Y	Y
SP3	38	Planned	70	75	76	70	6.2	Y	Y	Y	Y
SP3	39	Planned	70	75	76	70	6.3	Y	Y	Y	Y
SP3	40	Planned	70	75	76	70	6.2	Y	Y	Y	Y
SP3	41	Planned	70	75	76	70	6.2	Y	Y	Y	Y
SP3	42	Planned	70	75	76	70	6.3	Y	Y	Y	Y
SP3	43	Planned	70	75	76	70	6.2	Y	Y	Y	Y
SP3	44	Planned	70	75	76	70	6.2	Y	Y	Y	Y
SP3	45	Planned	70	75	76	70	6.3	Y	Y	Y	Y
SP3	46	Planned	70	75	76	70	6.2	Y	Y	Y	Y
SP3	47	Planned	70	75	76	70	6.3	Y	Y	Y	Y
SP3	48	Planned	70	75	76	70	6.3	Y	Y	Y	Y
SP3	49	Planned	70	75	76	70	6.2	Y	Y	Y	Y
SP3	50	Planned	70	75	76	70	6.3	Y	Y	Y	Y
SP3_1	1	Planned	70	75	76	70	6.3	Y	Y	Y	Y
SP3_1	2	Planned	69	75	76	70	6.4	Y	Y	Y	Y
SP3_1	3	Planned	69	75	76	70	6.3	Y	Y	Y	Y
SP3_1	4	Planned	69	75	76	70	6.3	Y	Y	Y	Y
SP3_1	5	Planned	69	75	76	70	6.3	Y	Y	Y	Y
SP4	1	Planned	65	71	72	70	6.9	Y	Y	Y	Y
SP4	2	Planned	66	72	73	70	6.8	Y	Y	Y	Y
SP4	3	Planned	66	72	73	70	6.8	Y	Y	Y	Y
SP4	4	Planned	67	72	73	70	6.9	Y	Y	Y	Y
SP4	5	Planned	67	73	74	70	6.9	Y	Y	Y	Y
SP4	6	Planned	67	73	74	70	6.9	Y	Y	Y	Y
SP4	7	Planned	67	73	74	70	6.9	Y	Y	Y	Y
SP4	8	Planned	67	73	74	70	7.0	Y	Y	Y	Y
SP4	9	Planned	67	73	74	70	7.0	Y	Y	Y	Y
SP4	10	Planned	67	73	74	70	7.0	Y	Y	Y	Y
SP4	11	Planned	67	73	74	70	6.9	Y	Y	Y	Y
SP4	12	Planned	68	73	74	70	6.9	Y	Y	Y	Y
SP4	13	Planned	68	74	75	70	6.9	Y	Y	Y	Y
SP4	14	Planned	68	74	75	70	6.8	Y	Y	Y	Y
SP4	15	Planned	68	74	75	70	6.8	Y	Y	Y	Y
SP4	16	Planned	68	74	75	70	6.8	Y	Y	Y	Y
SP4	17	Planned	68	74	75	70	6.8	Y	Y	Y	Y
SP4	18	Planned	68	74	75	70	6.8	Y	Y	Y	Y
SP4	19	Planned	68	74	75	70	6.9	Y	Y	Y	Y
SP4	20	Planned	68	74	75	70	6.9	Y	Y	Y	Y
SP4	21	Planned	68	74	75	70	6.9	Y	Y	Y	Y
SP4	22	Planned	68	74	75	70	6.9	Y	Y	Y	Y
SP4	23	Planned	68	74	75	70	7.0	Y	Y	Y	Y
SP4	24	Planned	68	74	75	70	7.0	Y	Y	Y	Y
SP4	25	Planned	67	74	75	70	7.1	Y	Y	Y	Y
SP4	26	Planned	67	74	74	70	7.0	Y	Y	Y	Y
SP4	27	Planned	67	74	74	70	7.0	Y	Y	Y	Y
SP4	28	Planned	67	73	74	70	7.1	Y	Y	Y	Y
SP4	29	Planned	67	73	74	70	7.1	Y	Y	Y	Y
SP4	30	Planned	67	73	74	70	7.1	Y	Y	Y	Y
SP4	31	Planned	67	73	74	70	7.1	Y	Y	Y	Y
SP4	32	Planned	67	73	74	70	7.2	Y	Y	Y	Y
SP4	33	Planned	67	73	74	70	7.1	Y	Y	Y	Y
SP4	34	Planned	67	73	74	70	7.1	Y	Y	Y	Y
SP4	35	Planned	67	73	74	70	7.1	Y	Y	Y	Y
SP4	36	Planned	67	73	74	70	7.1	Y	Y	Y	Y
SP4	37	Planned	67	73	74	70	7.2	Y	Y	Y	Y
SP4	38	Planned	67	73	74	70	7.1	Y	Y	Y	Y
SP4	39	Planned	67	73	74	70	7.1	Y	Y	Y	Y
SP4	40	Planned	67	73	74	70	7.2	Y	Y	Y	Y
SP4	41	Planned	67	73	74	70	7.1	Y	Y	Y	Y
SP4	42	Planned	67	73	74	70	7.2	Y	Y	Y	Y
SP4	43	Planned	67	73	74	70	7.1	Y	Y	Y	Y
SP4	44	Planned	67	73	74	70	7.1	Y	Y	Y	Y
SP4	45	Planned	67	73	74	70	7.2	Y	Y	Y	Y
SP4	46	Planned	67	73	74	70	7.1	Y	Y	Y	Y
SP4	47	Planned	67	73	74	70	7.2	Y	Y	Y	Y
SP4	48	Planned	67	73	74	70	7.1	Y	Y	Y	Y
SP4	49	Planned	66	73	74	70	7.2	Y	Y	Y	Y
SP4	50	Planned	66	73	74	70	7.2	Y	Y	Y	Y
SP4_1	1	Planned	66	73	74	70	7.1	Y	Y	Y	Y
SP5	1	Planned	72	72	75	70	2.7	Y	Y	Y	Y
SP5	2	Planned	73	73	76	70	3.0	Y	Y	Y	Y
SP5	3	Planned	73	73	76	70	3.2	Y	Y	Y	Y
SP5	4	Planned	73	74	76	70	3.3	Y	Y	Y	Y
SP5	5	Planned	73	74	77	70	3.4	Y	Y	Y	Y
SP5	6	Planned	73	74	77	70	3.6	Y	Y	Y	Y
SP5	7	Planned	73	75	77	70	3.6	Y	Y	Y	Y
SP5	8	Planned	73	75	77	70	3.7	Y	Y	Y	Y
SP5	9	Planned	74	75	77	70	3.7	Y	Y	Y	Y
SP5	10	Planned	74	75	77	70	3.7	Y	Y	Y	Y
SP5	11	Planned	74	75	77	70	3.7	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
SP5	12	Planned	74	75	77	70	3.8	Y	Y	Y	Y
SP5	13	Planned	74	75	77	70	3.8	Y	Y	Y	Y
SP5	14	Planned	74	75	77	70	3.8	Y	Y	Y	Y
SP5	15	Planned	74	75	77	70	3.8	Y	Y	Y	Y
SP5	16	Planned	74	75	77	70	3.8	Y	Y	Y	Y
SP5	17	Planned	74	75	77	70	3.7	Y	Y	Y	Y
SP5	18	Planned	74	75	77	70	3.7	Y	Y	Y	Y
SP5	19	Planned	73	75	77	70	3.8	Y	Y	Y	Y
SP5	20	Planned	73	75	77	70	3.8	Y	Y	Y	Y
SP5	21	Planned	73	75	77	70	3.7	Y	Y	Y	Y
SP5	22	Planned	73	75	77	70	3.7	Y	Y	Y	Y
SP5	23	Planned	73	75	77	70	3.8	Y	Y	Y	Y
SP5	24	Planned	73	75	77	70	3.7	Y	Y	Y	Y
SP5	25	Planned	73	75	77	70	3.7	Y	Y	Y	Y
SP5	26	Planned	73	75	77	70	3.7	Y	Y	Y	Y
SP5	27	Planned	73	75	77	70	3.7	Y	Y	Y	Y
SP5	28	Planned	73	74	77	70	3.7	Y	Y	Y	Y
SP5	29	Planned	73	74	77	70	3.7	Y	Y	Y	Y
SP5	30	Planned	73	74	77	70	3.7	Y	Y	Y	Y
SP5	31	Planned	73	74	77	70	3.6	Y	Y	Y	Y
SP5	32	Planned	73	74	77	70	3.7	Y	Y	Y	Y
SP5	33	Planned	73	74	77	70	3.6	Y	Y	Y	Y
SP5	34	Planned	73	74	77	70	3.7	Y	Y	Y	Y
SP5	35	Planned	73	74	77	70	3.6	Y	Y	Y	Y
SP5	36	Planned	73	74	77	70	3.6	Y	Y	Y	Y
SP5	37	Planned	73	74	76	70	3.6	Y	Y	Y	Y
SP5	38	Planned	73	74	76	70	3.6	Y	Y	Y	Y
SP5	39	Planned	73	74	76	70	3.7	Y	Y	Y	Y
SP5	40	Planned	73	74	76	70	3.6	Y	Y	Y	Y
SP5	41	Planned	73	74	76	70	3.6	Y	Y	Y	Y
SP5	42	Planned	73	74	76	70	3.6	Y	Y	Y	Y
SP5	43	Planned	73	74	76	70	3.6	Y	Y	Y	Y
SP5	44	Planned	73	74	76	70	3.6	Y	Y	Y	Y
SP5	45	Planned	73	74	76	70	3.6	Y	Y	Y	Y
SP5	46	Planned	73	74	76	70	3.5	Y	Y	Y	Y
SP5	47	Planned	72	74	76	70	3.6	Y	Y	Y	Y
SP5	48	Planned	72	73	76	70	3.5	Y	Y	Y	Y
SP5	49	Planned	72	73	76	70	3.6	Y	Y	Y	Y
SP5	50	Planned	72	73	76	70	3.5	Y	Y	Y	Y
SP6	1	Planned	71	69	73	70	2.2	Y	Y	N	Y
SP6	2	Planned	72	70	74	70	2.1	Y	Y	N	Y
SP6	3	Planned	72	70	74	70	2.1	Y	Y	N	Y
SP6	4	Planned	72	71	75	70	2.2	Y	Y	Y	Y
SP6	5	Planned	73	71	75	70	2.3	Y	Y	Y	Y
SP6	6	Planned	73	71	75	70	2.4	Y	Y	Y	Y
SP6	7	Planned	73	71	75	70	2.4	Y	Y	Y	Y
SP6	8	Planned	73	72	75	70	2.4	Y	Y	Y	Y
SP6	9	Planned	73	72	76	70	2.5	Y	Y	Y	Y
SP6	10	Planned	73	72	76	70	2.5	Y	Y	Y	Y
SP6	11	Planned	73	72	76	70	2.6	Y	Y	Y	Y
SP6	12	Planned	73	72	76	70	2.6	Y	Y	Y	Y
SP6	13	Planned	73	72	76	70	2.6	Y	Y	Y	Y
SP6	14	Planned	73	72	76	70	2.6	Y	Y	Y	Y
SP6	15	Planned	73	73	76	70	2.6	Y	Y	Y	Y
SP6	16	Planned	73	73	76	70	2.6	Y	Y	Y	Y
SP6	17	Planned	73	73	76	70	2.7	Y	Y	Y	Y
SP6	18	Planned	73	73	76	70	2.7	Y	Y	Y	Y
SP6	19	Planned	73	73	76	70	2.7	Y	Y	Y	Y
SP6	20	Planned	73	73	76	70	2.7	Y	Y	Y	Y
SP6	21	Planned	73	73	76	70	2.7	Y	Y	Y	Y
SP6	22	Planned	73	73	76	70	2.6	Y	Y	Y	Y
SP6	23	Planned	73	73	76	70	2.6	Y	Y	Y	Y
SP6	24	Planned	73	73	76	70	2.6	Y	Y	Y	Y
SP6	25	Planned	73	73	76	70	2.6	Y	Y	Y	Y
SP6	26	Planned	73	73	76	70	2.7	Y	Y	Y	Y
SP6	27	Planned	73	73	76	70	2.7	Y	Y	Y	Y
SP6	28	Planned	73	73	76	70	2.7	Y	Y	Y	Y
SP6	29	Planned	73	73	76	70	2.7	Y	Y	Y	Y
SP6	30	Planned	73	72	76	70	2.7	Y	Y	Y	Y
SP6	31	Planned	73	72	76	70	2.7	Y	Y	Y	Y
SP6	32	Planned	73	72	76	70	2.6	Y	Y	Y	Y
SP6	33	Planned	73	72	76	70	2.7	Y	Y	Y	Y
SP6	34	Planned	73	72	76	70	2.7	Y	Y	Y	Y
SP6	35	Planned	73	72	76	70	2.7	Y	Y	Y	Y
SP6	36	Planned	73	72	76	70	2.6	Y	Y	Y	Y
SP6	37	Planned	73	72	76	70	2.7	Y	Y	Y	Y
SP6	38	Planned	73	72	76	70	2.7	Y	Y	Y	Y
SP6	39	Planned	73	72	76	70	2.6	Y	Y	Y	Y
SP6	40	Planned	73	72	76	70	2.6	Y	Y	Y	Y
SP6	41	Planned	73	72	75	70	2.6	Y	Y	Y	Y
SP6	42	Planned	73	72	75	70	2.6	Y	Y	Y	Y
SP6	43	Planned	73	72	75	70	2.6	Y	Y	Y	Y
SP6	44	Planned	73	72	75	70	2.6	Y	Y	Y	Y
SP7	1	Planned	57	50	58	65	0.8	N	N	N	N
SP7	2	Planned	57	51	58	65	1.0	Y	N	N	N
SP7	3	Planned	57	52	59	65	1.1	Y	N	N	N
SP7	4	Planned	58	53	59	65	1.3	Y	N	N	N
SP7	5	Planned	58	54	59	65	1.4	Y	N	N	N
SP7	6	Planned	58	55	60	65	1.7	Y	N	N	N
SP7	7	Planned	58	56	60	65	2.0	Y	N	N	N
NSW9_1a	1	Planned	49	49	52	65	3.3	Y	N	N	N
NSW9_1a	2	Planned	53	54	56	65	3.1	Y	N	N	N
NSW9_1a	3	Planned	60	60	63	65	2.9	Y	N	N	N
NSW9_1a	4	Planned	64	61	66	65	1.8	Y	Y	N	Y
NSW9_1b	1	Planned	48	50	52	65	3.9	Y	N	N	N
NSW9_1b	2	Planned	52	54	56	65	3.8	Y	N	N	N
NSW9_1b	3	Planned	58	59	62	65	3.9	Y	N	N	N
NSW9_1b	4	Planned	61	61	64	65	2.7	Y	N	N	N
NSW9_1b	5	Planned	63	61	65	65	2.1	Y	N	N	N
NSW9_1b	6	Planned	64	61	66	65	2.0	Y	Y	N	Y
NSW9_1b	7	Planned	64	62	66	65	2.0	Y	Y	N	Y
NSW9_2a	1	Planned	70	72	74	70	4.3	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NSW9_2a	2	Planned	71	73	75	70	4.1	Y	Y	Y	Y
NSW9_2a	3	Planned	71	73	75	70	4.4	Y	Y	Y	Y
NSW9_2a	4	Planned	71	74	76	70	4.9	Y	Y	Y	Y
NSW9_2a	5	Planned	71	75	76	70	5.3	Y	Y	Y	Y
NSW9_2a	6	Planned	71	75	76	70	5.5	Y	Y	Y	Y
NSW9_2a	7	Planned	71	75	77	70	5.7	Y	Y	Y	Y
NSW9_2a	8	Planned	71	75	77	70	5.9	Y	Y	Y	Y
NSW9_2a	9	Planned	71	76	77	70	6.0	Y	Y	Y	Y
NSW9_2a	10	Planned	71	76	77	70	6.0	Y	Y	Y	Y
NSW9_2a	11	Planned	71	76	77	70	6.0	Y	Y	Y	Y
NSW9_2a	12	Planned	71	76	77	70	5.9	Y	Y	Y	Y
NSW9_2a	13	Planned	71	76	77	70	6.0	Y	Y	Y	Y
NSW9_2a	14	Planned	71	76	77	70	5.9	Y	Y	Y	Y
NSW9_2a	15	Planned	71	76	77	70	5.9	Y	Y	Y	Y
NSW9_2a	16	Planned	71	76	77	70	6.0	Y	Y	Y	Y
NSW9_2a	17	Planned	71	76	77	70	6.0	Y	Y	Y	Y
NSW9_2a	18	Planned	71	76	77	70	5.9	Y	Y	Y	Y
NSW9_2a	19	Planned	71	76	77	70	6.0	Y	Y	Y	Y
NSW9_2a	20	Planned	71	76	77	70	6.0	Y	Y	Y	Y
NSW9_2a	21	Planned	71	76	77	70	6.0	Y	Y	Y	Y
NSW9_2a	22	Planned	71	76	77	70	6.0	Y	Y	Y	Y
NSW9_2a	23	Planned	71	76	77	70	6.0	Y	Y	Y	Y
NSW9_2a	24	Planned	71	75	77	70	6.1	Y	Y	Y	Y
NSW9_2a	25	Planned	71	75	77	70	6.1	Y	Y	Y	Y
NSW9_2a	26	Planned	70	75	77	70	6.1	Y	Y	Y	Y
NSW9_2a	27	Planned	70	75	76	70	6.1	Y	Y	Y	Y
NSW9_2a	28	Planned	70	75	76	70	6.1	Y	Y	Y	Y
NSW9_2b	1	Planned	66	69	71	70	4.7	Y	Y	N	Y
NSW9_2b	2	Planned	69	70	73	70	3.8	Y	Y	N	Y
NSW9_2b	3	Planned	69	72	74	70	4.6	Y	Y	Y	Y
NSW9_2b	4	Planned	69	73	75	70	5.3	Y	Y	Y	Y
NSW9_2b	5	Planned	69	74	75	70	5.8	Y	Y	Y	Y
NSW9_2b	6	Planned	69	74	75	70	6.1	Y	Y	Y	Y
NSW9_2b	7	Planned	69	74	75	70	6.3	Y	Y	Y	Y
NSW9_2b	8	Planned	69	74	75	70	6.5	Y	Y	Y	Y
NSW9_2b	9	Planned	69	74	75	70	6.6	Y	Y	Y	Y
NSW9_2b	10	Planned	69	74	75	70	6.8	Y	Y	Y	Y
NSW9_2b	11	Planned	68	74	75	70	6.8	Y	Y	Y	Y
NSW9_2b	12	Planned	68	74	75	70	7.0	Y	Y	Y	Y
NSW9_2b	13	Planned	68	74	75	70	7.0	Y	Y	Y	Y
NSW9_2b	14	Planned	68	74	75	70	7.1	Y	Y	Y	Y
NSW9_2b	15	Planned	68	74	75	70	7.1	Y	Y	Y	Y
NSW9_2b	16	Planned	68	74	75	70	7.1	Y	Y	Y	Y
NSW9_2b	17	Planned	68	74	75	70	7.2	Y	Y	Y	Y
NSW9_2b	18	Planned	67	74	75	70	7.2	Y	Y	Y	Y
NSW9_2b	19	Planned	67	74	75	70	7.2	Y	Y	Y	Y
NSW9_2b	20	Planned	67	74	74	70	7.3	Y	Y	Y	Y
NSW9_2b	21	Planned	67	73	74	70	7.3	Y	Y	Y	Y
NSW9_2b	22	Planned	67	73	74	70	7.3	Y	Y	Y	Y
NSW9_2b	23	Planned	67	73	74	70	7.3	Y	Y	Y	Y
NSW9_2b	24	Planned	67	73	74	70	7.4	Y	Y	Y	Y
NSW9_2b	25	Planned	67	73	74	70	7.4	Y	Y	Y	Y
NSW9_2b	26	Planned	66	73	74	70	7.4	Y	Y	Y	Y
NSW9_2b	27	Planned	66	73	74	70	7.4	Y	Y	Y	Y
NSW9_2b	28	Planned	66	73	74	70	7.4	Y	Y	Y	Y
NSW9_2c	1	Planned	66	71	72	70	6.6	Y	Y	Y	Y
NSW9_2c	2	Planned	68	72	73	70	5.5	Y	Y	Y	Y
NSW9_2c	3	Planned	69	73	74	70	5.6	Y	Y	Y	Y
NSW9_2c	4	Planned	69	73	75	70	6.0	Y	Y	Y	Y
NSW9_2c	5	Planned	69	74	75	70	6.4	Y	Y	Y	Y
NSW9_2c	6	Planned	69	74	75	70	6.8	Y	Y	Y	Y
NSW9_2c	7	Planned	69	75	76	70	7.0	Y	Y	Y	Y
NSW9_2c	8	Planned	69	75	76	70	7.2	Y	Y	Y	Y
NSW9_2c	9	Planned	69	75	76	70	7.2	Y	Y	Y	Y
NSW9_2c	10	Planned	70	76	77	70	6.9	Y	Y	Y	Y
NSW9_2c	11	Planned	70	76	77	70	6.7	Y	Y	Y	Y
NSW9_2c	12	Planned	71	76	77	70	6.5	Y	Y	Y	Y
NSW9_2c	13	Planned	71	76	77	70	6.3	Y	Y	Y	Y
NSW9_2c	14	Planned	71	76	77	70	6.2	Y	Y	Y	Y
NSW9_2c	15	Planned	71	76	78	70	6.2	Y	Y	Y	Y
NSW9_2c	16	Planned	71	76	78	70	6.1	Y	Y	Y	Y
NSW9_2c	17	Planned	71	76	78	70	6.2	Y	Y	Y	Y
NSW9_2c	18	Planned	71	76	78	70	6.2	Y	Y	Y	Y
NSW9_2c	19	Planned	71	76	78	70	6.2	Y	Y	Y	Y
NSW9_2c	20	Planned	71	76	78	70	6.2	Y	Y	Y	Y
NSW9_2c	21	Planned	71	76	77	70	6.1	Y	Y	Y	Y
NSW9_2c	22	Planned	71	76	77	70	6.2	Y	Y	Y	Y
NSW9_2c	23	Planned	71	76	77	70	6.2	Y	Y	Y	Y
NSW9_2c	24	Planned	71	76	77	70	6.2	Y	Y	Y	Y
NSW9_2c	25	Planned	71	76	77	70	6.2	Y	Y	Y	Y
NSW9_2c	26	Planned	71	76	77	70	6.3	Y	Y	Y	Y
NSW9_2c	27	Planned	71	76	77	70	6.2	Y	Y	Y	Y
NSW9_2c	28	Planned	71	76	77	70	6.3	Y	Y	Y	Y
NSW9_2d	1	Planned	67	70	72	70	4.8	Y	Y	N	Y
NSW9_2d	2	Planned	68	71	73	70	5.0	Y	Y	Y	Y
NSW9_2d	3	Planned	68	72	74	70	5.5	Y	Y	Y	Y
NSW9_2d	4	Planned	69	74	75	70	6.2	Y	Y	Y	Y
NSW9_2d	5	Planned	69	75	76	70	6.7	Y	Y	Y	Y
NSW9_2d	6	Planned	69	75	76	70	7.0	Y	Y	Y	Y
NSW9_2d	7	Planned	69	75	76	70	7.3	Y	Y	Y	Y
NSW9_2d	8	Planned	69	76	77	70	7.5	Y	Y	Y	Y
NSW9_2d	9	Planned	69	76	77	70	7.6	Y	Y	Y	Y
NSW9_2d	10	Planned	69	76	77	70	7.8	Y	Y	Y	Y
NSW9_2d	11	Planned	69	76	77	70	7.9	Y	Y	Y	Y
NSW9_2d	12	Planned	69	76	77	70	8.0	Y	Y	Y	Y
NSW9_2d	13	Planned	69	76	77	70	8.1	Y	Y	Y	Y
NSW9_2d	14	Planned	69	76	77	70	8.1	Y	Y	Y	Y
NSW9_2d	15	Planned	69	76	77	70	8.2	Y	Y	Y	Y
NSW9_2d	16	Planned	68	76	77	70	8.3	Y	Y	Y	Y
NSW9_2d	17	Planned	68	76	77	70	8.4	Y	Y	Y	Y
NSW9_2d	18	Planned	68	76	77	70	8.4	Y	Y	Y	Y
NSW9_2d	19	Planned	68	76	77	70	8.4	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NSW9_2d	20	Planned	68	76	77	70	8.6	Y	Y	Y	Y
NSW9_2d	21	Planned	68	76	76	70	8.5	Y	Y	Y	Y
NSW9_2d	22	Planned	68	76	76	70	8.6	Y	Y	Y	Y
NSW9_2d	23	Planned	68	76	76	70	8.6	Y	Y	Y	Y
NSW9_2d	24	Planned	68	76	76	70	8.6	Y	Y	Y	Y
NSW9_2d	25	Planned	68	76	76	70	8.7	Y	Y	Y	Y
NSW9_2d	26	Planned	67	76	76	70	8.7	Y	Y	Y	Y
NSW9_2d	27	Planned	67	75	76	70	8.7	Y	Y	Y	Y
NSW9_2d	28	Planned	67	75	76	70	8.8	Y	Y	Y	Y
NSW9_2e	1	Planned	63	69	70	70	6.4	Y	N	N	N
NSW9_2e	2	Planned	64	69	70	70	6.3	Y	N	N	N
NSW9_2e	3	Planned	65	70	71	70	6.3	Y	Y	N	Y
NSW9_2e	4	Planned	65	70	71	70	6.5	Y	Y	N	Y
NSW9_2e	5	Planned	65	71	72	70	6.9	Y	Y	Y	Y
NSW9_2e	6	Planned	65	71	72	70	7.1	Y	Y	Y	Y
NSW9_2e	7	Planned	65	72	73	70	7.3	Y	Y	Y	Y
NSW9_2e	8	Planned	66	72	73	70	7.3	Y	Y	Y	Y
NSW9_2e	9	Planned	67	72	73	70	6.8	Y	Y	Y	Y
NSW9_2e	10	Planned	68	73	74	70	6.4	Y	Y	Y	Y
NSW9_2e	11	Planned	68	73	74	70	6.0	Y	Y	Y	Y
NSW9_2e	12	Planned	69	73	75	70	5.7	Y	Y	Y	Y
NSW9_2e	13	Planned	70	74	75	70	5.6	Y	Y	Y	Y
NSW9_2e	14	Planned	70	74	75	70	5.4	Y	Y	Y	Y
NSW9_2e	15	Planned	70	74	76	70	5.3	Y	Y	Y	Y
NSW9_2e	16	Planned	70	74	76	70	5.3	Y	Y	Y	Y
NSW9_2e	17	Planned	71	74	76	70	5.4	Y	Y	Y	Y
NSW9_2e	18	Planned	71	75	76	70	5.5	Y	Y	Y	Y
NSW9_2e	19	Planned	71	75	76	70	5.5	Y	Y	Y	Y
NSW9_2e	20	Planned	71	75	76	70	5.6	Y	Y	Y	Y
NSW9_2e	21	Planned	70	75	76	70	5.7	Y	Y	Y	Y
NSW9_2e	22	Planned	70	75	76	70	5.7	Y	Y	Y	Y
NSW9_2e	23	Planned	71	75	76	70	5.6	Y	Y	Y	Y
NSW9_2f	1	Planned	64	67	69	70	4.3	Y	N	N	N
NSW9_2f	2	Planned	66	68	70	70	4.3	Y	N	N	N
NSW9_2f	3	Planned	66	69	71	70	5.1	Y	Y	N	Y
NSW9_2f	4	Planned	66	70	72	70	6.0	Y	Y	N	Y
NSW9_2f	5	Planned	66	71	72	70	6.6	Y	Y	Y	Y
NSW9_2f	6	Planned	66	72	73	70	7.0	Y	Y	Y	Y
NSW9_2f	7	Planned	66	72	73	70	7.3	Y	Y	Y	Y
NSW9_2f	8	Planned	66	73	74	70	7.4	Y	Y	Y	Y
NSW9_2f	9	Planned	66	73	74	70	7.5	Y	Y	Y	Y
NSW9_2f	10	Planned	66	73	74	70	7.6	Y	Y	Y	Y
NSW9_2f	11	Planned	66	73	74	70	7.6	Y	Y	Y	Y
NSW9_2f	12	Planned	66	73	74	70	7.7	Y	Y	Y	Y
NSW9_2f	13	Planned	66	73	74	70	7.8	Y	Y	Y	Y
NSW9_2f	14	Planned	66	73	74	70	7.9	Y	Y	Y	Y
NSW9_2f	15	Planned	66	73	74	70	8.0	Y	Y	Y	Y
NSW9_2f	16	Planned	66	73	74	70	8.0	Y	Y	Y	Y
NSW9_2f	17	Planned	66	73	74	70	8.1	Y	Y	Y	Y
NSW9_2f	18	Planned	66	73	74	70	8.2	Y	Y	Y	Y
NSW9_2f	19	Planned	66	73	74	70	8.2	Y	Y	Y	Y
NSW9_2f	20	Planned	66	73	74	70	8.3	Y	Y	Y	Y
NSW9_2f	21	Planned	66	73	74	70	8.3	Y	Y	Y	Y
NSW9_2f	22	Planned	66	73	74	70	8.3	Y	Y	Y	Y
NSW9_2f	23	Planned	66	73	74	70	8.3	Y	Y	Y	Y
NSW9_2f	24	Planned	65	73	74	70	8.4	Y	Y	Y	Y
NSW9_2f	25	Planned	65	73	74	70	8.4	Y	Y	Y	Y
NSW9_2f	26	Planned	65	73	74	70	8.5	Y	Y	Y	Y
NSW9_2f	27	Planned	65	73	74	70	8.4	Y	Y	Y	Y
NSW9_2f	28	Planned	65	73	74	70	8.5	Y	Y	Y	Y
NSW9_3a	1	Planned	62	71	72	70	9.7	Y	Y	Y	Y
NSW9_3a	2	Planned	66	73	74	70	7.4	Y	Y	Y	Y
NSW9_3a	3	Planned	69	74	75	70	6.3	Y	Y	Y	Y
NSW9_3a	4	Planned	69	75	76	70	6.5	Y	Y	Y	Y
NSW9_3a	5	Planned	69	75	76	70	6.9	Y	Y	Y	Y
NSW9_3a	6	Planned	69	75	76	70	7.3	Y	Y	Y	Y
NSW9_3a	7	Planned	69	75	76	70	7.5	Y	Y	Y	Y
NSW9_3a	8	Planned	69	76	76	70	7.8	Y	Y	Y	Y
NSW9_3a	9	Planned	69	76	76	70	7.8	Y	Y	Y	Y
NSW9_3a	10	Planned	68	76	76	70	8.0	Y	Y	Y	Y
NSW9_3a	11	Planned	68	76	76	70	8.2	Y	Y	Y	Y
NSW9_3a	12	Planned	68	76	76	70	8.3	Y	Y	Y	Y
NSW9_3a	13	Planned	68	76	76	70	8.4	Y	Y	Y	Y
NSW9_3a	14	Planned	68	76	76	70	8.5	Y	Y	Y	Y
NSW9_3a	15	Planned	68	76	76	70	8.6	Y	Y	Y	Y
NSW9_3a	16	Planned	68	76	76	70	8.7	Y	Y	Y	Y
NSW9_3a	17	Planned	67	76	76	70	8.8	Y	Y	Y	Y
NSW9_3a	18	Planned	67	76	76	70	8.9	Y	Y	Y	Y
NSW9_3a	19	Planned	67	76	76	70	8.9	Y	Y	Y	Y
NSW9_3a	20	Planned	67	75	76	70	8.9	Y	Y	Y	Y
NSW9_3a	21	Planned	67	75	76	70	9.0	Y	Y	Y	Y
NSW9_3a	22	Planned	67	75	76	70	9.1	Y	Y	Y	Y
NSW9_3a	23	Planned	67	75	76	70	9.1	Y	Y	Y	Y
NSW9_3a	24	Planned	67	75	76	70	9.1	Y	Y	Y	Y
NSW9_3a	25	Planned	67	75	76	70	9.1	Y	Y	Y	Y
NSW9_3a	26	Planned	66	75	76	70	9.1	Y	Y	Y	Y
NSW9_3a	27	Planned	66	75	75	70	9.1	Y	Y	Y	Y
NSW9_3a	28	Planned	66	75	75	70	9.2	Y	Y	Y	Y
NSW9_3b	1	Planned	60	70	71	70	10.6	Y	Y	N	Y
NSW9_3b	2	Planned	65	73	74	70	8.9	Y	Y	Y	Y
NSW9_3b	3	Planned	69	74	75	70	6.7	Y	Y	Y	Y
NSW9_3b	4	Planned	70	75	76	70	6.0	Y	Y	Y	Y
NSW9_3b	5	Planned	70	75	76	70	6.1	Y	Y	Y	Y
NSW9_3b	6	Planned	70	75	76	70	6.3	Y	Y	Y	Y
NSW9_3b	7	Planned	70	75	76	70	6.5	Y	Y	Y	Y
NSW9_3b	8	Planned	69	75	76	70	6.5	Y	Y	Y	Y
NSW9_3b	9	Planned	69	75	76	70	6.7	Y	Y	Y	Y
NSW9_3b	10	Planned	69	75	76	70	6.8	Y	Y	Y	Y
NSW9_3b	11	Planned	69	75	76	70	6.8	Y	Y	Y	Y
NSW9_3b	12	Planned	69	75	76	70	6.9	Y	Y	Y	Y
NSW9_3b	13	Planned	69	75	76	70	6.9	Y	Y	Y	Y
NSW9_3b	14	Planned	69	75	76	70	7.0	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NSW9_3b	15	Planned	68	74	75	70	7.1	Y	Y	Y	Y
NSW9_3b	16	Planned	68	74	75	70	7.1	Y	Y	Y	Y
NSW9_3b	17	Planned	68	74	75	70	7.1	Y	Y	Y	Y
NSW9_3b	18	Planned	68	74	75	70	7.2	Y	Y	Y	Y
NSW9_3b	19	Planned	68	74	75	70	7.2	Y	Y	Y	Y
NSW9_3b	20	Planned	68	74	75	70	7.2	Y	Y	Y	Y
NSW9_3b	21	Planned	68	74	75	70	7.3	Y	Y	Y	Y
NSW9_3b	22	Planned	67	74	75	70	7.3	Y	Y	Y	Y
NSW9_3b	23	Planned	67	74	75	70	7.3	Y	Y	Y	Y
NSW9_3b	24	Planned	67	74	75	70	7.3	Y	Y	Y	Y
NSW9_3b	25	Planned	67	74	74	70	7.3	Y	Y	Y	Y
NSW9_3b	26	Planned	67	73	74	70	7.4	Y	Y	Y	Y
NSW9_3b	27	Planned	67	73	74	70	7.4	Y	Y	Y	Y
NSW9_3b	28	Planned	67	73	74	70	7.4	Y	Y	Y	Y
NSW9_3c	1	Planned	58	69	69	70	11.7	Y	N	N	N
NSW9_3c	2	Planned	61	71	71	70	9.9	Y	Y	Y	Y
NSW9_3c	3	Planned	64	72	73	70	9.1	Y	Y	Y	Y
NSW9_3c	4	Planned	65	73	73	70	8.8	Y	Y	Y	Y
NSW9_3c	5	Planned	66	73	74	70	8.5	Y	Y	Y	Y
NSW9_3c	6	Planned	66	74	75	70	8.2	Y	Y	Y	Y
NSW9_3c	7	Planned	67	74	75	70	7.8	Y	Y	Y	Y
NSW9_3c	8	Planned	67	74	75	70	7.7	Y	Y	Y	Y
NSW9_3c	9	Planned	68	74	75	70	7.7	Y	Y	Y	Y
NSW9_3c	10	Planned	67	75	75	70	7.9	Y	Y	Y	Y
NSW9_3c	11	Planned	67	75	75	70	8.0	Y	Y	Y	Y
NSW9_3c	12	Planned	67	75	75	70	8.1	Y	Y	Y	Y
NSW9_3c	13	Planned	67	75	75	70	8.1	Y	Y	Y	Y
NSW9_3c	14	Planned	67	75	75	70	8.2	Y	Y	Y	Y
NSW9_3c	15	Planned	67	75	75	70	8.3	Y	Y	Y	Y
NSW9_3c	16	Planned	67	75	75	70	8.4	Y	Y	Y	Y
NSW9_3c	17	Planned	67	75	75	70	8.5	Y	Y	Y	Y
NSW9_3c	18	Planned	67	75	75	70	8.6	Y	Y	Y	Y
NSW9_3c	19	Planned	67	75	75	70	8.7	Y	Y	Y	Y
NSW9_3c	20	Planned	67	75	75	70	8.6	Y	Y	Y	Y
NSW9_3c	21	Planned	67	75	75	70	8.7	Y	Y	Y	Y
NSW9_3c	22	Planned	67	75	75	70	8.7	Y	Y	Y	Y
NSW9_3c	23	Planned	66	75	75	70	8.8	Y	Y	Y	Y
NSW9_3c	24	Planned	66	75	75	70	8.9	Y	Y	Y	Y
NSW9_3c	25	Planned	66	75	75	70	8.9	Y	Y	Y	Y
NSW9_3c	26	Planned	66	74	75	70	8.9	Y	Y	Y	Y
NSW9_3c	27	Planned	66	74	75	70	8.9	Y	Y	Y	Y
NSW9_3c	28	Planned	66	74	75	70	8.9	Y	Y	Y	Y
NSW9_3d	1	Planned	52	65	66	70	13.3	Y	N	N	N
NSW9_3d	2	Planned	54	67	67	70	12.6	Y	N	N	N
NSW9_3d	3	Planned	57	69	69	70	12.1	Y	N	N	N
NSW9_3d	4	Planned	58	70	70	70	11.7	Y	N	N	N
NSW9_3d	5	Planned	59	70	71	70	11.2	Y	Y	N	Y
NSW9_3d	6	Planned	61	71	71	70	10.2	Y	Y	Y	Y
NSW9_3d	7	Planned	63	71	72	70	8.9	Y	Y	Y	Y
NSW9_3d	8	Planned	64	71	72	70	8.0	Y	Y	Y	Y
NSW9_3d	9	Planned	65	71	72	70	7.4	Y	Y	Y	Y
NSW9_3d	10	Planned	65	71	72	70	7.2	Y	Y	Y	Y
NSW9_3d	11	Planned	65	71	72	70	7.1	Y	Y	Y	Y
NSW9_3d	12	Planned	65	71	72	70	7.1	Y	Y	Y	Y
NSW9_3d	13	Planned	65	71	72	70	7.1	Y	Y	Y	Y
NSW9_3d	14	Planned	65	71	72	70	7.1	Y	Y	Y	Y
NSW9_3d	15	Planned	65	71	72	70	7.1	Y	Y	Y	Y
NSW9_3d	16	Planned	65	71	72	70	7.1	Y	Y	Y	Y
NSW9_3d	17	Planned	65	71	72	70	7.2	Y	Y	Y	Y
NSW9_3d	18	Planned	65	71	72	70	7.3	Y	Y	Y	Y
NSW9_3d	19	Planned	64	71	72	70	7.3	Y	Y	Y	Y
NSW9_3d	20	Planned	64	71	72	70	7.3	Y	Y	Y	Y
NSW9_3d	21	Planned	64	71	72	70	7.3	Y	Y	Y	Y
NSW9_3d	22	Planned	64	71	72	70	7.3	Y	Y	Y	Y
NSW9_3d	23	Planned	64	71	71	70	7.3	Y	Y	Y	Y
NSW9_3d	24	Planned	64	71	71	70	7.4	Y	Y	Y	Y
NSW9_3d	25	Planned	64	70	71	70	7.4	Y	Y	N	Y
NSW9_3d	26	Planned	64	70	71	70	7.4	Y	Y	N	Y
NSW9_3d	27	Planned	64	70	71	70	7.5	Y	Y	N	Y
NSW9_3d	28	Planned	64	70	71	70	7.4	Y	Y	N	Y
NSW9_3e	1	Planned	60	69	70	70	9.5	Y	N	N	N
NSW9_3e	2	Planned	63	71	72	70	8.1	Y	Y	Y	Y
NSW9_3e	3	Planned	65	72	73	70	8.1	Y	Y	Y	Y
NSW9_3e	4	Planned	66	73	74	70	8.1	Y	Y	Y	Y
NSW9_3e	5	Planned	66	73	74	70	8.1	Y	Y	Y	Y
NSW9_3e	6	Planned	67	74	75	70	7.9	Y	Y	Y	Y
NSW9_3e	7	Planned	67	74	75	70	8.0	Y	Y	Y	Y
NSW9_3e	8	Planned	67	74	75	70	7.8	Y	Y	Y	Y
NSW9_3e	9	Planned	68	75	75	70	7.8	Y	Y	Y	Y
NSW9_3e	10	Planned	68	75	76	70	7.9	Y	Y	Y	Y
NSW9_3e	11	Planned	68	75	76	70	7.9	Y	Y	Y	Y
NSW9_3e	12	Planned	68	75	76	70	8.0	Y	Y	Y	Y
NSW9_3e	13	Planned	68	75	76	70	8.1	Y	Y	Y	Y
NSW9_3e	14	Planned	68	75	76	70	8.2	Y	Y	Y	Y
NSW9_3e	15	Planned	67	75	76	70	8.3	Y	Y	Y	Y
NSW9_3e	16	Planned	67	75	76	70	8.2	Y	Y	Y	Y
NSW9_3e	17	Planned	67	75	76	70	8.3	Y	Y	Y	Y
NSW9_3e	18	Planned	67	75	76	70	8.4	Y	Y	Y	Y
NSW9_3e	19	Planned	67	75	76	70	8.5	Y	Y	Y	Y
NSW9_3e	20	Planned	67	75	76	70	8.6	Y	Y	Y	Y
NSW9_3e	21	Planned	67	75	76	70	8.5	Y	Y	Y	Y
NSW9_3e	22	Planned	67	75	76	70	8.6	Y	Y	Y	Y
NSW9_3e	23	Planned	67	75	75	70	8.6	Y	Y	Y	Y
NSW9_3e	24	Planned	67	75	75	70	8.7	Y	Y	Y	Y
NSW9_3e	25	Planned	67	75	75	70	8.8	Y	Y	Y	Y
NSW9_3e	26	Planned	67	75	75	70	8.7	Y	Y	Y	Y
NSW9_3e	27	Planned	67	75	75	70	8.8	Y	Y	Y	Y
NSW9_3e	28	Planned	66	75	75	70	8.8	Y	Y	Y	Y
NSW9_3f	1	Planned	53	65	66	70	12.9	Y	N	N	N
NSW9_3f	2	Planned	55	67	67	70	12.2	Y	N	N	N
NSW9_3f	3	Planned	56	68	69	70	12.1	Y	N	N	N
NSW9_3f	4	Planned	58	69	70	70	11.8	Y	N	N	N

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NSW9_3f	5	Planned	59	70	71	70	11.6	Y	Y	N	Y
NSW9_3f	6	Planned	60	71	71	70	11.3	Y	Y	Y	Y
NSW9_3f	7	Planned	61	71	72	70	10.9	Y	Y	Y	Y
NSW9_3f	8	Planned	62	71	72	70	10.2	Y	Y	Y	Y
NSW9_3f	9	Planned	63	72	72	70	9.3	Y	Y	Y	Y
NSW9_3f	10	Planned	64	72	72	70	8.4	Y	Y	Y	Y
NSW9_3f	11	Planned	65	72	73	70	7.7	Y	Y	Y	Y
NSW9_3f	12	Planned	65	72	73	70	7.4	Y	Y	Y	Y
NSW9_3f	13	Planned	66	72	73	70	7.1	Y	Y	Y	Y
NSW9_3f	14	Planned	66	72	73	70	7.0	Y	Y	Y	Y
NSW9_3f	15	Planned	66	72	73	70	6.9	Y	Y	Y	Y
NSW9_3f	16	Planned	66	72	73	70	6.9	Y	Y	Y	Y
NSW9_3f	17	Planned	66	72	73	70	7.0	Y	Y	Y	Y
NSW9_3f	18	Planned	66	72	73	70	7.0	Y	Y	Y	Y
NSW9_3f	19	Planned	66	72	73	70	7.0	Y	Y	Y	Y
NSW9_3f	20	Planned	66	72	73	70	7.0	Y	Y	Y	Y
NSW9_3f	21	Planned	66	72	73	70	7.0	Y	Y	Y	Y
NSW9_3f	22	Planned	66	72	73	70	7.1	Y	Y	Y	Y
NSW9_3f	23	Planned	66	72	73	70	7.0	Y	Y	Y	Y
NSW9_3f	24	Planned	65	72	73	70	7.1	Y	Y	Y	Y
NSW9_3f	25	Planned	65	72	73	70	7.1	Y	Y	Y	Y
NSW9_3f	26	Planned	65	71	72	70	7.1	Y	Y	Y	Y
NSW9_3f	27	Planned	65	71	72	70	7.1	Y	Y	Y	Y
NSW9_3f	28	Planned	65	71	72	70	7.2	Y	Y	Y	Y
NSW8_1a	1	Planned	64	74	75	70	10.4	Y	Y	Y	Y
NSW8_1a	2	Planned	68	76	76	70	8.7	Y	Y	Y	Y
NSW8_1a	3	Planned	71	76	77	70	6.6	Y	Y	Y	Y
NSW8_1a	4	Planned	72	77	78	70	6.2	Y	Y	Y	Y
NSW8_1a	5	Planned	72	77	78	70	6.3	Y	Y	Y	Y
NSW8_1a	6	Planned	72	77	78	70	6.4	Y	Y	Y	Y
NSW8_1a	7	Planned	71	77	78	70	6.6	Y	Y	Y	Y
NSW8_1a	8	Planned	71	77	78	70	6.8	Y	Y	Y	Y
NSW8_1a	9	Planned	71	77	78	70	7.0	Y	Y	Y	Y
NSW8_1a	10	Planned	71	77	78	70	7.0	Y	Y	Y	Y
NSW8_1a	11	Planned	71	77	78	70	7.1	Y	Y	Y	Y
NSW8_1a	12	Planned	71	77	78	70	7.2	Y	Y	Y	Y
NSW8_1a	13	Planned	70	77	78	70	7.3	Y	Y	Y	Y
NSW8_1a	14	Planned	70	77	78	70	7.4	Y	Y	Y	Y
NSW8_1a	15	Planned	70	77	78	70	7.4	Y	Y	Y	Y
NSW8_1a	16	Planned	70	77	78	70	7.5	Y	Y	Y	Y
NSW8_1a	17	Planned	70	77	77	70	7.5	Y	Y	Y	Y
NSW8_1a	18	Planned	70	77	77	70	7.5	Y	Y	Y	Y
NSW8_1a	19	Planned	70	76	77	70	7.7	Y	Y	Y	Y
NSW8_1a	20	Planned	70	76	77	70	7.7	Y	Y	Y	Y
NSW8_1a	21	Planned	69	76	77	70	7.7	Y	Y	Y	Y
NSW8_1a	22	Planned	69	76	77	70	7.8	Y	Y	Y	Y
NSW8_1a	23	Planned	69	76	77	70	7.8	Y	Y	Y	Y
NSW8_1a	24	Planned	69	76	77	70	7.8	Y	Y	Y	Y
NSW8_1a	25	Planned	69	76	77	70	7.8	Y	Y	Y	Y
NSW8_1a	26	Planned	69	76	77	70	7.8	Y	Y	Y	Y
NSW8_1a	27	Planned	69	76	77	70	7.8	Y	Y	Y	Y
NSW8_1a	28	Planned	69	76	76	70	7.9	Y	Y	Y	Y
NSW8_1a	29	Planned	69	76	76	70	7.9	Y	Y	Y	Y
NSW8_1b	1	Planned	65	69	70	70	5.2	Y	N	N	N
NSW8_1b	2	Planned	68	72	74	70	5.2	Y	Y	Y	Y
NSW8_1b	3	Planned	70	74	75	70	5.6	Y	Y	Y	Y
NSW8_1b	4	Planned	70	74	76	70	5.5	Y	Y	Y	Y
NSW8_1b	5	Planned	71	75	76	70	5.0	Y	Y	Y	Y
NSW8_1b	6	Planned	72	75	76	70	4.8	Y	Y	Y	Y
NSW8_1b	7	Planned	72	75	76	70	4.8	Y	Y	Y	Y
NSW8_1b	8	Planned	72	75	77	70	4.9	Y	Y	Y	Y
NSW8_1b	9	Planned	72	75	76	70	4.8	Y	Y	Y	Y
NSW8_1b	10	Planned	71	75	76	70	5.0	Y	Y	Y	Y
NSW8_1b	11	Planned	71	75	76	70	4.9	Y	Y	Y	Y
NSW8_1b	12	Planned	71	75	76	70	5.0	Y	Y	Y	Y
NSW8_1b	13	Planned	71	75	76	70	5.0	Y	Y	Y	Y
NSW8_1b	14	Planned	71	75	76	70	5.1	Y	Y	Y	Y
NSW8_1b	15	Planned	71	75	76	70	5.2	Y	Y	Y	Y
NSW8_1b	16	Planned	71	74	76	70	5.2	Y	Y	Y	Y
NSW8_1b	17	Planned	71	74	76	70	5.2	Y	Y	Y	Y
NSW8_1b	18	Planned	71	74	76	70	5.2	Y	Y	Y	Y
NSW8_1b	19	Planned	71	74	76	70	5.2	Y	Y	Y	Y
NSW8_1b	20	Planned	70	74	76	70	5.2	Y	Y	Y	Y
NSW8_1b	21	Planned	70	74	76	70	5.2	Y	Y	Y	Y
NSW8_1b	22	Planned	70	74	76	70	5.3	Y	Y	Y	Y
NSW8_1b	23	Planned	70	74	75	70	5.3	Y	Y	Y	Y
NSW8_1b	24	Planned	70	74	75	70	5.3	Y	Y	Y	Y
NSW8_1b	25	Planned	70	74	75	70	5.3	Y	Y	Y	Y
NSW8_1b	26	Planned	70	74	75	70	5.3	Y	Y	Y	Y
NSW8_1b	27	Planned	70	74	75	70	5.3	Y	Y	Y	Y
NSW8_1b	28	Planned	70	74	75	70	5.4	Y	Y	Y	Y
NSW8_1b	29	Planned	70	73	75	70	5.4	Y	Y	Y	Y
NSW8_1c	1	Planned	58	71	71	70	13.1	Y	Y	Y	Y
NSW8_1c	2	Planned	61	73	73	70	12.3	Y	Y	Y	Y
NSW8_1c	3	Planned	62	74	74	70	12.1	Y	Y	Y	Y
NSW8_1c	4	Planned	63	75	75	70	11.8	Y	Y	Y	Y
NSW8_1c	5	Planned	64	75	75	70	11.0	Y	Y	Y	Y
NSW8_1c	6	Planned	66	75	76	70	9.8	Y	Y	Y	Y
NSW8_1c	7	Planned	67	76	76	70	8.8	Y	Y	Y	Y
NSW8_1c	8	Planned	69	76	76	70	7.9	Y	Y	Y	Y
NSW8_1c	9	Planned	69	76	77	70	7.5	Y	Y	Y	Y
NSW8_1c	10	Planned	69	76	77	70	7.4	Y	Y	Y	Y
NSW8_1c	11	Planned	69	76	77	70	7.3	Y	Y	Y	Y
NSW8_1c	12	Planned	70	76	77	70	7.2	Y	Y	Y	Y
NSW8_1c	13	Planned	69	76	77	70	7.3	Y	Y	Y	Y
NSW8_1c	14	Planned	69	76	77	70	7.4	Y	Y	Y	Y
NSW8_1c	15	Planned	69	76	77	70	7.4	Y	Y	Y	Y
NSW8_1c	16	Planned	69	76	77	70	7.5	Y	Y	Y	Y
NSW8_1c	17	Planned	69	76	77	70	7.6	Y	Y	Y	Y
NSW8_1c	18	Planned	69	76	77	70	7.5	Y	Y	Y	Y
NSW8_1c	19	Planned	69	76	77	70	7.6	Y	Y	Y	Y
NSW8_1c	20	Planned	69	76	76	70	7.6	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NSW8_1c	21	Planned	69	76	76	70	7.7	Y	Y	Y	Y
NSW8_1c	22	Planned	69	76	76	70	7.7	Y	Y	Y	Y
NSW8_1c	23	Planned	69	76	76	70	7.8	Y	Y	Y	Y
NSW8_1c	24	Planned	69	75	76	70	7.7	Y	Y	Y	Y
NSW8_1c	25	Planned	68	75	76	70	7.8	Y	Y	Y	Y
NSW8_1c	26	Planned	68	75	76	70	7.8	Y	Y	Y	Y
NSW8_1c	27	Planned	68	75	76	70	7.8	Y	Y	Y	Y
NSW8_1c	28	Planned	68	75	76	70	7.9	Y	Y	Y	Y
NSW8_1c	29	Planned	68	75	76	70	7.9	Y	Y	Y	Y
NSW8_1d	1	Planned	58	63	64	70	6.4	Y	N	N	N
NSW8_1d	2	Planned	61	65	66	70	5.2	Y	N	N	N
NSW8_1d	3	Planned	63	67	68	70	5.3	Y	N	N	N
NSW8_1d	4	Planned	64	68	70	70	5.9	Y	N	N	N
NSW8_1d	5	Planned	64	70	71	70	6.3	Y	Y	N	Y
NSW8_1d	6	Planned	65	70	71	70	6.4	Y	Y	N	Y
NSW8_1d	7	Planned	65	71	72	70	6.4	Y	Y	Y	Y
NSW8_1d	8	Planned	66	71	72	70	6.3	Y	Y	Y	Y
NSW8_1d	9	Planned	66	71	72	70	6.0	Y	Y	Y	Y
NSW8_1d	10	Planned	66	71	72	70	5.8	Y	Y	Y	Y
NSW8_1d	11	Planned	67	71	72	70	5.7	Y	Y	Y	Y
NSW8_1d	12	Planned	67	71	72	70	5.6	Y	Y	Y	Y
NSW8_1d	13	Planned	67	71	72	70	5.6	Y	Y	Y	Y
NSW8_1d	14	Planned	67	71	72	70	5.5	Y	Y	Y	Y
NSW8_1d	15	Planned	67	71	72	70	5.5	Y	Y	Y	Y
NSW8_1d	16	Planned	67	71	72	70	5.5	Y	Y	Y	Y
NSW8_1d	17	Planned	67	71	72	70	5.5	Y	Y	Y	Y
NSW8_1d	18	Planned	67	71	72	70	5.5	Y	Y	Y	Y
NSW8_1d	19	Planned	67	71	72	70	5.5	Y	Y	Y	Y
NSW8_1d	20	Planned	67	71	72	70	5.6	Y	Y	Y	Y
NSW8_1d	21	Planned	67	71	72	70	5.5	Y	Y	Y	Y
NSW8_1d	22	Planned	67	71	72	70	5.6	Y	Y	Y	Y
NSW8_1d	23	Planned	67	71	72	70	5.5	Y	Y	Y	Y
NSW8_1d	24	Planned	66	71	72	70	5.6	Y	Y	Y	Y
NSW8_1d	25	Planned	66	71	72	70	5.5	Y	Y	Y	Y
NSW8_1d	26	Planned	66	71	72	70	5.6	Y	Y	Y	Y
NSW8_1d	27	Planned	66	70	72	70	5.6	Y	Y	N	Y
NSW8_1d	28	Planned	66	70	72	70	5.6	Y	Y	N	Y
NSW8_1d	29	Planned	66	70	72	70	5.6	Y	Y	N	Y
NSW8_1e	1	Planned	56	69	69	70	13.1	Y	N	N	N
NSW8_1e	2	Planned	58	71	71	70	12.3	Y	Y	Y	Y
NSW8_1e	3	Planned	60	72	72	70	12.0	Y	Y	Y	Y
NSW8_1e	4	Planned	61	73	73	70	11.9	Y	Y	Y	Y
NSW8_1e	5	Planned	62	74	74	70	11.7	Y	Y	Y	Y
NSW8_1e	6	Planned	63	74	74	70	11.4	Y	Y	Y	Y
NSW8_1e	7	Planned	64	74	75	70	10.7	Y	Y	Y	Y
NSW8_1e	8	Planned	65	75	75	70	9.7	Y	Y	Y	Y
NSW8_1e	9	Planned	66	75	75	70	8.9	Y	Y	Y	Y
NSW8_1e	10	Planned	67	75	75	70	8.2	Y	Y	Y	Y
NSW8_1e	11	Planned	68	75	76	70	7.6	Y	Y	Y	Y
NSW8_1e	12	Planned	68	75	76	70	7.4	Y	Y	Y	Y
NSW8_1e	13	Planned	68	75	76	70	7.3	Y	Y	Y	Y
NSW8_1e	14	Planned	68	75	76	70	7.3	Y	Y	Y	Y
NSW8_1e	15	Planned	69	75	76	70	7.2	Y	Y	Y	Y
NSW8_1e	16	Planned	68	75	76	70	7.3	Y	Y	Y	Y
NSW8_1e	17	Planned	68	75	76	70	7.3	Y	Y	Y	Y
NSW8_1e	18	Planned	68	75	76	70	7.3	Y	Y	Y	Y
NSW8_1e	19	Planned	68	75	76	70	7.3	Y	Y	Y	Y
NSW8_1e	20	Planned	68	75	76	70	7.4	Y	Y	Y	Y
NSW8_1e	21	Planned	68	75	76	70	7.4	Y	Y	Y	Y
NSW8_1e	22	Planned	68	75	76	70	7.4	Y	Y	Y	Y
NSW8_1e	23	Planned	68	75	75	70	7.4	Y	Y	Y	Y
NSW8_1e	24	Planned	68	75	75	70	7.5	Y	Y	Y	Y
NSW8_1e	25	Planned	68	75	75	70	7.4	Y	Y	Y	Y
NSW8_1e	26	Planned	68	75	75	70	7.5	Y	Y	Y	Y
NSW8_1e	27	Planned	68	74	75	70	7.6	Y	Y	Y	Y
NSW8_1e	28	Planned	68	74	75	70	7.6	Y	Y	Y	Y
NSW8_1e	29	Planned	68	74	75	70	7.6	Y	Y	Y	Y
NSW8_1f	1	Planned	56	64	64	70	8.4	Y	N	N	N
NSW8_1f	2	Planned	59	65	66	70	7.4	Y	N	N	N
NSW8_1f	3	Planned	61	67	68	70	7.2	Y	N	N	N
NSW8_1f	4	Planned	62	68	69	70	7.2	Y	N	N	N
NSW8_1f	5	Planned	63	70	70	70	7.6	Y	N	N	N
NSW8_1f	6	Planned	63	70	71	70	7.9	Y	Y	N	Y
NSW8_1f	7	Planned	63	71	72	70	8.2	Y	Y	Y	Y
NSW8_1f	8	Planned	64	71	72	70	8.2	Y	Y	Y	Y
NSW8_1f	9	Planned	64	72	72	70	8.0	Y	Y	Y	Y
NSW8_1f	10	Planned	65	72	73	70	8.0	Y	Y	Y	Y
NSW8_1f	11	Planned	65	72	73	70	7.7	Y	Y	Y	Y
NSW8_1f	12	Planned	65	72	73	70	7.7	Y	Y	Y	Y
NSW8_1f	13	Planned	65	72	73	70	7.5	Y	Y	Y	Y
NSW8_1f	14	Planned	66	72	73	70	7.4	Y	Y	Y	Y
NSW8_1f	15	Planned	66	72	73	70	7.2	Y	Y	Y	Y
NSW8_1f	16	Planned	66	72	73	70	7.1	Y	Y	Y	Y
NSW8_1f	17	Planned	66	72	73	70	7.0	Y	Y	Y	Y
NSW8_1f	18	Planned	66	72	73	70	7.0	Y	Y	Y	Y
NSW8_1f	19	Planned	66	72	73	70	6.9	Y	Y	Y	Y
NSW8_1f	20	Planned	66	72	73	70	6.9	Y	Y	Y	Y
NSW8_1f	21	Planned	66	72	73	70	6.9	Y	Y	Y	Y
NSW8_1f	22	Planned	66	72	73	70	6.8	Y	Y	Y	Y
NSW8_1f	23	Planned	66	72	73	70	6.8	Y	Y	Y	Y
NSW8_1f	24	Planned	66	72	73	70	6.8	Y	Y	Y	Y
NSW8_1f	25	Planned	66	72	73	70	6.8	Y	Y	Y	Y
NSW8_1f	26	Planned	66	72	73	70	6.8	Y	Y	Y	Y
NSW8_1f	27	Planned	66	72	73	70	6.9	Y	Y	Y	Y
NSW8_1f	28	Planned	66	72	73	70	6.8	Y	Y	Y	Y
NSW8_1f	29	Planned	66	72	73	70	6.9	Y	Y	Y	Y
NSW8_2a	1	Planned	61	70	71	70	10.0	Y	Y	N	Y
NSW8_2a	2	Planned	68	75	76	70	7.5	Y	Y	Y	Y
NSW8_2a	3	Planned	70	76	77	70	7.3	Y	Y	Y	Y
NSW8_2a	4	Planned	70	76	77	70	7.5	Y	Y	Y	Y
NSW8_2a	5	Planned	70	77	77	70	7.6	Y	Y	Y	Y
NSW8_2a	6	Planned	70	77	78	70	7.4	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NSW8_2a	7	Planned	70	77	78	70	7.3	Y	Y	Y	Y
NSW8_2a	8	Planned	70	77	78	70	7.2	Y	Y	Y	Y
NSW8_2a	9	Planned	70	77	78	70	7.2	Y	Y	Y	Y
NSW8_2a	10	Planned	70	77	78	70	7.3	Y	Y	Y	Y
NSW8_2a	11	Planned	70	77	77	70	7.2	Y	Y	Y	Y
NSW8_2a	12	Planned	70	77	77	70	7.4	Y	Y	Y	Y
NSW8_2a	13	Planned	70	76	77	70	7.4	Y	Y	Y	Y
NSW8_2a	14	Planned	70	76	77	70	7.4	Y	Y	Y	Y
NSW8_2a	15	Planned	70	76	77	70	7.5	Y	Y	Y	Y
NSW8_2a	16	Planned	70	76	77	70	7.5	Y	Y	Y	Y
NSW8_2a	17	Planned	69	76	77	70	7.6	Y	Y	Y	Y
NSW8_2a	18	Planned	69	76	77	70	7.6	Y	Y	Y	Y
NSW8_2a	19	Planned	69	76	77	70	7.7	Y	Y	Y	Y
NSW8_2a	20	Planned	69	76	77	70	7.7	Y	Y	Y	Y
NSW8_2a	21	Planned	69	76	77	70	7.7	Y	Y	Y	Y
NSW8_2a	22	Planned	69	76	77	70	7.7	Y	Y	Y	Y
NSW8_2a	23	Planned	69	76	76	70	7.7	Y	Y	Y	Y
NSW8_2a	24	Planned	69	76	76	70	7.9	Y	Y	Y	Y
NSW8_2a	25	Planned	68	76	76	70	7.9	Y	Y	Y	Y
NSW8_2a	26	Planned	68	75	76	70	7.9	Y	Y	Y	Y
NSW8_2a	27	Planned	68	75	76	70	7.9	Y	Y	Y	Y
NSW8_2a	28	Planned	68	75	76	70	7.9	Y	Y	Y	Y
NSW8_2a	29	Planned	68	75	76	70	7.9	Y	Y	Y	Y
NSW8_2b	1	Planned	74	64	74	70	0.4	N	Y	N	N
NSW8_2b	2	Planned	76	66	76	70	0.4	N	Y	N	N
NSW8_2b	3	Planned	77	66	77	70	0.4	N	Y	N	N
NSW8_2b	4	Planned	77	68	77	70	0.5	N	Y	N	N
NSW8_2b	5	Planned	77	69	78	70	0.6	N	Y	N	N
NSW8_2b	6	Planned	77	69	78	70	0.6	N	Y	N	N
NSW8_2b	7	Planned	77	70	78	70	0.7	N	Y	N	N
NSW8_2b	8	Planned	77	70	78	70	0.7	N	Y	N	N
NSW8_2b	9	Planned	77	70	78	70	0.8	N	Y	N	N
NSW8_2b	10	Planned	77	70	78	70	0.9	N	Y	N	N
NSW8_2b	11	Planned	77	71	78	70	0.8	N	Y	Y	Y
NSW8_2b	12	Planned	77	71	78	70	0.9	N	Y	Y	Y
NSW8_2b	13	Planned	77	71	78	70	0.9	N	Y	Y	Y
NSW8_2b	14	Planned	77	71	78	70	0.9	N	Y	Y	Y
NSW8_2b	15	Planned	77	71	78	70	1.0	Y	Y	Y	Y
NSW8_2b	16	Planned	77	71	78	70	1.0	Y	Y	Y	Y
NSW8_2b	17	Planned	77	71	78	70	1.0	Y	Y	Y	Y
NSW8_2b	18	Planned	77	71	78	70	1.0	Y	Y	Y	Y
NSW8_2b	19	Planned	76	71	77	70	1.0	Y	Y	Y	Y
NSW8_2b	20	Planned	76	71	77	70	1.0	Y	Y	Y	Y
NSW8_2b	21	Planned	76	71	77	70	1.0	Y	Y	Y	Y
NSW8_2b	22	Planned	76	71	77	70	1.1	Y	Y	Y	Y
NSW8_2b	23	Planned	76	71	77	70	1.1	Y	Y	Y	Y
NSW8_2b	24	Planned	76	70	77	70	1.1	Y	Y	N	Y
NSW8_2b	25	Planned	76	70	77	70	1.1	Y	Y	N	Y
NSW8_2b	26	Planned	76	70	77	70	1.1	Y	Y	N	Y
NSW8_2b	27	Planned	76	70	77	70	1.1	Y	Y	N	Y
NSW8_2b	28	Planned	76	70	77	70	1.1	Y	Y	N	Y
NSW8_2b	29	Planned	75	70	77	70	1.1	Y	Y	N	Y
NSW8_2c	1	Planned	58	65	66	70	8.5	Y	N	N	N
NSW8_2c	2	Planned	64	69	70	70	6.6	Y	N	N	N
NSW8_2c	3	Planned	65	71	72	70	7.3	Y	Y	Y	Y
NSW8_2c	4	Planned	65	72	72	70	7.6	Y	Y	Y	Y
NSW8_2c	5	Planned	65	72	73	70	7.7	Y	Y	Y	Y
NSW8_2c	6	Planned	65	72	73	70	7.8	Y	Y	Y	Y
NSW8_2c	7	Planned	65	72	73	70	7.8	Y	Y	Y	Y
NSW8_2c	8	Planned	65	73	73	70	7.9	Y	Y	Y	Y
NSW8_2c	9	Planned	66	73	73	70	7.9	Y	Y	Y	Y
NSW8_2c	10	Planned	66	73	74	70	8.0	Y	Y	Y	Y
NSW8_2c	11	Planned	66	73	74	70	7.9	Y	Y	Y	Y
NSW8_2c	12	Planned	66	73	74	70	8.0	Y	Y	Y	Y
NSW8_2c	13	Planned	66	73	74	70	7.9	Y	Y	Y	Y
NSW8_2c	14	Planned	66	73	74	70	8.0	Y	Y	Y	Y
NSW8_2c	15	Planned	66	73	74	70	7.7	Y	Y	Y	Y
NSW8_2c	16	Planned	66	73	74	70	7.8	Y	Y	Y	Y
NSW8_2c	17	Planned	66	73	74	70	7.7	Y	Y	Y	Y
NSW8_2c	18	Planned	66	73	74	70	7.6	Y	Y	Y	Y
NSW8_2c	19	Planned	66	73	74	70	7.5	Y	Y	Y	Y
NSW8_2c	20	Planned	66	73	74	70	7.5	Y	Y	Y	Y
NSW8_2c	21	Planned	66	73	74	70	7.5	Y	Y	Y	Y
NSW8_2c	22	Planned	66	73	74	70	7.5	Y	Y	Y	Y
NSW8_2c	23	Planned	66	73	74	70	7.5	Y	Y	Y	Y
NSW8_2c	24	Planned	66	73	74	70	7.5	Y	Y	Y	Y
NSW8_2c	25	Planned	66	73	73	70	7.5	Y	Y	Y	Y
NSW8_2c	26	Planned	66	73	73	70	7.5	Y	Y	Y	Y
NSW8_2c	27	Planned	66	73	73	70	7.4	Y	Y	Y	Y
NSW8_2d	1	Planned	73	62	73	70	0.4	N	Y	N	N
NSW8_2d	2	Planned	73	63	73	70	0.4	N	Y	N	N
NSW8_2d	3	Planned	73	64	74	70	0.5	N	Y	N	N
NSW8_2d	4	Planned	73	65	74	70	0.6	N	Y	N	N
NSW8_2d	5	Planned	73	66	74	70	0.7	N	Y	N	N
NSW8_2d	6	Planned	73	66	74	70	0.8	N	Y	N	N
NSW8_2d	7	Planned	74	67	74	70	0.8	N	Y	N	N
NSW8_2d	8	Planned	74	67	75	70	0.8	N	Y	N	N
NSW8_2d	9	Planned	74	67	75	70	0.9	N	Y	N	N
NSW8_2d	10	Planned	74	68	75	70	0.9	N	Y	N	N
NSW8_2d	11	Planned	74	68	75	70	0.9	N	Y	N	N
NSW8_2d	12	Planned	74	68	75	70	1.0	Y	Y	N	Y
NSW8_2d	13	Planned	74	68	75	70	1.0	Y	Y	N	Y
NSW8_2d	14	Planned	74	68	75	70	1.0	Y	Y	N	Y
NSW8_2d	15	Planned	74	68	75	70	1.0	Y	Y	N	Y
NSW8_2d	16	Planned	74	68	75	70	1.0	Y	Y	N	Y
NSW8_2d	17	Planned	74	68	75	70	1.0	Y	Y	N	Y
NSW8_2d	18	Planned	74	68	75	70	1.0	Y	Y	N	Y
NSW8_2d	19	Planned	74	68	75	70	1.0	Y	Y	N	Y
NSW8_2d	20	Planned	74	68	75	70	1.0	Y	Y	N	Y
NSW8_2d	21	Planned	74	68	75	70	1.1	Y	Y	N	Y
NSW8_2d	22	Planned	74	68	75	70	1.0	Y	Y	N	Y
NSW8_2d	23	Planned	74	68	75	70	1.0	Y	Y	N	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NSW8_2d	24	Planned	74	68	75	70	1.1	Y	Y	N	Y
NSW8_2d	25	Planned	74	68	75	70	1.0	Y	Y	N	Y
NSW8_2d	26	Planned	74	68	75	70	1.1	Y	Y	N	Y
NSW8_2d	27	Planned	74	68	75	70	1.0	Y	Y	N	Y
NSW8_3a	1	Planned	73	77	79	70	5.9	Y	Y	Y	Y
NSW8_3a	2	Planned	73	77	79	70	5.9	Y	Y	Y	Y
NSW8_3a	3	Planned	73	78	79	70	6.2	Y	Y	Y	Y
NSW8_3b	1	Planned	76	66	76	70	0.4	N	Y	N	N
NSW8_3b	2	Planned	76	67	77	70	0.5	N	Y	N	N
NSW8_3b	3	Planned	76	67	77	70	0.5	N	Y	N	N
NSW7_1	1	Planned	45	42	47	70	1.8	Y	N	N	N
NSW7_1	2	Planned	47	44	49	70	1.8	Y	N	N	N
NSW7_1	3	Planned	50	47	51	70	1.7	Y	N	N	N
NSW7_1	4	Planned	53	50	54	70	1.7	Y	N	N	N
NSW7_1	5	Planned	56	54	58	70	1.8	Y	N	N	N
NSW7_1	6	Planned	61	56	62	70	1.0	Y	N	N	N
NSW7_1	7	Planned	66	57	67	70	0.6	N	N	N	N
NSW7_1	8	Planned	67	57	68	70	0.4	N	N	N	N
NSW7_1	9	Planned	68	58	68	70	0.4	N	N	N	N
NSW7_1	10	Planned	68	58	68	70	0.5	N	N	N	N
NSW7_1	11	Planned	68	58	68	70	0.5	N	N	N	N
NSW7_1	12	Planned	68	59	68	70	0.6	N	N	N	N
NSW7_1	13	Planned	68	59	68	70	0.6	N	N	N	N
NSW7_1	14	Planned	68	60	68	70	0.6	N	N	N	N
NSW7_1	15	Planned	68	60	68	70	0.7	N	N	N	N
NSW7_2	1	Planned	63	53	63	70	0.5	N	N	N	N
NSW7_2	2	Planned	63	54	64	70	0.5	N	N	N	N
NSW7_2	3	Planned	63	55	64	70	0.6	N	N	N	N
NSW7_2	4	Planned	64	56	65	70	0.6	N	N	N	N
NSW7_2	5	Planned	65	57	66	70	0.6	N	N	N	N
NSW7_2	6	Planned	66	57	66	70	0.6	N	N	N	N
NSW7_2	7	Planned	66	58	67	70	0.7	N	N	N	N
NSW7_2	8	Planned	66	58	67	70	0.6	N	N	N	N
NSW7_2	9	Planned	67	58	67	70	0.6	N	N	N	N
NSW7_2	10	Planned	67	59	67	70	0.6	N	N	N	N
NSW7_2	11	Planned	67	59	67	70	0.7	N	N	N	N
NSW7_2	12	Planned	67	59	68	70	0.7	N	N	N	N
NSW7_2	13	Planned	67	60	68	70	0.8	N	N	N	N
NSW7_2	14	Planned	67	60	68	70	0.8	N	N	N	N
NSW7_2	15	Planned	67	60	68	70	0.9	N	N	N	N
NSW7_3	1	Planned	61	54	61	70	0.7	N	N	N	N
NSW7_3	2	Planned	61	54	62	70	0.8	N	N	N	N
NSW7_3	3	Planned	62	55	62	70	0.8	N	N	N	N
NSW7_3	4	Planned	62	55	63	70	0.8	N	N	N	N
NSW7_3	5	Planned	63	56	64	70	0.8	N	N	N	N
NSW7_3	6	Planned	64	57	65	70	0.9	N	N	N	N
NSW7_3	7	Planned	65	58	66	70	0.9	N	N	N	N
NSW7_3	8	Planned	66	59	67	70	0.8	N	N	N	N
NSW7_3	9	Planned	67	60	68	70	0.7	N	N	N	N
NSW7_3	10	Planned	68	60	69	70	0.7	N	N	N	N
NSW7_3	11	Planned	68	61	69	70	0.7	N	N	N	N
NSW7_3	12	Planned	69	61	69	70	0.7	N	N	N	N
NSW7_3	13	Planned	69	61	70	70	0.7	N	N	N	N
NSW7_3	14	Planned	69	61	70	70	0.6	N	N	N	N
NSW7_3	15	Planned	70	61	70	70	0.6	N	N	N	N
NSW348	1	Planned	74	56	74	70	0.1	N	Y	N	N
NSW348	2	Planned	74	56	74	70	0.1	N	Y	N	N
NSW348	3	Planned	74	57	74	70	0.1	N	Y	N	N
NSW349	1	Planned	75	56	75	70	0.1	N	Y	N	N
NSW349	2	Planned	75	57	75	70	0.1	N	Y	N	N
NSW349	3	Planned	75	57	75	70	0.0	N	Y	N	N
NSW314_1	1	Planned	57	37	57	70	0.1	N	N	N	N
NSW314_1	2	Planned	58	40	58	70	0.0	N	N	N	N
NSW314_1	3	Planned	60	45	60	70	0.1	N	N	N	N
NSW314_2	1	Planned	55	42	55	70	0.2	N	N	N	N
NSW314_2	2	Planned	60	50	60	70	0.4	N	N	N	N
NSW314_2	3	Planned	67	55	67	70	0.2	N	N	N	N
NTM1	1	Planned	65	67	69	70	4.2	Y	N	N	N
NTM1	2	Planned	65	67	69	70	4.3	Y	N	N	N
NTM1	3	Planned	65	68	70	70	4.6	Y	N	N	N
NTM1	4	Planned	65	68	70	70	4.8	Y	N	N	N
NTM1	5	Planned	65	68	70	70	5.0	Y	N	N	N
NTM1	6	Planned	65	68	70	70	5.2	Y	N	N	N
NTM1	7	Planned	65	69	70	70	5.5	Y	N	N	N
NTM1	8	Planned	65	69	70	70	5.7	Y	N	N	N
NTM1	9	Planned	64	69	70	70	5.9	Y	N	N	N
NTM1	10	Planned	64	69	70	70	6.0	Y	N	N	N
NTM1	11	Planned	64	69	71	70	6.3	Y	Y	N	Y
NTM1	12	Planned	64	70	71	70	6.4	Y	Y	N	Y
NTM1	13	Planned	64	70	71	70	6.6	Y	Y	N	Y
NTM1	14	Planned	64	70	71	70	6.8	Y	Y	N	Y
NTM1	15	Planned	64	70	71	70	6.9	Y	Y	N	Y
NTM1	16	Planned	64	70	71	70	7.0	Y	Y	N	Y
NTM1	17	Planned	64	70	71	70	7.2	Y	Y	N	Y
NTM1	18	Planned	64	70	71	70	7.2	Y	Y	N	Y
NTM1	19	Planned	64	70	71	70	7.3	Y	Y	N	Y
NTM1	20	Planned	64	70	71	70	7.5	Y	Y	N	Y
NTM1	21	Planned	63	70	71	70	7.6	Y	Y	N	Y
NTM1	22	Planned	63	70	71	70	7.7	Y	Y	N	Y
NTM1	23	Planned	63	70	71	70	7.8	Y	Y	N	Y
NTM1	24	Planned	63	70	71	70	7.9	Y	Y	N	Y
NTM1	25	Planned	63	70	71	70	7.9	Y	Y	N	Y
NTM1	26	Planned	63	70	71	70	8.0	Y	Y	N	Y
NTM1	27	Planned	63	70	71	70	8.1	Y	Y	N	Y
NTM1	28	Planned	63	70	71	70	8.2	Y	Y	N	Y
NTM1	29	Planned	63	70	71	70	8.3	Y	Y	N	Y
NTM1	30	Planned	63	70	71	70	8.3	Y	Y	N	Y
NTM1	31	Planned	63	70	71	70	8.4	Y	Y	N	Y
NTM1	32	Planned	63	70	71	70	8.5	Y	Y	N	Y
NTM1	33	Planned	63	70	71	70	8.5	Y	Y	N	Y
NTM1	34	Planned	62	70	71	70	8.6	Y	Y	N	Y
NTM1	35	Planned	62	70	71	70	8.6	Y	Y	N	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NTM1	36	Planned	62	70	71	70	8.7	Y	Y	N	Y
NTM1	37	Planned	62	70	71	70	8.7	Y	Y	N	Y
NTM1	38	Planned	62	70	71	70	8.8	Y	Y	N	Y
NTM1	39	Planned	62	70	71	70	8.9	Y	Y	N	Y
NTM1	40	Planned	62	70	71	70	8.9	Y	Y	N	Y
NTM1	41	Planned	62	70	71	70	9.0	Y	Y	N	Y
NTM1	42	Planned	62	70	71	70	8.9	Y	Y	N	Y
NTM1	43	Planned	62	70	71	70	9.0	Y	Y	N	Y
NTM1	44	Planned	62	70	71	70	9.1	Y	Y	N	Y
NTM1	45	Planned	62	70	71	70	9.1	Y	Y	N	Y
NTM1	46	Planned	62	70	71	70	9.2	Y	Y	N	Y
NTM1	47	Planned	62	70	71	70	9.2	Y	Y	N	Y
NTM2	1	Planned	70	68	72	70	2.0	Y	Y	N	Y
NTM2	2	Planned	70	68	72	70	2.2	Y	Y	N	Y
NTM2	3	Planned	70	68	72	70	2.5	Y	Y	N	Y
NTM2	4	Planned	69	69	72	70	2.7	Y	Y	N	Y
NTM2	5	Planned	69	69	72	70	2.9	Y	Y	N	Y
NTM2	6	Planned	69	69	72	70	3.2	Y	Y	N	Y
NTM2	7	Planned	69	70	72	70	3.4	Y	Y	N	Y
NTM2	8	Planned	69	70	72	70	3.7	Y	Y	N	Y
NTM2	9	Planned	68	70	72	70	4.0	Y	Y	N	Y
NTM2	10	Planned	68	70	72	70	4.3	Y	Y	N	Y
NTM2	11	Planned	68	71	72	70	4.4	Y	Y	Y	Y
NTM2	12	Planned	68	71	73	70	4.7	Y	Y	Y	Y
NTM2	13	Planned	68	71	73	70	4.8	Y	Y	Y	Y
NTM2	14	Planned	68	71	73	70	5.0	Y	Y	Y	Y
NTM2	15	Planned	67	71	73	70	5.1	Y	Y	Y	Y
NTM2	16	Planned	67	71	73	70	5.4	Y	Y	Y	Y
NTM2	17	Planned	67	71	73	70	5.5	Y	Y	Y	Y
NTM2	18	Planned	67	71	73	70	5.6	Y	Y	Y	Y
NTM2	19	Planned	67	71	73	70	5.7	Y	Y	Y	Y
NTM2	20	Planned	67	71	73	70	5.8	Y	Y	Y	Y
NTM2	21	Planned	67	71	73	70	6.0	Y	Y	Y	Y
NTM2	22	Planned	66	71	73	70	6.1	Y	Y	Y	Y
NTM2	23	Planned	66	71	73	70	6.2	Y	Y	Y	Y
NTM2	24	Planned	66	71	73	70	6.3	Y	Y	Y	Y
NTM3	1	Planned	68	68	71	70	2.6	Y	Y	N	Y
NTM3	2	Planned	68	68	71	70	2.8	Y	Y	N	Y
NTM3	3	Planned	68	68	71	70	2.9	Y	Y	N	Y
NTM3	4	Planned	68	68	71	70	3.1	Y	Y	N	Y
NTM3	5	Planned	68	68	71	70	3.4	Y	Y	N	Y
NTM3	6	Planned	67	69	71	70	3.6	Y	Y	N	Y
NTM3	7	Planned	67	69	71	70	3.7	Y	Y	N	Y
NTM3	8	Planned	67	69	71	70	4.0	Y	Y	N	Y
NTM3	9	Planned	67	69	71	70	4.2	Y	Y	N	Y
NTM3	10	Planned	67	69	71	70	4.3	Y	Y	N	Y
NTM3	11	Planned	67	69	71	70	4.6	Y	Y	N	Y
NTM3	12	Planned	67	69	71	70	4.7	Y	Y	N	Y
NTM3	13	Planned	66	70	71	70	4.9	Y	Y	N	Y
NTM3	14	Planned	66	70	71	70	5.1	Y	Y	N	Y
NTM3	15	Planned	66	70	71	70	5.2	Y	Y	N	Y
NTM3	16	Planned	66	70	71	70	5.3	Y	Y	N	Y
NTM3	17	Planned	66	70	71	70	5.5	Y	Y	N	Y
NTM3	18	Planned	66	70	71	70	5.6	Y	Y	N	Y
NTM3	19	Planned	66	70	71	70	5.7	Y	Y	N	Y
NTM3	20	Planned	66	70	71	70	5.8	Y	Y	N	Y
NTM3	21	Planned	65	70	71	70	5.9	Y	Y	N	Y
NTM3	22	Planned	65	70	71	70	6.1	Y	Y	N	Y
NTM3	23	Planned	65	70	71	70	6.2	Y	Y	N	Y
NTM3	24	Planned	65	70	71	70	6.3	Y	Y	N	Y
NTM4	1	Planned	68	60	69	70	0.7	N	N	N	N
NTM4	2	Planned	68	60	68	70	0.7	N	N	N	N
NTM4	3	Planned	68	60	68	70	0.7	N	N	N	N
NTM4	4	Planned	67	60	68	70	0.7	N	N	N	N
NTM4	5	Planned	67	60	68	70	0.7	N	N	N	N
NTM4	6	Planned	67	60	68	70	0.8	N	N	N	N
NTM4	7	Planned	67	60	68	70	0.8	N	N	N	N
NTM4	8	Planned	67	60	68	70	0.9	N	N	N	N
NTM4	9	Planned	67	60	67	70	0.9	N	N	N	N
NTM4	10	Planned	66	60	67	70	1.0	Y	N	N	N
NTM4	11	Planned	66	60	67	70	0.9	N	N	N	N
NTM4	12	Planned	66	60	67	70	1.0	Y	N	N	N
NTM4	13	Planned	66	60	67	70	1.0	Y	N	N	N
NTM4	14	Planned	66	60	67	70	1.0	Y	N	N	N
NTM4	15	Planned	66	60	67	70	1.1	Y	N	N	N
NTM4	16	Planned	66	60	67	70	1.1	Y	N	N	N
NTM4	17	Planned	65	60	67	70	1.1	Y	N	N	N
NTM4	18	Planned	65	60	66	70	1.2	Y	N	N	N
NTM4	19	Planned	65	60	66	70	1.3	Y	N	N	N
NTM4	20	Planned	65	60	66	70	1.3	Y	N	N	N
NTM4	21	Planned	65	60	66	70	1.3	Y	N	N	N
NTM4	22	Planned	65	60	66	70	1.4	Y	N	N	N
NTM4	23	Planned	65	60	66	70	1.3	Y	N	N	N
NTM4	24	Planned	65	60	66	70	1.4	Y	N	N	N
NTM4	25	Planned	64	60	66	70	1.5	Y	N	N	N
NTM4	26	Planned	64	61	66	70	1.5	Y	N	N	N
NTM4	27	Planned	64	61	66	70	1.5	Y	N	N	N
NTM4	28	Planned	64	61	66	70	1.6	Y	N	N	N
NTM4	29	Planned	64	61	66	70	1.6	Y	N	N	N
NTM4	30	Planned	64	60	66	70	1.6	Y	N	N	N
NTM4	31	Planned	64	61	66	70	1.7	Y	N	N	N
NTM4	32	Planned	64	61	65	70	1.7	Y	N	N	N
NTM4	33	Planned	64	61	65	70	1.7	Y	N	N	N
NTM4	34	Planned	64	61	65	70	1.7	Y	N	N	N
NTM4	35	Planned	64	61	65	70	1.7	Y	N	N	N
NTM4	36	Planned	63	61	65	70	1.8	Y	N	N	N
NTM4	37	Planned	63	60	65	70	1.8	Y	N	N	N
NTM4	38	Planned	63	60	65	70	1.9	Y	N	N	N
NTM4	39	Planned	63	61	65	70	1.8	Y	N	N	N
NTM4	40	Planned	63	60	65	70	1.9	Y	N	N	N
NTM4	41	Planned	63	60	65	70	1.9	Y	N	N	N
NTM4	42	Planned	63	60	65	70	2.0	Y	N	N	N

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NTM5	1	Planned	54	68	68	70	14.1	Y	N	N	N
NTM5	2	Planned	54	69	69	70	15.1	Y	N	N	N
NTM5	3	Planned	54	70	70	70	16.0	Y	N	N	N
NTM5	4	Planned	54	71	71	70	16.9	Y	Y	Y	Y
NTM5	5	Planned	54	71	71	70	17.6	Y	Y	Y	Y
NTM5	6	Planned	54	72	72	70	18.2	Y	Y	Y	Y
NTM5	7	Planned	53	72	72	70	18.8	Y	Y	Y	Y
NTM5	8	Planned	53	72	73	70	19.2	Y	Y	Y	Y
NTM5	9	Planned	53	73	73	70	19.5	Y	Y	Y	Y
NTM5	10	Planned	53	73	73	70	19.8	Y	Y	Y	Y
NTM5	11	Planned	53	73	73	70	20.0	Y	Y	Y	Y
NTM5	12	Planned	53	73	73	70	20.1	Y	Y	Y	Y
NTM5	13	Planned	53	73	73	70	20.3	Y	Y	Y	Y
NTM5	14	Planned	53	73	73	70	20.4	Y	Y	Y	Y
NTM5	15	Planned	53	73	73	70	20.5	Y	Y	Y	Y
NTM5	16	Planned	53	73	73	70	20.6	Y	Y	Y	Y
NTM5	17	Planned	53	73	73	70	20.7	Y	Y	Y	Y
NTM5	18	Planned	53	73	73	70	20.7	Y	Y	Y	Y
NTM5	19	Planned	53	73	73	70	20.8	Y	Y	Y	Y
NTM5	20	Planned	52	73	73	70	20.8	Y	Y	Y	Y
NTM6	1	Planned	51	71	71	70	19.6	Y	Y	Y	Y
NTM6	2	Planned	51	72	72	70	20.6	Y	Y	Y	Y
NTM6	3	Planned	51	73	73	70	21.5	Y	Y	Y	Y
NTM6	4	Planned	51	73	73	70	22.2	Y	Y	Y	Y
NTM6	5	Planned	51	74	74	70	22.8	Y	Y	Y	Y
NTM6	6	Planned	51	74	74	70	23.1	Y	Y	Y	Y
NTM6	7	Planned	51	74	74	70	23.4	Y	Y	Y	Y
NTM6	8	Planned	51	74	74	70	23.6	Y	Y	Y	Y
NTM6	9	Planned	51	74	74	70	23.8	Y	Y	Y	Y
NTM6	10	Planned	50	74	74	70	24.0	Y	Y	Y	Y
NTM6	11	Planned	50	74	74	70	24.0	Y	Y	Y	Y
NTM6	12	Planned	50	74	74	70	24.1	Y	Y	Y	Y
NTM6	13	Planned	50	74	74	70	24.2	Y	Y	Y	Y
NTM6	14	Planned	50	74	74	70	24.2	Y	Y	Y	Y
NTM6	15	Planned	50	74	74	70	24.3	Y	Y	Y	Y
NTM6	16	Planned	50	74	74	70	24.3	Y	Y	Y	Y
NTM6	17	Planned	50	74	74	70	24.3	Y	Y	Y	Y
NTM6	18	Planned	50	74	74	70	24.3	Y	Y	Y	Y
NTM6	19	Planned	50	74	74	70	24.3	Y	Y	Y	Y
NTM6	20	Planned	50	74	74	70	24.2	Y	Y	Y	Y
NTM6	21	Planned	50	74	74	70	24.3	Y	Y	Y	Y
NTM6	22	Planned	50	74	74	70	24.4	Y	Y	Y	Y
NTM6	23	Planned	50	74	74	70	24.3	Y	Y	Y	Y
NTM6	24	Planned	50	74	74	70	24.3	Y	Y	Y	Y
NTM6	25	Planned	50	74	74	70	24.3	Y	Y	Y	Y
NTM6	26	Planned	50	74	74	70	24.3	Y	Y	Y	Y
NTM6	27	Planned	50	74	74	70	24.2	Y	Y	Y	Y
NTM7	1	Planned	46	74	74	70	27.9	Y	Y	Y	Y
NTM7	2	Planned	46	74	74	70	28.8	Y	Y	Y	Y
NTM7	3	Planned	46	75	75	70	29.3	Y	Y	Y	Y
NTM7	4	Planned	46	75	75	70	29.6	Y	Y	Y	Y
NTM7	5	Planned	46	76	76	70	29.9	Y	Y	Y	Y
NTM7	6	Planned	46	76	76	70	29.9	Y	Y	Y	Y
NTM7	7	Planned	46	76	76	70	29.9	Y	Y	Y	Y
NTM7	8	Planned	46	76	76	70	30.0	Y	Y	Y	Y
NTM7	9	Planned	46	76	76	70	29.9	Y	Y	Y	Y
NTM7	10	Planned	46	75	76	70	29.9	Y	Y	Y	Y
NTM7	11	Planned	46	75	75	70	29.8	Y	Y	Y	Y
NTM7	12	Planned	46	75	75	70	29.8	Y	Y	Y	Y
NTM7	13	Planned	46	75	75	70	29.7	Y	Y	Y	Y
NTM7	14	Planned	46	75	75	70	29.6	Y	Y	Y	Y
NTM7	15	Planned	46	75	75	70	29.5	Y	Y	Y	Y
NTM7	16	Planned	46	75	75	70	29.3	Y	Y	Y	Y
NTM7	17	Planned	46	75	75	70	29.1	Y	Y	Y	Y
NTM7	18	Planned	46	75	75	70	29.0	Y	Y	Y	Y
NTM7	19	Planned	46	75	75	70	28.9	Y	Y	Y	Y
NTM7	20	Planned	46	75	75	70	28.8	Y	Y	Y	Y
NTM7	21	Planned	46	75	75	70	28.6	Y	Y	Y	Y
NTM7	22	Planned	46	74	74	70	28.5	Y	Y	Y	Y
NTM7	23	Planned	46	74	74	70	28.4	Y	Y	Y	Y
NTM7	24	Planned	46	74	74	70	28.3	Y	Y	Y	Y
NTM7	25	Planned	46	74	74	70	28.3	Y	Y	Y	Y
NTM7	26	Planned	46	74	74	70	28.2	Y	Y	Y	Y
NTM7	27	Planned	46	74	74	70	28.1	Y	Y	Y	Y
NTM8	1	Planned	46	77	77	70	30.8	Y	Y	Y	Y
NTM8	2	Planned	46	77	77	70	31.4	Y	Y	Y	Y
NTM8	3	Planned	46	78	78	70	31.6	Y	Y	Y	Y
NTM8	4	Planned	46	78	78	70	31.6	Y	Y	Y	Y
NTM8	5	Planned	46	78	78	70	31.6	Y	Y	Y	Y
NTM8	6	Planned	46	78	78	70	31.6	Y	Y	Y	Y
NTM8	7	Planned	46	78	78	70	31.6	Y	Y	Y	Y
NTM8	8	Planned	46	77	77	70	31.5	Y	Y	Y	Y
NTM8	9	Planned	46	77	77	70	31.3	Y	Y	Y	Y
NTM8	10	Planned	46	77	77	70	31.3	Y	Y	Y	Y
NTM8	11	Planned	46	77	77	70	31.1	Y	Y	Y	Y
NTM8	12	Planned	46	77	77	70	31.0	Y	Y	Y	Y
NTM8	13	Planned	46	77	77	70	30.9	Y	Y	Y	Y
NTM8	14	Planned	46	77	77	70	30.8	Y	Y	Y	Y
NTM8	15	Planned	46	77	77	70	30.7	Y	Y	Y	Y
NTM8	16	Planned	46	76	76	70	30.4	Y	Y	Y	Y
NTM8	17	Planned	46	76	76	70	30.2	Y	Y	Y	Y
NTM8	18	Planned	46	76	76	70	30.1	Y	Y	Y	Y
NTM8	19	Planned	46	76	76	70	30.0	Y	Y	Y	Y
NTM8	20	Planned	46	76	76	70	29.9	Y	Y	Y	Y
NTM8	21	Planned	46	76	76	70	29.8	Y	Y	Y	Y
NTM8	22	Planned	46	76	76	70	29.6	Y	Y	Y	Y
NTM8	23	Planned	46	76	76	70	29.5	Y	Y	Y	Y
NTM8	24	Planned	46	76	76	70	29.4	Y	Y	Y	Y
NTM8	25	Planned	46	75	75	70	29.4	Y	Y	Y	Y
NTM8	26	Planned	46	75	75	70	29.3	Y	Y	Y	Y
NTM8	27	Planned	46	75	75	70	29.2	Y	Y	Y	Y
NTM9	1	Planned	38	72	72	70	33.9	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NTM9	2	Planned	38	72	72	70	34.6	Y	Y	Y	Y
NTM9	3	Planned	38	73	73	70	35.1	Y	Y	Y	Y
NTM9	4	Planned	38	73	73	70	35.4	Y	Y	Y	Y
NTM9	5	Planned	38	73	73	70	35.6	Y	Y	Y	Y
NTM9	6	Planned	38	74	74	70	35.7	Y	Y	Y	Y
NTM9	7	Planned	38	74	74	70	35.8	Y	Y	Y	Y
NTM9	8	Planned	38	74	74	70	35.8	Y	Y	Y	Y
NTM9	9	Planned	38	74	74	70	35.8	Y	Y	Y	Y
NTM9	10	Planned	38	74	74	70	35.8	Y	Y	Y	Y
NTM9	11	Planned	38	74	74	70	35.8	Y	Y	Y	Y
NTM9	12	Planned	38	74	74	70	35.8	Y	Y	Y	Y
NTM9	13	Planned	38	74	74	70	35.8	Y	Y	Y	Y
NTM9	14	Planned	38	74	74	70	35.6	Y	Y	Y	Y
NTM9	15	Planned	38	74	74	70	35.5	Y	Y	Y	Y
NTM9	16	Planned	38	73	73	70	35.2	Y	Y	Y	Y
NTM9	17	Planned	38	73	73	70	35.0	Y	Y	Y	Y
NTM9	18	Planned	39	73	73	70	34.8	Y	Y	Y	Y
NTM9	19	Planned	39	73	73	70	34.8	Y	Y	Y	Y
NTM9	20	Planned	39	73	73	70	34.6	Y	Y	Y	Y
NTM9	21	Planned	39	73	73	70	34.5	Y	Y	Y	Y
NTM9	22	Planned	39	73	73	70	34.5	Y	Y	Y	Y
NTM9	23	Planned	39	73	73	70	34.5	Y	Y	Y	Y
NTM9	24	Planned	39	73	73	70	34.4	Y	Y	Y	Y
NTM9	25	Planned	39	73	73	70	34.4	Y	Y	Y	Y
NTM9	26	Planned	39	73	73	70	34.3	Y	Y	Y	Y
NTM9	27	Planned	39	73	73	70	34.2	Y	Y	Y	Y
NTM10	1	Planned	0	74	74	70	74.4	Y	Y	Y	Y
NTM10	2	Planned	0	75	75	70	75.0	Y	Y	Y	Y
NTM10	3	Planned	0	75	75	70	75.4	Y	Y	Y	Y
NTM10	4	Planned	0	76	76	70	75.5	Y	Y	Y	Y
NTM10	5	Planned	0	76	76	70	75.5	Y	Y	Y	Y
NTM10	6	Planned	0	76	76	70	75.5	Y	Y	Y	Y
NTM10	7	Planned	0	75	75	70	75.4	Y	Y	Y	Y
NTM10	8	Planned	0	75	75	70	75.4	Y	Y	Y	Y
NTM10	9	Planned	0	75	75	70	75.3	Y	Y	Y	Y
NTM10	10	Planned	0	75	75	70	75.1	Y	Y	Y	Y
NTM10	11	Planned	0	75	75	70	75.0	Y	Y	Y	Y
NTM10	12	Planned	0	75	75	70	74.9	Y	Y	Y	Y
NTM10	13	Planned	0	75	75	70	74.8	Y	Y	Y	Y
NTM10	14	Planned	0	75	75	70	74.6	Y	Y	Y	Y
NTM10	15	Planned	0	75	75	70	74.6	Y	Y	Y	Y
NTM10	16	Planned	0	74	74	70	74.4	Y	Y	Y	Y
NTM10	17	Planned	0	74	74	70	74.3	Y	Y	Y	Y
NTM10	18	Planned	0	74	74	70	74.2	Y	Y	Y	Y
NTM10	19	Planned	0	74	74	70	74.1	Y	Y	Y	Y
NTM10	20	Planned	0	74	74	70	74.0	Y	Y	Y	Y
NTM10	21	Planned	0	74	74	70	73.8	Y	Y	Y	Y
NTM10	22	Planned	0	74	74	70	73.8	Y	Y	Y	Y
NTM10	23	Planned	0	74	74	70	73.6	Y	Y	Y	Y
NTM10	24	Planned	0	74	74	70	73.5	Y	Y	Y	Y
NTM10	25	Planned	0	74	74	70	73.5	Y	Y	Y	Y
NTM10	26	Planned	0	73	73	70	73.3	Y	Y	Y	Y
NTM10	27	Planned	0	73	73	70	73.2	Y	Y	Y	Y
NTM11	1	Planned	32	73	73	70	40.2	Y	Y	Y	Y
NTM11	2	Planned	32	74	74	70	41.3	Y	Y	Y	Y
NTM11	3	Planned	32	74	74	70	41.7	Y	Y	Y	Y
NTM11	4	Planned	32	74	74	70	42.0	Y	Y	Y	Y
NTM11	5	Planned	32	74	74	70	42.1	Y	Y	Y	Y
NTM11	6	Planned	32	75	75	70	42.2	Y	Y	Y	Y
NTM11	7	Planned	32	75	75	70	42.3	Y	Y	Y	Y
NTM11	8	Planned	32	74	74	70	42.2	Y	Y	Y	Y
NTM11	9	Planned	32	74	74	70	42.2	Y	Y	Y	Y
NTM11	10	Planned	32	74	74	70	42.1	Y	Y	Y	Y
NTM11	11	Planned	32	74	74	70	42.1	Y	Y	Y	Y
NTM11	12	Planned	32	74	74	70	42.0	Y	Y	Y	Y
NTM11	13	Planned	32	74	74	70	41.9	Y	Y	Y	Y
NTM11	14	Planned	32	74	74	70	41.8	Y	Y	Y	Y
NTM11	15	Planned	32	74	74	70	41.7	Y	Y	Y	Y
NTM11	16	Planned	32	74	74	70	41.6	Y	Y	Y	Y
NTM11	17	Planned	32	74	74	70	41.5	Y	Y	Y	Y
NTM11	18	Planned	32	74	74	70	41.5	Y	Y	Y	Y
NTM11	19	Planned	32	74	74	70	41.4	Y	Y	Y	Y
NTM11	20	Planned	32	73	73	70	41.4	Y	Y	Y	Y
NTM11	21	Planned	32	73	73	70	41.3	Y	Y	Y	Y
NTM11	22	Planned	32	73	73	70	41.2	Y	Y	Y	Y
NTM11	23	Planned	32	73	73	70	41.3	Y	Y	Y	Y
NTM11	24	Planned	32	73	73	70	41.2	Y	Y	Y	Y
NTM11	25	Planned	32	73	73	70	41.1	Y	Y	Y	Y
NTM11	26	Planned	32	73	73	70	41.1	Y	Y	Y	Y
NTM11	27	Planned	32	73	73	70	41.0	Y	Y	Y	Y
NTM12	1	Planned	3	70	70	70	67.0	Y	N	N	N
NTM12	2	Planned	3	71	71	70	68.0	Y	Y	Y	Y
NTM12	3	Planned	3	71	71	70	68.7	Y	Y	Y	Y
NTM12	4	Planned	3	72	72	70	69.1	Y	Y	Y	Y
NTM12	5	Planned	3	72	72	70	69.4	Y	Y	Y	Y
NTM12	6	Planned	3	72	72	70	69.6	Y	Y	Y	Y
NTM12	7	Planned	3	73	73	70	69.8	Y	Y	Y	Y
NTM12	8	Planned	3	73	73	70	69.9	Y	Y	Y	Y
NTM12	9	Planned	3	73	73	70	70.0	Y	Y	Y	Y
NTM12	10	Planned	3	73	73	70	70.0	Y	Y	Y	Y
NTM12	11	Planned	3	73	73	70	70.0	Y	Y	Y	Y
NTM12	12	Planned	3	73	73	70	70.0	Y	Y	Y	Y
NTM12	13	Planned	3	73	73	70	70.0	Y	Y	Y	Y
NTM12	14	Planned	3	73	73	70	70.0	Y	Y	Y	Y
NTM12	15	Planned	3	72	72	70	69.9	Y	Y	Y	Y
NTM12	16	Planned	3	72	72	70	69.9	Y	Y	Y	Y
NTM12	17	Planned	3	72	72	70	69.8	Y	Y	Y	Y
NTM12	18	Planned	2	72	72	70	69.8	Y	Y	Y	Y
NTM12	19	Planned	2	72	72	70	69.8	Y	Y	Y	Y
NTM12	20	Planned	2	72	72	70	69.7	Y	Y	Y	Y
NTM12	21	Planned	2	72	72	70	69.7	Y	Y	Y	Y
NTM12	22	Planned	2	72	72	70	69.6	Y	Y	Y	Y

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
NTM12	23	Planned	2	72	72	70	69.7	Y	Y	Y	Y
NTM12	24	Planned	2	72	72	70	69.6	Y	Y	Y	Y
NTM12	25	Planned	2	72	72	70	69.5	Y	Y	Y	Y
NTM12	26	Planned	2	72	72	70	69.5	Y	Y	Y	Y
NTM12	27	Planned	3	72	72	70	68.9	Y	Y	Y	Y
KTSIS1	1	Planned	33	51	51	70	17.9	Y	N	N	N
KTSIS1	2	Planned	33	53	53	70	19.2	Y	N	N	N
KTSIS1	3	Planned	34	54	54	70	20.4	Y	N	N	N
KTSIS1	4	Planned	35	56	56	70	21.4	Y	N	N	N
KTSIS2	1	Planned	24	42	42	70	18.1	Y	N	N	N
KTSIS2	2	Planned	25	43	43	70	18.5	Y	N	N	N
KTSIS2	3	Planned	25	44	44	70	19.0	Y	N	N	N
KTSIS2	4	Planned	26	45	45	70	19.3	Y	N	N	N
KTSIS2	5	Planned	27	46	46	70	19.6	Y	N	N	N
KTSIS2	6	Planned	28	47	47	70	19.2	Y	N	N	N
KTSIS2	7	Planned	30	48	48	70	18.7	Y	N	N	N
KTSIS2	8	Planned	32	50	50	70	17.9	Y	N	N	N
KTSIS2	9	Planned	34	52	52	70	17.7	Y	N	N	N
KTSIS2	10	Planned	37	56	56	70	18.5	Y	N	N	N
KTN2	1	Planned	65	50	65	65	0.2	N	Y	N	N
KTN2	2	Planned	65	53	66	65	0.3	N	Y	N	N
KTN2	3	Planned	66	54	66	65	0.3	N	Y	N	N
KTN2	4	Planned	66	54	66	65	0.3	N	Y	N	N
KTN2	5	Planned	67	55	67	65	0.3	N	Y	N	N
KTN2	6	Planned	67	56	67	65	0.4	N	Y	N	N
KTN2	7	Planned	67	57	68	65	0.4	N	Y	N	N
KTN2	8	Planned	68	57	68	65	0.3	N	Y	N	N
KTN3	1	Planned	43	30	43	65	0.3	N	N	N	N
KTN3	2	Planned	43	31	44	65	0.2	N	N	N	N
KTN3	3	Planned	44	32	44	65	0.3	N	N	N	N
KTN3	4	Planned	45	33	45	65	0.2	N	N	N	N
KTN3	5	Planned	46	35	47	65	0.3	N	N	N	N
KTN3	6	Planned	48	37	48	65	0.3	N	N	N	N
KTN3	7	Planned	50	39	50	65	0.3	N	N	N	N
KTN3	8	Planned	52	42	53	65	0.4	N	N	N	N
KTN4	1	Planned	62	37	62	70	0.0	N	N	N	N
KTN4	2	Planned	63	38	63	70	0.0	N	N	N	N
KTN4	3	Planned	64	39	64	70	0.0	N	N	N	N
KTN4	4	Planned	65	40	65	70	0.0	N	N	N	N
KTN4	5	Planned	66	41	66	70	0.0	N	N	N	N
KTN4	6	Planned	67	41	67	70	0.0	N	N	N	N
KTN4	7	Planned	67	41	67	70	0.0	N	N	N	N
KTN4	8	Planned	68	41	68	70	0.0	N	N	N	N
KTN4	9	Planned	68	41	68	70	0.0	N	N	N	N
KTN4	10	Planned	69	41	69	70	0.0	N	N	N	N
KTN4	11	Planned	69	41	69	70	0.0	N	N	N	N
KTN4	12	Planned	69	41	69	70	0.0	N	N	N	N
KTN4	13	Planned	70	41	70	70	0.0	N	N	N	N
KTN4	14	Planned	70	41	70	70	0.1	N	N	N	N
KTN4	15	Planned	70	41	70	70	0.0	N	N	N	N
KTN4	16	Planned	71	41	71	70	0.0	N	Y	N	N
KTN5	1	Planned	70	34	70	70	0.0	N	N	N	N
KTN5	2	Planned	70	35	70	70	0.0	N	N	N	N
KTN5	3	Planned	70	36	70	70	0.0	N	N	N	N
KTN5	4	Planned	70	37	70	70	0.0	N	N	N	N
KTN5	5	Planned	69	38	69	70	0.0	N	N	N	N
KTN5	6	Planned	69	39	69	70	0.0	N	N	N	N
KTN5	7	Planned	69	41	69	70	0.0	N	N	N	N
KTN5	8	Planned	69	43	69	70	0.0	N	N	N	N
KTN5	9	Planned	69	45	69	70	0.0	N	N	N	N
KTN5	10	Planned	68	46	68	70	0.0	N	N	N	N
KTN5	11	Planned	68	47	68	70	0.1	N	N	N	N
KTN5	12	Planned	68	48	68	70	0.0	N	N	N	N
KTN5	13	Planned	68	49	68	70	0.0	N	N	N	N
KTN5	14	Planned	68	49	68	70	0.1	N	N	N	N
KTN5	15	Planned	68	50	68	70	0.1	N	N	N	N
KTN5	16	Planned	68	50	68	70	0.1	N	N	N	N
KTN5	17	Planned	68	50	68	70	0.0	N	N	N	N
KTN5	18	Planned	67	51	68	70	0.1	N	N	N	N
KTN5	19	Planned	67	51	68	70	0.1	N	N	N	N
KTN5	20	Planned	67	51	68	70	0.1	N	N	N	N
KTN5	21	Planned	67	51	68	70	0.1	N	N	N	N
KTN5	22	Planned	67	51	68	70	0.2	N	N	N	N
KTN5	23	Planned	68	52	68	70	0.1	N	N	N	N
KTN5	24	Planned	68	52	68	70	0.1	N	N	N	N
KTN5	25	Planned	68	52	68	70	0.1	N	N	N	N
KTN5	26	Planned	68	52	68	70	0.2	N	N	N	N
KTN6	1	Planned	71	61	71	70	0.4	N	Y	N	N
KTN6	2	Planned	71	62	72	70	0.5	N	Y	N	N
KTN6	3	Planned	71	62	72	70	0.4	N	Y	N	N
KTN6	4	Planned	71	62	72	70	0.4	N	Y	N	N
KTN6	5	Planned	71	61	72	70	0.4	N	Y	N	N
KTN6	6	Planned	71	61	72	70	0.4	N	Y	N	N
KTN6	7	Planned	71	61	72	70	0.5	N	Y	N	N
KTN6	8	Planned	71	61	72	70	0.4	N	Y	N	N
KTN6	9	Planned	71	61	71	70	0.4	N	Y	N	N
KTN6	10	Planned	71	61	71	70	0.4	N	Y	N	N
KTN6	11	Planned	71	61	71	70	0.4	N	Y	N	N
KTN6	12	Planned	71	61	71	70	0.4	N	Y	N	N
KTN6	13	Planned	71	61	71	70	0.4	N	Y	N	N
KTN6	14	Planned	71	61	71	70	0.4	N	Y	N	N
KTN6	15	Planned	71	61	71	70	0.5	N	Y	N	N
KTN6	16	Planned	71	62	72	70	0.5	N	Y	N	N
KTN6	17	Planned	71	62	72	70	0.5	N	Y	N	N
KTN6	18	Planned	71	62	72	70	0.4	N	Y	N	N
KTN6	19	Planned	71	62	72	70	0.4	N	Y	N	N
KTN6	20	Planned	71	62	72	70	0.5	N	Y	N	N
KTN6	21	Planned	72	62	72	70	0.4	N	Y	N	N
KTN6	22	Planned	72	62	72	70	0.4	N	Y	N	N
KTN6	23	Planned	72	62	72	70	0.5	N	Y	N	N
KTN6	24	Planned	72	62	72	70	0.4	N	Y	N	N
KTN6	25	Planned	72	62	72	70	0.4	N	Y	N	N

Appendix 2.1
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Unmitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	
ID	Floor			Project Road, dB(A) [B]							
KTN6	26	Planned	72	62	72	70	0.4	N	Y	N	N
KTN6	27	Planned	72	62	72	70	0.4	N	Y	N	N
KTN6	28	Planned	72	62	72	70	0.4	N	Y	N	N
KTN6	29	Planned	72	62	72	70	0.4	N	Y	N	N
KTN6	30	Planned	72	61	72	70	0.4	N	Y	N	N
KTN6	31	Planned	72	61	72	70	0.4	N	Y	N	N
KTN6	32	Planned	72	61	72	70	0.4	N	Y	N	N
KTN6	33	Planned	72	61	72	70	0.3	N	Y	N	N
KTN6	34	Planned	72	61	72	70	0.3	N	Y	N	N
KTN6	35	Planned	72	61	72	70	0.4	N	Y	N	N
KTN6	36	Planned	72	61	72	70	0.4	N	Y	N	N
KTN7	1	Planned	72	55	72	70	0.1	N	Y	N	N
KTN7	2	Planned	71	56	72	70	0.1	N	Y	N	N
KTN7	3	Planned	71	56	71	70	0.1	N	Y	N	N
KTN7	4	Planned	71	56	71	70	0.2	N	Y	N	N
KTN7	5	Planned	71	56	71	70	0.2	N	Y	N	N
KTN7	6	Planned	71	56	71	70	0.2	N	Y	N	N
KTN7	7	Planned	70	56	70	70	0.1	N	N	N	N
KTN7	8	Planned	70	56	70	70	0.1	N	N	N	N
KTN7	9	Planned	70	56	70	70	0.1	N	N	N	N
KTN7	10	Planned	70	56	70	70	0.2	N	N	N	N
KTN7	11	Planned	69	56	70	70	0.3	N	N	N	N
KTN7	12	Planned	69	56	70	70	0.2	N	N	N	N
KTN7	13	Planned	69	56	69	70	0.2	N	N	N	N
KTN7	14	Planned	69	57	69	70	0.3	N	N	N	N
KTN7	15	Planned	69	57	69	70	0.2	N	N	N	N
KTN7	16	Planned	69	57	69	70	0.3	N	N	N	N
KTN7	17	Planned	69	57	69	70	0.2	N	N	N	N
KTN7	18	Planned	68	57	69	70	0.3	N	N	N	N
KTN7	19	Planned	68	57	69	70	0.3	N	N	N	N
KTN7	20	Planned	68	57	68	70	0.3	N	N	N	N
KTN7	21	Planned	68	57	68	70	0.4	N	N	N	N
KTN7	22	Planned	68	57	68	70	0.4	N	N	N	N
KTN7	23	Planned	68	57	68	70	0.4	N	N	N	N
KTN7	24	Planned	68	58	68	70	0.4	N	N	N	N
KTN7	25	Planned	68	58	68	70	0.4	N	N	N	N
KTN7	26	Planned	67	58	68	70	0.4	N	N	N	N
KTN7	27	Planned	67	58	68	70	0.5	N	N	N	N
KTN7	28	Planned	67	58	68	70	0.5	N	N	N	N
KTN7	29	Planned	67	58	68	70	0.5	N	N	N	N
KTN7	30	Planned	67	58	68	70	0.5	N	N	N	N
KTN7	31	Planned	67	58	67	70	0.5	N	N	N	N
KTN7	32	Planned	67	58	67	70	0.6	N	N	N	N
KTN7	33	Planned	67	58	67	70	0.6	N	N	N	N
KTN7	34	Planned	67	58	67	70	0.6	N	N	N	N
KTN7	35	Planned	67	58	67	70	0.7	N	N	N	N
KTN7	36	Planned	66	58	67	70	0.7	N	N	N	N
KTN7	37	Planned	66	58	67	70	0.6	N	N	N	N
KTN7	38	Planned	66	58	67	70	0.6	N	N	N	N

Appendix 2.2

Details of Road Traffic Noise Impacts on NSRs (Mitigated Scenario) at Ultimate Scenario

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
KPST1	1	Existing	67	43	67	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KPST2	1	Existing	70	49	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KPST2	2	Existing	70	49	70	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KPST2	3	Existing	70	50	70	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KPST3	1	Existing	71	55	71	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
KPST3	2	Existing	71	56	71	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
HKBSA	1	Existing	74	53	74	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
HKBSA	2	Existing	74	54	74	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
HKBSA	3	Existing	74	55	74	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
AT1	1	Existing	80	54	80	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
HKPT	1	Existing	69	46	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	1	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	2	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	3	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	4	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	5	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	6	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	7	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	8	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	9	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	10	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	11	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	12	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	13	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	14	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	15	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	16	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	17	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	18	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	19	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	20	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	21	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	1	Existing	41	0	41	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	2	Existing	41	0	41	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	3	Existing	41	0	41	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	4	Existing	41	0	41	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	5	Existing	41	0	41	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	6	Existing	41	0	41	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	7	Existing	41	0	41	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	8	Existing	41	0	41	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	9	Existing	41	0	41	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	10	Existing	41	0	41	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	11	Existing	41	0	41	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	12	Existing	41	0	41	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	13	Existing	41	0	41	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	14	Existing	41	0	41	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	15	Existing	41	0	41	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	16	Existing	40	0	40	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	17	Existing	40	0	40	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	18	Existing	40	0	40	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	19	Existing	40	0	40	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	20	Existing	40	0	40	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	21	Existing	40	0	40	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR1	1	Existing	43	29	44	70	0.2	N	N	N	N	N	N/A	N/A	N/A
CR1	2	Existing	43	29	43	70	0.1	N	N	N	N	N	N/A	N/A	N/A
CR1	3	Existing	43	29	43	70	0.1	N	N	N	N	N	N/A	N/A	N/A
CR1	4	Existing	43	29	43	70	0.1	N	N	N	N	N	N/A	N/A	N/A
CR1	5	Existing	43	29	43	70	0.2	N	N	N	N	N	N/A	N/A	N/A
CR1	6	Existing	43	29	43	70	0.1	N	N	N	N	N	N/A	N/A	N/A
CR1	7	Existing	43	29	43	70	0.1	N	N	N	N	N	N/A	N/A	N/A
CR1	8	Existing	43	29	43	70	0.1	N	N	N	N	N	N/A	N/A	N/A
CR1	9	Existing	43	29	44	70	0.2	N	N	N	N	N	N/A	N/A	N/A
CR1	10	Existing	43	30	44	70	0.2	N	N	N	N	N	N/A	N/A	N/A
CR1	11	Existing	44	31	44	70	0.2	N	N	N	N	N	N/A	N/A	N/A
CR1	12	Existing	44	33	44	70	0.3	N	N	N	N	N	N/A	N/A	N/A
CR1	13	Existing	44	35	44	70	0.5	N	N	N	N	N	N/A	N/A	N/A
CR2	1	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR2	2	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR2	3	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR2	4	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR2	5	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR2	6	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR2	7	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR2	8	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR2	9	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR2	10	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR2	11	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR2	12	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR3	1	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR3	2	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR3	3	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR3	4	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR3	5	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR3	6	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR3	7	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR3	8	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR3	9	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR3	10	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR3	11	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR3	12	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
TSL1a	1	Existing	65	64	68	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
TSL1b	1	Existing	68	65	70	70	1.7	Y	N	N	N	N	N/A	N/A	N/A
TSL2	1	Existing	65	62	67	70	1.9	Y	N	N	N	N	N/A	N/A	N/A
TSL3a	1	Existing	56	57	60	70	3.9	Y	N	N	N	N	N/A	N/A	N/A
TSL3b	1	Existing	51	50	53	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
TSL3b	2	Existing	54	54	57	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
PY1a	1	Existing	70	55	70	70	0.2	N	N	N	N	N	N/A	N/A	N/A
PY1a	2	Existing	70	56	70	70	0.2	N	N	N	N	N	N/A	N/A	N/A
PY1a	3	Existing	70	58	70	70	0.2	N	N	N	N	N	N/A	N/A	N/A
PY1a	4	Existing	70	59	70	70	0.3	N	N	N	N	N	N/A	N/A	N/A
PY1a	5	Existing	70	59	70	70	0.4	N	N	N	N	N	N/A	N/A	N/A
PY1a	6	Existing	70	60	71	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
PY1a	7	Existing	70	60	71	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
PY1a	8	Existing	70	61	71	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
PY1a	9	Existing	70	61	71	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
PY1a	10	Existing	70	61	71	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
PY1a	11	Existing	70	61	71	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
PY1b	1	Existing	71	59	71	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
PY1b	2	Existing	71	60	71	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
PY1b	3	Existing	71	60	71	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
PY1b	4	Existing	71	61	71	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
PY1b	5	Existing	71	62	71	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
PY1b	6	Existing	71	62	71	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
PY1b	7	Existing	71	62	71	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
PY1b	8	Existing	71	63	71	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
PY1b	9	Existing	71	63	72	70	0.7	N	Y	N	N	N	N/A	N/A	N/A

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
PY1b	10	Existing	71	63	72	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
PY1b	11	Existing	71	64	72	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
PY2	1	Existing	66	53	67	70	0.2	N	N	N	N	N	N/A	N/A	N/A
PY2	2	Existing	67	55	67	70	0.3	N	N	N	N	N	N/A	N/A	N/A
PY2	3	Existing	68	56	68	70	0.3	N	N	N	N	N	N/A	N/A	N/A
PY2	4	Existing	68	57	69	70	0.4	N	N	N	N	N	N/A	N/A	N/A
PY2	5	Existing	69	58	69	70	0.4	N	N	N	N	N	N/A	N/A	N/A
PY2	6	Existing	69	59	69	70	0.4	N	N	N	N	N	N/A	N/A	N/A
PY2	7	Existing	69	59	69	70	0.5	N	N	N	N	N	N/A	N/A	N/A
PY2	8	Existing	69	60	69	70	0.5	N	N	N	N	N	N/A	N/A	N/A
PY2	9	Existing	69	60	70	70	0.6	N	N	N	N	N	N/A	N/A	N/A
PY2	10	Existing	69	60	70	70	0.5	N	N	N	N	N	N/A	N/A	N/A
PY2	11	Existing	69	60	70	70	0.5	N	N	N	N	N	N/A	N/A	N/A
PY2	12	Existing	69	61	70	70	0.6	N	N	N	N	N	N/A	N/A	N/A
PY2	13	Existing	69	61	70	70	0.6	N	N	N	N	N	N/A	N/A	N/A
PY2	14	Existing	69	61	70	70	0.6	N	N	N	N	N	N/A	N/A	N/A
PY3a	1	Existing	69	60	70	70	0.5	N	N	N	N	N	N/A	N/A	N/A
PY3a	2	Existing	70	61	70	70	0.5	N	N	N	N	N	N/A	N/A	N/A
PY3a	3	Existing	70	61	71	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
PY3a	4	Existing	70	61	71	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
PY3a	5	Existing	71	62	71	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
PY3a	6	Existing	71	62	71	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
PY3a	7	Existing	71	63	71	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
PY3a	8	Existing	71	63	71	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
PY3a	9	Existing	71	64	72	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
PY3a	10	Existing	71	64	72	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
PY3a	11	Existing	71	64	72	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
PY3a	12	Existing	71	65	72	70	1.0	Y	Y	N	Y	Y	1.6	70.0	N
PY3a	13	Existing	71	65	72	70	1.0	Y	Y	N	Y	Y	1.7	70.1	N
PY3a	14	Existing	71	66	72	70	1.0	Y	Y	N	Y	Y	1.8	70.2	N
PY3b	1	Existing	66	59	67	70	0.9	N	N	N	N	N	N/A	N/A	N/A
PY3b	2	Existing	66	59	67	70	0.8	N	N	N	N	N	N/A	N/A	N/A
PY3b	3	Existing	67	60	68	70	0.7	N	N	N	N	N	N/A	N/A	N/A
PY3b	4	Existing	67	60	68	70	0.8	N	N	N	N	N	N/A	N/A	N/A
PY3b	5	Existing	67	60	68	70	0.8	N	N	N	N	N	N/A	N/A	N/A
PY3b	6	Existing	67	61	68	70	0.9	N	N	N	N	N	N/A	N/A	N/A
PY3b	7	Existing	68	61	68	70	0.8	N	N	N	N	N	N/A	N/A	N/A
PY3b	8	Existing	68	61	69	70	0.9	N	N	N	N	N	N/A	N/A	N/A
PY3b	9	Existing	68	62	69	70	1.0	Y	N	N	N	N	N/A	N/A	N/A
PY3b	10	Existing	68	62	69	70	1.0	Y	N	N	N	N	N/A	N/A	N/A
PY3b	11	Existing	68	62	69	70	1.1	Y	N	N	N	N	N/A	N/A	N/A
PY3b	12	Existing	68	63	69	70	1.2	Y	N	N	N	N	N/A	N/A	N/A
PY3b	13	Existing	68	63	69	70	1.1	Y	N	N	N	N	N/A	N/A	N/A
PY3b	14	Existing	68	64	70	70	1.3	Y	N	N	N	N	N/A	N/A	N/A
FKHa	1	Existing	68	65	70	70	1.7	Y	N	N	N	N	N/A	N/A	N/A
FKHb	1	Existing	69	64	70	70	1.2	Y	N	N	N	N	N/A	N/A	N/A
SR1	1	Existing	62	50	62	70	0.2	N	N	N	N	N	N/A	N/A	N/A
SR1	2	Existing	62	51	62	70	0.3	N	N	N	N	N	N/A	N/A	N/A
SR2	1	Existing	58	52	59	70	1.0	Y	N	N	N	N	N/A	N/A	N/A
SR2	2	Existing	58	53	59	70	1.2	Y	N	N	N	N	N/A	N/A	N/A
SR2	1	Existing	58	52	59	70	1.0	Y	N	N	N	N	N/A	N/A	N/A
SR2	2	Existing	58	53	59	70	1.2	Y	N	N	N	N	N/A	N/A	N/A
SR3	1	Existing	55	55	58	65	2.7	Y	N	N	N	N	N/A	N/A	N/A
SR3	2	Existing	56	56	59	65	3.1	Y	N	N	N	N	N/A	N/A	N/A
MFH1	1	Existing	64	62	66	70	2.2	Y	N	N	N	N	N/A	N/A	N/A
MFH2	1	Existing	66	64	68	70	2.5	Y	N	N	N	N	N/A	N/A	N/A
MFH3	1	Existing	69	61	70	70	0.6	N	N	N	N	N	N/A	N/A	N/A
MFH4	1	Existing	65	61	66	70	1.7	Y	N	N	N	N	N/A	N/A	N/A
MFH5	1	Existing	76	65	77	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
MFH6	1	Existing	66	58	67	70	0.6	N	N	N	N	N	N/A	N/A	N/A
MFH6	2	Existing	76	60	76	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
MFH7a	1	Existing	65	59	66	70	1.1	Y	N	N	N	N	N/A	N/A	N/A
MFH7b	1	Existing	68	64	69	70	1.5	Y	N	N	N	N	N/A	N/A	N/A
MFH7c	1	Existing	68	64	70	70	1.5	Y	N	N	N	N	N/A	N/A	N/A
MFH8	1	Existing	73	64	74	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
WKT1	1	Existing	73	62	73	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
WKT1	2	Existing	73	62	74	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
WKT2	1	Existing	74	62	75	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
WKT2	2	Existing	75	62	75	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
EG1	1	Existing	84	66	84	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
EG1	2	Existing	84	66	84	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
EG1	3	Existing	84	67	84	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
EG1	4	Existing	84	67	84	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
EG2	1	Existing	83	63	83	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
EG2	2	Existing	83	63	83	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
EG2	3	Existing	83	64	83	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
EG3	1	Existing	83	65	83	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
EG3	2	Existing	83	66	83	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
EG3	3	Existing	83	66	83	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
EG4	1	Existing	84	65	84	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
EG4	2	Existing	84	66	84	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
EG4	3	Existing	84	66	84	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
EG5	1	Existing	84	65	84	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
EG5	2	Existing	84	65	84	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
EG5	3	Existing	83	66	84	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
EG6	1	Existing	83	65	83	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
EG6	2	Existing	83	65	83	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
EG6	3	Existing	83	66	83	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW1a	1	Existing	70	60	71	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
PW1a	2	Existing	71	62	71	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
PW1a	3	Existing	71	64	72	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
PW1b	1	Existing	77	60	77	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW1b	2	Existing	79	62	80	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW1b	3	Existing	80	64	80	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW1c	1	Existing	78	57	78	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW1c	2	Existing	81	58	81	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
PW1c	3	Existing	81	59	81	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW2a	1	Existing	63	60	65	70	1.6	Y	N	N	N	N	N/A	N/A	N/A
PW2a	2	Existing	64	62	66	70	1.9	Y	N	N	N	N	N/A	N/A	N/A
PW2a	3	Existing	65	63	67	70	2.0	Y	N	N	N	N	N/A	N/A	N/A
PW2b	1	Existing	74	58	74	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW2b	2	Existing	75	60	75	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
PW2b	3	Existing	76	61	76	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
PW3a	1	Existing	64	60	65	70	1.6	Y	N	N	N	N	N/A	N/A	N/A
PW3a	2	Existing	65	62	67	70	1.7	Y	N	N	N	N	N/A	N/A	N/A
PW3a	3	Existing	68	63	69	70	1.4	Y	N	N	N	N	N/A	N/A	N/A
PW3b	1	Existing	59	60	63	70	3.6	Y	N	N	N	N	N/A	N/A	N/A
PW3b	2	Existing	64	61	66	70	2.0	Y	N	N	N	N	N/A	N/A	N/A
PW3b	3	Existing	71	63	72	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
PW4a	1	Existing	70	62	71	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
PW4a	2	Existing	72	63	73	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
PW4a	3	Existing	75	64	75	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
PW4b	1	Existing	75	59	75	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW4b	2	Existing	76	60	76	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW4b	3	Existing	78	60	79	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW5	1	Existing	82	64	82	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW5	2	Existing	82	64	82	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW5	3	Existing	82	65	82	70	0.1	N	Y	N	N	N	N/A	N/A	N/A

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Mitigated Scenario)

Assessment Point			WITH PROJECT (Year 2051)									AT-RECEIVER MITIGATION MEASURES			
				Project Roads, dB(A)			Check Direct Mitigation								
ID	Floor	Existing/ Planned	Existing Road, dB(A) [A]	Project Road, dB(A) [B]	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	Mitigation Measures by Project Road Required (Y/N)	At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
PW6	1	Existing	83	63	83	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
PW6	2	Existing	83	63	83	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW6	3	Existing	83	64	83	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
MG1	1	Existing	84	64	84	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
MG1	2	Existing	84	64	84	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
MG1	3	Existing	84	64	84	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW7a	1	Existing	69	65	70	70	1.5	Y	N	N	N	N	N/A	N/A	N/A
PW7a	2	Existing	72	66	73	70	0.9	N	Y	N	N	N	N/A	N/A	N/A
PW7a	3	Existing	77	67	77	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
LHa	1	Existing	73	63	73	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
PW7b	1	Existing	77	62	77	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
PW7b	2	Existing	77	63	77	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
PW7b	3	Existing	77	64	77	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
LHb	1	Existing	57	63	64	70	6.8	Y	N	N	N	N	N/A	N/A	N/A
PW8a	1	Existing	74	59	74	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW8a	2	Existing	75	60	75	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW8a	3	Existing	76	60	76	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
CMYT1a	1	Existing	68	63	69	70	1.1	Y	N	N	N	N	N/A	N/A	N/A
PW8b	1	Existing	54	58	59	70	5.4	Y	N	N	N	N	N/A	N/A	N/A
PW8b	2	Existing	56	59	60	70	4.9	Y	N	N	N	N	N/A	N/A	N/A
PW8b	3	Existing	57	60	62	70	4.3	Y	N	N	N	N	N/A	N/A	N/A
CMYT1b	1	Existing	62	65	67	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
PW8c	1	Existing	73	55	73	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
PW8c	2	Existing	75	56	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
PW8c	3	Existing	76	57	76	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
CMYT1c	1	Existing	54	65	65	70	10.7	Y	N	N	N	N	N/A	N/A	N/A
PW9a	1	Existing	71	56	71	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW9a	2	Existing	73	57	74	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW9a	3	Existing	75	58	75	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
CMYT2	1	Existing	42	64	64	70	22.2	Y	N	N	N	N	N/A	N/A	N/A
PW9b	1	Existing	43	58	58	70	15.2	Y	N	N	N	N	N/A	N/A	N/A
PW9b	2	Existing	47	59	59	70	12.7	Y	N	N	N	N	N/A	N/A	N/A
PW9b	3	Existing	52	60	61	70	8.9	Y	N	N	N	N	N/A	N/A	N/A
SWT1	1	Existing	61	64	66	70	4.4	Y	N	N	N	N	N/A	N/A	N/A
SWT1	2	Existing	64	65	67	70	3.4	Y	N	N	N	N	N/A	N/A	N/A
PW9c	1	Existing	74	56	74	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW9c	2	Existing	75	57	75	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW9c	3	Existing	75	58	75	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
SWT2a	1	Existing	39	63	63	70	23.4	Y	N	N	N	N	N/A	N/A	N/A
SWT2a	2	Existing	42	63	63	70	21.5	Y	N	N	N	N	N/A	N/A	N/A
PW10a	1	Existing	73	59	73	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
PW10a	2	Existing	75	60	75	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW10a	3	Existing	77	62	77	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
SWT2b	1	Existing	46	64	64	70	17.8	Y	N	N	N	N	N/A	N/A	N/A
SWT2b	2	Existing	48	65	65	70	17.5	Y	N	N	N	N	N/A	N/A	N/A
PW10b	1	Existing	63	61	65	70	2.0	Y	N	N	N	N	N/A	N/A	N/A
PW10b	2	Existing	63	62	66	70	2.5	Y	N	N	N	N	N/A	N/A	N/A
PW10b	3	Existing	64	63	67	70	3.0	Y	N	N	N	N	N/A	N/A	N/A
SWT2c	1	Existing	44	62	62	70	18.0	Y	N	N	N	N	N/A	N/A	N/A
SWT2c	2	Existing	46	63	63	70	17.2	Y	N	N	N	N	N/A	N/A	N/A
SWT2c	1	Existing	44	62	62	70	18.0	Y	N	N	N	N	N/A	N/A	N/A
SWT2c	2	Existing	46	63	63	70	17.2	Y	N	N	N	N	N/A	N/A	N/A
PW10c	1	Existing	77	60	77	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW10c	2	Existing	78	61	78	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW10c	3	Existing	78	62	78	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
SWT3a	1	Existing	36	65	65	70	29.8	Y	N	N	N	N	N/A	N/A	N/A
SWT3a	2	Existing	38	66	66	70	28.6	Y	N	N	N	N	N/A	N/A	N/A
SWT3a	3	Existing	39	67	67	70	27.3	Y	N	N	N	N	N/A	N/A	N/A
SWT3b	1	Existing	36	62	62	70	26.2	Y	N	N	N	N	N/A	N/A	N/A
SWT3b	2	Existing	38	62	62	70	24.6	Y	N	N	N	N	N/A	N/A	N/A
SWT3b	3	Existing	39	62	62	70	23.0	Y	N	N	N	N	N/A	N/A	N/A
SWT3c	1	Existing	44	63	63	70	18.2	Y	N	N	N	N	N/A	N/A	N/A
SWT3c	2	Existing	51	65	66	70	14.7	Y	N	N	N	N	N/A	N/A	N/A
SWT3c	3	Existing	53	66	66	70	13.5	Y	N	N	N	N	N/A	N/A	N/A
SWT4	1	Existing	48	70	70	70	22.5	Y	N	N	N	N	N/A	N/A	N/A
NTMV1	1	Existing	31	62	62	70	31.3	Y	N	N	N	N	N/A	N/A	N/A
NTMV1	2	Existing	34	63	63	70	28.9	Y	N	N	N	N	N/A	N/A	N/A
NTMV2	1	Existing	30	62	62	70	32.2	Y	N	N	N	N	N/A	N/A	N/A
NTMV3	1	Existing	24	54	54	70	30.6	Y	N	N	N	N	N/A	N/A	N/A
NTMV3	2	Existing	25	55	55	70	29.6	Y	N	N	N	N	N/A	N/A	N/A
NTMV4	1	Existing	22	66	66	70	43.3	Y	N	N	N	N	N/A	N/A	N/A
NTMV4	2	Existing	24	69	69	70	44.5	Y	N	N	N	N	N/A	N/A	N/A
NTMV5a	1	Existing	60	65	66	70	6.2	Y	N	N	N	N	N/A	N/A	N/A
NTMV5a	2	Existing	60	66	67	70	7.1	Y	N	N	N	N	N/A	N/A	N/A
NTMV5b	1	Existing	57	63	64	70	6.6	Y	N	N	N	N	N/A	N/A	N/A
NTMV5b	2	Existing	58	64	65	70	7.4	Y	N	N	N	N	N/A	N/A	N/A
NTMV5c	1	Existing	56	62	63	70	6.9	Y	N	N	N	N	N/A	N/A	N/A
NTMV5c	2	Existing	56	63	64	70	8.0	Y	N	N	N	N	N/A	N/A	N/A
CL1	1	Existing	27	65	65	70	38.1	Y	N	N	N	N	N/A	N/A	N/A
CL2a	1	Existing	29	67	67	70	38.2	Y	N	N	N	N	N/A	N/A	N/A
CL2b	1	Existing	36	67	67	70	30.8	Y	N	N	N	N	N/A	N/A	N/A
KLTS1a	1	Existing	0	64	64	70	63.6	Y	N	N	N	N	N/A	N/A	N/A
KLTS1a	2	Existing	0	65	65	70	65.0	Y	N	N	N	N	N/A	N/A	N/A
KLTS1b	1	Existing	30	60	60	70	30.0	Y	N	N	N	N	N/A	N/A	N/A
KLTS1b	2	Existing	32	66	66	70	34.3	Y	N	N	N	N	N/A	N/A	N/A
KLTS2	1	Existing	51	69	69	70	17.5	Y	N	N	N	N	N/A	N/A	N/A
KLTS3	1	Existing	40	67	67	70	27.4	Y	N	N	N	N	N/A	N/A	N/A
KLTS4	1	Existing	35	66	66	70	30.4	Y	N	N	N	N	N/A	N/A	N/A
KLTS4	2	Existing	38	67	67	70	29.5	Y	N	N	N	N	N/A	N/A	N/A
KLTN1a	1	Existing	54	69	69	70	14.5	Y	N	N	N	N	N/A	N/A	N/A
KLTN1b	1	Existing	59	67	68	70	9.3	Y	N	N	N	N	N/A	N/A	N/A
KLTN1c	1	Existing	54	55	57	70	3.6	Y	N	N	N	N	N/A	N/A	N/A
KLTN2a	1	Existing	55	67	67	70	11.9	Y	N	N	N	N	N/A	N/A	N/A
KLTN2b	1	Existing	54	67	67	70	13.3	Y	N	N	N	N	N/A	N/A	N/A
KLTN3a	1	Existing	53	62	63	70	9.8	Y	N	N	N	N	N/A	N/A	N/A
KLTN3a	2	Existing	53	64	65	70	11.2	Y	N	N	N	N	N/A	N/A	N/A
KLTN3b	1	Existing	54	61	62	70	7.6	Y	N	N	N	N	N/A	N/A	N/A
KLTN3b	2	Existing	55	62	63	70	8.0	Y	N	N	N	N	N/A	N/A	N/A
KLTN4a	1	Existing	60	65	66	70	6.2	Y	N	N	N	N	N/A	N/A	N/A
KLTN4a	2	Existing	60	67	68	70	7.6	Y	N	N	N	N	N/A	N/A	N/A
KLTN4b	1	Existing	63	63	66	70	3.0	Y	N	N	N	N	N/A	N/A	N/A
KLTN4b	2	Existing	63	64	66	70	3.7	Y	N	N	N	N	N/A	N/A	N/A
KT1	1	Existing	69	62	70	70	0.7	N	N	N	N	N	N/A	N/A	N/A
KT1	2	Existing	70	63	70	70	0.8	N	N	N	N	N	N/A	N/A	N/A
KT2	1	Existing	70	63	71	70	0.9	N	Y	N	N	N	N/A	N/A	N/A
KT3	1	Existing	68	64	69	70	1.6	Y	N	N	N	N	N/A	N/A	N/A
KTN1	1	Existing	70	58	70	70	0.3	N	N	N	N	N	N/A	N/A	N/A
KTN1	2	Existing	70	58	70	70	0.3	N	N	N	N	N	N/A	N/A	N/A
KTN1	3	Existing	70	58	70	70	0.3	N	N	N	N	N	N/A	N/A	N/A
KTN1	4	Existing	70	58	71	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN1	5	Existing	71	59	71	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
KTN1	6	Existing	71	59	71	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
KTN1	7	Existing	71	59	71	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
EPG1a	1	Existing	62	55	63	70	0.7	N	N	N	N	N	N/A	N/A	N/A
EPG1a	2	Existing	71	64	72	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
EPG1b	1	Existing	59	50	60	70	0.5	N	N	N	N	N	N/A	N/A	N/A
EPG1b	2	Existing	62	55	63	70	0.8	N	N	N	N	N	N/A	N/A	N/A
EPG2a	1	Existing	72	47	72	70	0.0	N	Y	N	N	N	N/A	N/A	N/A

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Mitigated Scenario)

			WITH PROJECT (Year 2051)									AT-RECEIVER MITIGATION MEASURES			
Assessment Point		Existing/ Planned	Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]			Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]					
EPG2b	1	Existing	58	45	58	70	0.2	N	N	N	N	N	N/A	N/A	N/A
EPG2b	2	Existing	60	48	60	70	0.3	N	N	N	N	N	N/A	N/A	N/A
EPG3a	1	Existing	68	36	68	70	0.0	N	N	N	N	N	N/A	N/A	N/A
EPG3b	1	Existing	59	43	59	70	0.1	N	N	N	N	N	N/A	N/A	N/A
EPG3b	2	Existing	60	46	60	70	0.1	N	N	N	N	N	N/A	N/A	N/A
EPG4a	1	Existing	66	51	67	70	0.1	N	N	N	N	N	N/A	N/A	N/A
EPG4a	2	Existing	69	53	69	70	0.1	N	N	N	N	N	N/A	N/A	N/A
EPG4b	1	Existing	60	41	60	70	0.1	N	N	N	N	N	N/A	N/A	N/A
EPG4b	2	Existing	64	44	64	70	0.0	N	N	N	N	N	N/A	N/A	N/A
EPG5a	1	Existing	64	53	64	70	0.4	N	N	N	N	N	N/A	N/A	N/A
EPG5a	2	Existing	67	55	67	70	0.3	N	N	N	N	N	N/A	N/A	N/A
EPG5b	1	Existing	57	42	57	70	0.2	N	N	N	N	N	N/A	N/A	N/A
EPG5b	2	Existing	59	45	59	70	0.2	N	N	N	N	N	N/A	N/A	N/A
EPG6a	1	Existing	66	60	67	70	1.1	Y	N	N	N	N	N/A	N/A	N/A
EPG6a	2	Existing	70	62	70	70	0.6	N	N	N	N	N	N/A	N/A	N/A
EPG6b	1	Existing	57	54	59	70	1.5	Y	N	N	N	N	N/A	N/A	N/A
EPG6b	2	Existing	62	59	64	70	1.6	Y	N	N	N	N	N/A	N/A	N/A
LHTWCa	1	Existing	60	36	60	65	0.0	N	N	N	N	N	N/A	N/A	N/A
LHTWCb	1	Existing	68	33	68	65	0.0	N	Y	N	N	N	N/A	N/A	N/A
VL	1	Existing	56	30	56	70	0.0	N	N	N	N	N	N/A	N/A	N/A
VL	2	Existing	60	36	60	70	0.0	N	N	N	N	N	N/A	N/A	N/A
MCLa	1	Existing	25	68	68	70	42.5	Y	N	N	N	N	N/A	N/A	N/A
MCLb	1	Existing	23	66	66	70	42.7	Y	N	N	N	N	N/A	N/A	N/A
MCLc	1	Existing	18	67	67	70	49.2	Y	N	N	N	N	N/A	N/A	N/A
KTN964_1	1	Planned	74	26	74	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	2	Planned	75	26	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	3	Planned	75	26	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	4	Planned	75	26	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	5	Planned	75	26	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	6	Planned	75	26	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	7	Planned	76	26	76	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	8	Planned	76	26	76	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	9	Planned	76	27	76	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	10	Planned	76	29	76	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	11	Planned	75	31	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	12	Planned	75	32	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	13	Planned	75	35	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	14	Planned	75	37	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	1	Planned	76	47	76	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	2	Planned	78	49	78	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	3	Planned	79	50	79	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	4	Planned	80	51	80	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	5	Planned	80	52	80	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	6	Planned	80	53	80	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	7	Planned	79	53	80	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	8	Planned	79	54	79	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	9	Planned	79	54	79	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	10	Planned	79	55	79	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	11	Planned	79	55	79	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	12	Planned	78	55	78	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	13	Planned	78	56	78	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	14	Planned	78	56	78	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	1	Planned	70	45	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN964_3	2	Planned	71	47	71	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	3	Planned	71	48	71	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	4	Planned	72	49	72	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	5	Planned	72	50	72	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	6	Planned	72	51	72	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	7	Planned	73	51	73	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	8	Planned	73	52	73	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	9	Planned	73	52	73	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	10	Planned	73	53	73	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	11	Planned	73	53	73	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	12	Planned	73	54	73	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	13	Planned	73	54	73	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	14	Planned	73	54	73	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
NSW293_1	1	Planned	54	0	54	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	2	Planned	61	0	61	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	3	Planned	62	0	62	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	4	Planned	63	0	63	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	5	Planned	65	0	65	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	6	Planned	66	0	66	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	7	Planned	67	0	67	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	8	Planned	68	0	68	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	9	Planned	68	0	68	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	10	Planned	69	0	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	11	Planned	69	0	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	12	Planned	70	0	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	13	Planned	70	0	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	14	Planned	70	0	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	15	Planned	70	0	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	16	Planned	70	0	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	17	Planned	70	0	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	18	Planned	70	0	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	19	Planned	70	0	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	20	Planned	70	0	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	21	Planned	70	0	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	22	Planned	70	0	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	23	Planned	70	0	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	24	Planned	70	0	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	25	Planned	70	0	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	26	Planned	70	0	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	27	Planned	70	0	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	28	Planned	70	0	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	29	Planned	70	0	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	30	Planned	70	0	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_2	1	Planned	60	61	64	70	3.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_2	2	Planned	62	63	66	70	3.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_2	3	Planned	63	64	67	70	3.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_2	4	Planned	64	66	68	70	3.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_2	5	Planned	65	66	69	70	3.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_2	6	Planned	66	67	69	70	3.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_2	7	Planned	66	68	70	70	3.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_2	8	Planned	67	68	71	70	3.7	Y	Y	N	Y	Y	0.1	64.2	N
NSW293_2	9	Planned	67	68	71	70	3.5	Y	Y	N	Y	Y	0.5	64.6	N
NSW293_2	10	Planned	68	69	71	70	3.5	Y	Y	N	Y	Y	1.0	65.1	N
NSW293_2	11	Planned	69	69	72	70	3.3	Y	Y	N	Y	Y	1.4	65.5	N
NSW293_2	12	Planned	69	69	72	70	3.2	Y	Y	N	Y	Y	1.7	65.8	N
NSW293_2	13	Planned	69	70	72	70	3.1	Y	Y	N	Y	Y	2.0	66.1	N
NSW293_2	14	Planned	70	70	73	70	3.0	Y	Y	N	Y	Y	2.3	66.4	N
NSW293_2	15	Planned	70	70	73	70	3.0	Y	Y	N	Y	Y	2.6	66.7	N
NSW293_2	16	Planned	70	70	73	70	2.9	Y	Y	N	Y	Y	2.7	66.8	N
NSW293_2	17	Planned	70	70	73	70	2.9	Y	Y	N	Y	Y	2.9	67.0	N
NSW293_2	18	Planned	71	70	74	70	2.9	Y	Y	N	Y	Y	3.1	67.2	N
NSW293_2	19	Planned	71	71	74	70	2.9	Y	Y	Y	Y	Y	3.2	67.3	N
NSW293_2	20	Planned	71	71	74	70	2.9	Y	Y	Y	Y	Y	3.4	67.5	N

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
NSW293_2	21	Planned	71	71	74	70	2.9	Y	Y	Y	Y	Y	3.5	67.6	N
NSW293_2	22	Planned	71	71	74	70	3.0	Y	Y	Y	Y	Y	3.6	67.7	N
NSW293_2	23	Planned	71	71	74	70	2.9	Y	Y	Y	Y	Y	3.6	67.7	N
NSW293_2	24	Planned	71	71	74	70	3.0	Y	Y	Y	Y	Y	3.7	67.8	N
NSW293_2	25	Planned	71	71	74	70	3.0	Y	Y	Y	Y	Y	3.7	67.8	N
NSW293_2	26	Planned	71	71	74	70	3.0	Y	Y	Y	Y	Y	3.7	67.8	N
NSW293_2	27	Planned	71	71	74	70	3.1	Y	Y	Y	Y	Y	3.8	67.9	N
NSW293_2	28	Planned	71	71	74	70	3.0	Y	Y	Y	Y	Y	3.7	67.8	N
NSW293_2	29	Planned	71	71	74	70	3.1	Y	Y	Y	Y	Y	3.8	67.9	N
NSW293_2	30	Planned	71	71	74	70	3.1	Y	Y	Y	Y	Y	3.7	67.8	N
NSW293_2	31	Planned	71	71	74	70	3.1	Y	Y	Y	Y	Y	3.7	67.8	N
NSW293_2	32	Planned	71	71	74	70	3.1	Y	Y	Y	Y	Y	3.7	67.8	N
NSW293_2	33	Planned	71	71	74	70	3.2	Y	Y	Y	Y	Y	3.7	67.8	N
NSW293_2	34	Planned	71	71	74	70	3.2	Y	Y	Y	Y	Y	3.7	67.8	N
NSW293_2	35	Planned	71	71	74	70	3.2	Y	Y	Y	Y	Y	3.7	67.8	N
NSW293_2	36	Planned	71	71	74	70	3.3	Y	Y	Y	Y	Y	3.7	67.8	N
NSW293_2	37	Planned	71	71	74	70	3.3	Y	Y	Y	Y	Y	3.7	67.8	N
NSW293_2	38	Planned	71	71	74	70	3.4	Y	Y	Y	Y	Y	3.7	67.8	N
NSW293_2	39	Planned	71	71	74	70	3.4	Y	Y	Y	Y	Y	3.7	67.8	N
NSW293_2	40	Planned	71	71	74	70	3.4	Y	Y	Y	Y	Y	3.7	67.8	N
NSW293_2	41	Planned	71	72	74	70	3.5	Y	Y	Y	Y	Y	3.7	67.8	N
NSW293_2	42	Planned	71	72	74	70	3.5	Y	Y	Y	Y	Y	3.7	67.8	N
NSW293_2	43	Planned	71	72	74	70	3.6	Y	Y	Y	Y	Y	3.7	67.8	N
NSW293_3	1	Planned	59	59	62	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_3	2	Planned	62	62	65	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_3	3	Planned	65	65	68	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_4	1	Planned	53	54	56	70	3.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_4	2	Planned	54	55	58	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_4	3	Planned	54	57	59	70	4.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5a	1	Planned	57	59	61	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5a	2	Planned	59	61	63	70	4.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5a	3	Planned	61	63	65	70	4.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5a	4	Planned	63	66	68	70	5.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5a	5	Planned	65	68	70	70	4.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5a	6	Planned	67	69	71	70	4.5	Y	Y	N	Y	Y	0.6	64.7	N
NSW293_5a	7	Planned	69	70	72	70	3.8	Y	Y	N	Y	Y	1.9	66.0	N
NSW293_5a	8	Planned	70	70	73	70	3.2	Y	Y	N	Y	Y	2.9	67.0	N
NSW293_5a	9	Planned	71	71	74	70	2.8	Y	Y	Y	Y	Y	3.7	67.8	N
NSW293_5a	10	Planned	72	71	75	70	2.6	Y	Y	Y	Y	Y	4.2	68.3	N
NSW293_5a	11	Planned	73	72	75	70	2.5	Y	Y	Y	Y	Y	4.6	68.7	N
NSW293_5a	12	Planned	73	72	75	70	2.5	Y	Y	Y	Y	Y	4.9	69.0	N
NSW293_5a	13	Planned	73	72	76	70	2.5	Y	Y	Y	Y	Y	5.1	69.2	N
NSW293_5a	14	Planned	73	72	76	70	2.6	Y	Y	Y	Y	Y	5.3	69.4	N
NSW293_5a	15	Planned	73	73	76	70	2.6	Y	Y	Y	Y	Y	5.4	69.5	N
NSW293_5a	16	Planned	73	73	76	70	2.7	Y	Y	Y	Y	Y	5.5	69.6	N
NSW293_5a	17	Planned	73	73	76	70	2.9	Y	Y	Y	Y	Y	5.6	69.7	N
NSW293_5a	18	Planned	73	73	76	70	3.0	Y	Y	Y	Y	Y	5.7	69.8	N
NSW293_5a	19	Planned	73	73	76	70	3.1	Y	Y	Y	Y	Y	5.7	69.8	N
NSW293_5a	20	Planned	73	73	76	70	3.2	Y	Y	Y	Y	Y	5.8	69.9	N
NSW293_5a	21	Planned	73	74	76	70	3.3	Y	Y	Y	Y	Y	5.9	70.0	N
NSW293_5a	22	Planned	73	74	76	70	3.5	Y	Y	Y	Y	Y	6.0	70.1	N
NSW293_5a	23	Planned	73	74	77	70	3.7	Y	Y	Y	Y	Y	6.1	70.2	N
NSW293_5a	24	Planned	73	74	77	70	3.7	Y	Y	Y	Y	Y	6.1	70.2	N
NSW293_5a	25	Planned	73	74	77	70	3.9	Y	Y	Y	Y	Y	6.2	70.3	N
NSW293_5a	26	Planned	73	74	77	70	3.9	Y	Y	Y	Y	Y	6.2	70.3	N
NSW293_5a	27	Planned	73	74	77	70	4.0	Y	Y	Y	Y	Y	6.2	70.3	N
NSW293_5a	28	Planned	73	74	77	70	4.1	Y	Y	Y	Y	Y	6.2	70.3	N
NSW293_5a	29	Planned	73	74	77	70	4.1	Y	Y	Y	Y	Y	6.2	70.3	N
NSW293_5a	30	Planned	72	74	77	70	4.1	Y	Y	Y	Y	Y	6.1	70.2	N
NSW293_5a	31	Planned	72	74	77	70	4.1	Y	Y	Y	Y	Y	6.1	70.2	N
NSW293_5a	32	Planned	72	74	76	70	4.1	Y	Y	Y	Y	Y	6.0	70.1	N
NSW293_5a	33	Planned	72	74	76	70	4.1	Y	Y	Y	Y	Y	6.0	70.1	N
NSW293_5a	34	Planned	72	74	76	70	4.2	Y	Y	Y	Y	Y	6.0	70.1	N
NSW293_5a	35	Planned	72	74	76	70	4.2	Y	Y	Y	Y	Y	5.9	70.0	N
NSW293_5a	36	Planned	72	74	76	70	4.2	Y	Y	Y	Y	Y	5.9	70.0	N
NSW293_5a	37	Planned	72	74	76	70	4.3	Y	Y	Y	Y	Y	5.9	70	N
NSW293_5a	38	Planned	72	74	76	70	4.3	Y	Y	Y	Y	Y	5.8	69.9	N
NSW293_5a	39	Planned	72	74	76	70	4.3	Y	Y	Y	Y	Y	5.8	69.9	N
NSW293_5a	40	Planned	72	74	76	70	4.3	Y	Y	Y	Y	Y	5.7	69.8	N
NSW293_5a	41	Planned	72	74	76	70	4.3	Y	Y	Y	Y	Y	5.7	69.8	N
NSW293_5a	42	Planned	72	74	76	70	4.4	Y	Y	Y	Y	Y	5.7	69.8	N
NSW293_5a	43	Planned	72	74	76	70	4.3	Y	Y	Y	Y	Y	5.6	69.7	N
NSW293_5b	1	Planned	59	62	64	70	4.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5b	2	Planned	60	63	65	70	5.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5b	3	Planned	61	65	66	70	5.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5b	4	Planned	62	66	68	70	6.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5b	5	Planned	63	68	69	70	6.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5b	6	Planned	64	69	70	70	6.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5b	7	Planned	65	70	72	70	6.4	Y	Y	N	Y	Y	1.1	65.2	N
NSW293_5b	8	Planned	66	71	72	70	6.4	Y	Y	Y	Y	Y	2.0	66.1	N
NSW293_5b	9	Planned	67	72	73	70	5.9	Y	Y	Y	Y	Y	2.7	66.8	N
NSW293_5b	10	Planned	69	72	74	70	5.1	Y	Y	Y	Y	Y	3.4	67.5	N
NSW293_5b	11	Planned	70	73	74	70	4.7	Y	Y	Y	Y	Y	4.0	68.1	N
NSW293_5b	12	Planned	70	73	75	70	4.5	Y	Y	Y	Y	Y	4.3	68.4	N
NSW293_5b	13	Planned	70	73	75	70	4.6	Y	Y	Y	Y	Y	4.6	68.7	N
NSW293_5b	14	Planned	71	73	75	70	4.5	Y	Y	Y	Y	Y	4.7	68.8	N
NSW293_5b	15	Planned	71	73	75	70	4.6	Y	Y	Y	Y	Y	4.9	69.0	N
NSW293_5b	16	Planned	71	74	75	70	4.5	Y	Y	Y	Y	Y	5.0	69.1	N
NSW293_5b	17	Planned	71	74	76	70	4.4	Y	Y	Y	Y	Y	5.2	69.3	N
NSW293_5b	18	Planned	72	74	76	70	4.2	Y	Y	Y	Y	Y	5.4	69.5	N
NSW293_5b	19	Planned	72	74	76	70	4.0	Y	Y	Y	Y	Y	5.6	69.7	N
NSW293_5b	20	Planned	72	74	76	70	3.9	Y	Y	Y	Y	Y	5.7	69.8	N
NSW293_5b	21	Planned	72	74	76	70	3.9	Y	Y	Y	Y	Y	5.8	69.9	N
NSW293_5b	22	Planned	72	74	76	70	3.9	Y	Y	Y	Y	Y	5.9	70.0	N
NSW293_5b	23	Planned	72	74	76	70	3.9	Y	Y	Y	Y	Y	5.9	70.0	N
NSW293_5b	24	Planned	72	74	76	70	3.9	Y	Y	Y	Y	Y	5.9	70.0	N
NSW293_5b	25	Planned	72	74	76	70	3.9	Y	Y	Y	Y	Y	5.8	69.9	N
NSW293_5b	26	Planned	72	74	76	70	4.0	Y	Y	Y	Y	Y	5.8	69.9	N
NSW293_5b	27	Planned	72	74	76	70	4.0	Y	Y	Y	Y	Y	5.8	69.9	N
NSW293_5b	28	Planned	72	74	76	70	3.9	Y	Y	Y	Y	Y	5.7	69.8	N
NSW293_5b	29	Planned	72	74	76	70	4.0	Y	Y	Y	Y	Y	5.7	69.8	N
NSW293_5b	30	Planned	72	74	76	70	4.0	Y	Y	Y	Y	Y	5.6	69.7	N
NSW293_5b	31	Planned	72	74	76	70	4.0	Y	Y	Y	Y	Y	5.6	69.7	N
NSW293_5b	32	Planned	72	74	76	70	4.0	Y	Y	Y	Y	Y	5.5	69.6	N
NSW293_5b	33	Planned	72	74	76	70	4.1	Y	Y	Y	Y	Y	5.5	69.6	N
NSW293_5b	34	Planned	72	74	76	70	4.1	Y	Y	Y	Y	Y	5.4	69.5	N
NSW293_5b	35	Planned	72	74	76	70	4.1	Y	Y	Y	Y	Y	5.4	69.5	N
NSW293_5b	36	Planned	72	74	76	70	4.0	Y	Y	Y	Y	Y	5.3	69.4	N
NSW293_5b	37	Planned	72	74	76	70	4.1	Y	Y	Y	Y	Y	5.3	69.4	N
NSW293_5b	38	Planned	72	74	76	70	4.1	Y	Y	Y	Y	Y	5.2	69.3	N
NSW293_5b	39	Planned	71	73	76	70	4.2	Y	Y	Y	Y	Y	5.2	69.3	N
NSW293_5b	40	Planned	71	73	76	70	4.1	Y	Y	Y	Y	Y	5.1	69.2	N
NSW293_5b	41	Planned	71	73	76	70	4.2	Y	Y	Y	Y	Y	5.1	69.2	N
NSW293_5b	42	Planned	71	73	75	70	4.1	Y	Y	Y	Y	Y	5.0	69.1	N
NSW293_5b	43	Planned	71	73	75	70	4.2	Y	Y	Y	Y	Y	5.0	69.1	N
NSW293_5c	1	Planned	60	59	62	70	2.5	Y	N	N	N	N	N/A	N/A	N/A

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Mitigated Scenario)

			WITH PROJECT (Year 2051)									AT-RECEIVER MITIGATION MEASURES			
Assessment Point		Existing/ Planned	Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]			Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]					
NSW293_5c	2	Planned	61	61	64	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5c	3	Planned	63	63	66	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5c	4	Planned	64	65	68	70	3.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5c	5	Planned	65	66	69	70	3.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5c	6	Planned	66	67	70	70	3.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5c	7	Planned	66	68	70	70	3.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5c	8	Planned	67	68	71	70	3.7	Y	Y	N	Y	Y	0.4	64.5	N
NSW293_5c	9	Planned	68	69	72	70	3.3	Y	Y	N	Y	Y	1.1	65.2	N
NSW293_5c	10	Planned	69	69	72	70	3.1	Y	Y	N	Y	Y	1.7	65.8	N
NSW293_5c	11	Planned	70	70	73	70	2.9	Y	Y	N	Y	Y	2.3	66.4	N
NSW293_5c	12	Planned	70	70	73	70	2.8	Y	Y	N	Y	Y	2.7	66.8	N
NSW293_5c	13	Planned	71	70	73	70	2.8	Y	Y	N	Y	Y	3.0	67.1	N
NSW293_5c	14	Planned	71	70	74	70	2.7	Y	Y	N	Y	Y	3.2	67.3	N
NSW293_5c	15	Planned	71	71	74	70	2.7	Y	Y	Y	Y	Y	3.5	67.6	N
NSW293_5c	16	Planned	71	71	74	70	2.7	Y	Y	Y	Y	Y	3.7	67.8	N
NSW293_5c	17	Planned	72	71	74	70	2.7	Y	Y	Y	Y	Y	3.8	67.9	N
NSW293_5c	18	Planned	72	71	74	70	2.7	Y	Y	Y	Y	Y	3.9	68.0	N
NSW293_5c	19	Planned	72	71	74	70	2.7	Y	Y	Y	Y	Y	4.0	68.1	N
NSW293_5c	20	Planned	72	71	75	70	2.8	Y	Y	Y	Y	Y	4.1	68.2	N
NSW293_5c	21	Planned	72	71	75	70	2.8	Y	Y	Y	Y	Y	4.1	68.2	N
NSW293_5c	22	Planned	72	71	75	70	2.8	Y	Y	Y	Y	Y	4.1	68.2	N
NSW293_5c	23	Planned	72	71	75	70	2.9	Y	Y	Y	Y	Y	4.1	68.2	N
NSW293_5c	24	Planned	72	71	75	70	2.9	Y	Y	Y	Y	Y	4.1	68.2	N
NSW293_5c	25	Planned	72	71	75	70	2.9	Y	Y	Y	Y	Y	4.1	68.2	N
NSW293_5c	26	Planned	72	72	75	70	3.0	Y	Y	Y	Y	Y	4.1	68.2	N
NSW293_5c	27	Planned	72	72	75	70	3.0	Y	Y	Y	Y	Y	4.1	68.2	N
NSW293_5c	28	Planned	71	72	75	70	3.1	Y	Y	Y	Y	Y	4.1	68.2	N
NSW293_5c	29	Planned	71	72	75	70	3.1	Y	Y	Y	Y	Y	4.1	68.2	N
NSW293_5c	30	Planned	71	72	75	70	3.1	Y	Y	Y	Y	Y	4.1	68.2	N
NSW293_5c	31	Planned	71	72	75	70	3.2	Y	Y	Y	Y	Y	4.1	68.2	N
NSW293_5c	32	Planned	71	72	75	70	3.2	Y	Y	Y	Y	Y	4.1	68.2	N
NSW293_5c	33	Planned	71	72	75	70	3.4	Y	Y	Y	Y	Y	4.2	68.3	N
NSW293_5c	34	Planned	71	72	75	70	3.4	Y	Y	Y	Y	Y	4.2	68.3	N
NSW293_5c	35	Planned	71	72	75	70	3.4	Y	Y	Y	Y	Y	4.2	68.3	N
NSW293_5c	36	Planned	71	72	75	70	3.5	Y	Y	Y	Y	Y	4.2	68.3	N
NSW293_5c	37	Planned	71	72	75	70	3.6	Y	Y	Y	Y	Y	4.2	68.3	N
NSW293_5c	38	Planned	71	72	75	70	3.6	Y	Y	Y	Y	Y	4.2	68.3	N
NSW293_5c	39	Planned	71	72	75	70	3.6	Y	Y	Y	Y	Y	4.2	68.3	N
NSW293_5c	40	Planned	71	72	75	70	3.7	Y	Y	Y	Y	Y	4.2	68.3	N
NSW293_5c	41	Planned	71	72	75	70	3.7	Y	Y	Y	Y	Y	4.2	68.3	N
NSW293_5c	42	Planned	71	72	75	70	3.7	Y	Y	Y	Y	Y	4.1	68.2	N
NSW293_5c	43	Planned	71	72	75	70	3.7	Y	Y	Y	Y	Y	4.1	68.2	N
NSW293_6a	1	Planned	54	57	59	70	4.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6a	2	Planned	56	58	60	70	4.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6a	3	Planned	57	61	62	70	5.0	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6a	4	Planned	60	64	65	70	5.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6a	5	Planned	62	66	68	70	5.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6a	6	Planned	64	68	69	70	5.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6a	7	Planned	65	69	70	70	5.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6a	8	Planned	67	69	71	70	4.4	Y	Y	N	Y	Y	1.0	65.1	N
NSW293_6a	9	Planned	69	70	72	70	3.5	Y	Y	N	Y	Y	2.0	66.1	N
NSW293_6a	10	Planned	70	70	73	70	2.9	Y	Y	N	Y	Y	2.8	66.9	N
NSW293_6a	11	Planned	71	71	74	70	2.8	Y	Y	Y	Y	Y	3.2	67.3	N
NSW293_6a	12	Planned	71	71	74	70	2.9	Y	Y	Y	Y	Y	3.5	67.6	N
NSW293_6a	13	Planned	71	71	74	70	3.0	Y	Y	Y	Y	Y	3.8	67.9	N
NSW293_6a	14	Planned	71	71	74	70	3.0	Y	Y	Y	Y	Y	4.0	68.1	N
NSW293_6a	15	Planned	72	72	75	70	3.0	Y	Y	Y	Y	Y	4.1	68.2	N
NSW293_6a	16	Planned	72	72	75	70	3.1	Y	Y	Y	Y	Y	4.3	68.4	N
NSW293_6a	17	Planned	72	72	75	70	3.2	Y	Y	Y	Y	Y	4.5	68.6	N
NSW293_6a	18	Planned	72	72	75	70	3.2	Y	Y	Y	Y	Y	4.6	68.7	N
NSW293_6a	19	Planned	72	73	75	70	3.4	Y	Y	Y	Y	Y	4.8	68.9	N
NSW293_6a	20	Planned	72	73	75	70	3.5	Y	Y	Y	Y	Y	4.9	69.0	N
NSW293_6a	21	Planned	72	73	75	70	3.6	Y	Y	Y	Y	Y	5.0	69.1	N
NSW293_6a	22	Planned	72	73	75	70	3.7	Y	Y	Y	Y	Y	5.0	69.1	N
NSW293_6a	23	Planned	72	73	76	70	3.9	Y	Y	Y	Y	Y	5.1	69.2	N
NSW293_6a	24	Planned	72	73	76	70	3.9	Y	Y	Y	Y	Y	5.1	69.2	N
NSW293_6a	25	Planned	72	73	75	70	3.9	Y	Y	Y	Y	Y	5.0	69.1	N
NSW293_6a	26	Planned	71	73	75	70	4.0	Y	Y	Y	Y	Y	5.0	69.1	N
NSW293_6a	27	Planned	71	73	75	70	4.1	Y	Y	Y	Y	Y	5.0	69.1	N
NSW293_6a	28	Planned	71	73	75	70	4.1	Y	Y	Y	Y	Y	5.0	69.1	N
NSW293_6a	29	Planned	71	73	75	70	4.2	Y	Y	Y	Y	Y	5.0	69.1	N
NSW293_6a	30	Planned	71	73	75	70	4.1	Y	Y	Y	Y	Y	4.9	69.0	N
NSW293_6a	31	Planned	71	73	75	70	4.2	Y	Y	Y	Y	Y	4.9	69.0	N
NSW293_6a	32	Planned	71	73	75	70	4.2	Y	Y	Y	Y	Y	4.8	68.9	N
NSW293_6a	33	Planned	71	73	75	70	4.3	Y	Y	Y	Y	Y	4.8	68.9	N
NSW293_6a	34	Planned	71	73	75	70	4.3	Y	Y	Y	Y	Y	4.8	68.9	N
NSW293_6a	35	Planned	71	73	75	70	4.3	Y	Y	Y	Y	Y	4.7	68.8	N
NSW293_6a	36	Planned	71	73	75	70	4.4	Y	Y	Y	Y	Y	4.7	68.8	N
NSW293_6a	37	Planned	71	73	75	70	4.4	Y	Y	Y	Y	Y	4.6	68.7	N
NSW293_6a	38	Planned	71	73	75	70	4.4	Y	Y	Y	Y	Y	4.6	68.7	N
NSW293_6a	39	Planned	71	73	75	70	4.4	Y	Y	Y	Y	Y	4.5	68.6	N
NSW293_6a	40	Planned	70	73	75	70	4.5	Y	Y	Y	Y	Y	4.5	68.6	N
NSW293_6a	41	Planned	70	73	75	70	4.5	Y	Y	Y	Y	Y	4.5	68.6	N
NSW293_6a	42	Planned	70	73	75	70	4.5	Y	Y	Y	Y	Y	4.4	68.5	N
NSW293_6a	43	Planned	70	73	75	70	4.6	Y	Y	Y	Y	Y	4.4	68.5	N
NSW293_6b	1	Planned	54	57	59	70	4.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6b	2	Planned	55	58	60	70	4.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6b	3	Planned	57	61	62	70	5.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6b	4	Planned	59	64	65	70	6.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6b	5	Planned	62	66	68	70	6.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6b	6	Planned	63	68	69	70	5.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6b	7	Planned	65	69	70	70	5.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6b	8	Planned	66	69	71	70	4.7	Y	Y	N	Y	Y	0.6	64.7	N
NSW293_6b	9	Planned	68	70	72	70	3.8	Y	Y	N	Y	Y	1.5	65.6	N
NSW293_6b	10	Planned	70	70	73	70	3.1	Y	Y	N	Y	Y	2.4	66.5	N
NSW293_6b	11	Planned	70	70	73	70	2.9	Y	Y	N	Y	Y	2.8	66.9	N
NSW293_6b	12	Planned	71	71	74	70	2.9	Y	Y	Y	Y	Y	3.1	67.2	N
NSW293_6b	13	Planned	71	71	74	70	3.0	Y	Y	Y	Y	Y	3.4	67.5	N
NSW293_6b	14	Planned	71	71	74	70	3.1	Y	Y	Y	Y	Y	3.6	67.7	N
NSW293_6b	15	Planned	71	71	74	70	3.1	Y	Y	Y	Y	Y	3.7	67.8	N
NSW293_6b	16	Planned	71	71	74	70	3.1	Y	Y	Y	Y	Y	3.9	68.0	N
NSW293_6b	17	Planned	71	72	74	70	3.2	Y	Y	Y	Y	Y	4.0	68.1	N
NSW293_6b	18	Planned	71	72	75	70	3.2	Y	Y	Y	Y	Y	4.1	68.2	N
NSW293_6b	19	Planned	71	72	75	70	3.3	Y	Y	Y	Y	Y	4.2	68.3	N
NSW293_6b	20	Planned	71	72	75	70	3.5	Y	Y	Y	Y	Y	4.4	68.5	N
NSW293_6b	21	Planned	71	72	75	70	3.6	Y	Y	Y	Y	Y	4.5	68.6	N
NSW293_6b	22	Planned	71	73	75	70	3.8	Y	Y	Y	Y	Y	4.6	68.7	N
NSW293_6b	23	Planned	71	73	75	70	3.8	Y	Y	Y	Y	Y	4.6	68.7	N
NSW293_6b	24	Planned	71	73	75	70	4.0	Y	Y	Y	Y	Y	4.7	68.8	N
NSW293_6b	25	Planned	71	73	75	70	4.1	Y	Y	Y	Y	Y	4.7	68.8	N
NSW293_6b	26	Planned	71	73	75	70	4.1	Y	Y	Y	Y	Y	4.7	68.8	N
NSW293_6b	27	Planned	71	73	75	70	4.1	Y	Y	Y	Y	Y	4.6	68.7	N
NSW293_6b	28	Planned	71	73	75	70	4.1	Y	Y	Y	Y	Y	4.6	68.7	N
NSW293_6b	29	Planned	71	73	75	70	4.2	Y	Y	Y	Y	Y	4.6	68.7	N
NSW293_6b	30	Planned	71	73	75	70	4.3	Y	Y	Y	Y	Y	4.6	68.7	N
NSW293_6b	31	Planned	71	73	75	70	4.4	Y	Y	Y	Y	Y	4.6	68.7	N

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Mitigated Scenario)

			WITH PROJECT (Year 2051)								AT-RECEIVER MITIGATION MEASURES			
Assessment Point		Existing/ Planned	Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]			Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]					
NSW293_6b	32	Planned	71	73	75	70	4.4	Y	Y	Y	Y	Y	4.6	68.7	N
NSW293_6b	33	Planned	71	73	75	70	4.4	Y	Y	Y	Y	Y	4.5	68.6	N
NSW293_6b	34	Planned	70	73	75	70	4.4	Y	Y	Y	Y	Y	4.4	68.5	N
NSW293_6b	35	Planned	70	73	75	70	4.5	Y	Y	Y	Y	Y	4.4	68.5	N
NSW293_6b	36	Planned	70	73	75	70	4.5	Y	Y	Y	Y	Y	4.4	68.5	N
NSW293_6b	37	Planned	70	73	75	70	4.6	Y	Y	Y	Y	Y	4.4	68.5	N
NSW293_6b	38	Planned	70	73	75	70	4.6	Y	Y	Y	Y	Y	4.3	68.4	N
NSW293_6b	39	Planned	70	73	75	70	4.5	Y	Y	Y	Y	Y	4.2	68.3	N
NSW293_6b	40	Planned	70	73	75	70	4.6	Y	Y	Y	Y	Y	4.2	68.3	N
NSW293_6b	41	Planned	70	73	75	70	4.6	Y	Y	Y	Y	Y	4.2	68.3	N
NSW293_6b	42	Planned	70	73	75	70	4.6	Y	Y	Y	Y	Y	4.1	68.2	N
NSW293_6b	43	Planned	70	73	75	70	4.7	Y	Y	Y	Y	Y	4.1	68.2	N
NSW293_6c	1	Planned	44	49	50	70	6.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	2	Planned	45	52	53	70	7.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	3	Planned	46	53	54	70	8.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	4	Planned	47	55	56	70	8.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	5	Planned	48	57	57	70	9.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	6	Planned	49	59	59	70	10.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	7	Planned	50	60	60	70	10.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	8	Planned	51	61	61	70	9.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	9	Planned	53	61	62	70	8.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	10	Planned	55	62	62	70	7.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	11	Planned	57	62	63	70	6.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	12	Planned	57	62	63	70	5.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	13	Planned	58	62	63	70	5.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	14	Planned	58	62	64	70	5.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	15	Planned	58	62	64	70	5.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	16	Planned	59	62	64	70	5.0	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	17	Planned	59	62	64	70	4.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	18	Planned	60	62	64	70	4.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	19	Planned	60	62	65	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	20	Planned	61	62	65	70	3.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	21	Planned	61	62	65	70	3.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	22	Planned	61	62	65	70	3.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	23	Planned	61	62	65	70	3.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	24	Planned	61	63	65	70	3.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	25	Planned	61	63	65	70	3.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	26	Planned	61	63	65	70	3.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	27	Planned	61	63	65	70	3.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	28	Planned	61	63	65	70	3.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	29	Planned	61	63	65	70	3.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	30	Planned	61	63	65	70	3.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	31	Planned	61	63	65	70	3.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	32	Planned	61	63	65	70	4.0	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	33	Planned	61	63	65	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	34	Planned	61	63	65	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	35	Planned	61	63	65	70	4.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	36	Planned	61	63	65	70	4.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	37	Planned	61	63	65	70	4.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	38	Planned	61	63	65	70	4.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	39	Planned	61	63	65	70	4.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	40	Planned	61	63	65	70	4.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	41	Planned	60	63	65	70	4.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	42	Planned	60	64	65	70	4.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	43	Planned	60	64	65	70	5.0	Y	N	N	N	N	N/A	N/A	N/A
NSW293_7	1	Planned	57	58	60	70	3.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_7	2	Planned	59	60	62	70	3.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_7	3	Planned	63	62	65	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_7	4	Planned	64	64	67	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_7	5	Planned	65	66	68	70	3.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_7	6	Planned	65	66	69	70	3.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_7	7	Planned	66	67	69	70	3.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_7	8	Planned	66	67	70	70	3.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_7	9	Planned	67	68	70	70	3.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_7	10	Planned	68	68	71	70	3.2	Y	Y	N	Y	Y	0.6	64.7	N
NSW293_7	11	Planned	69	69	72	70	3.0	Y	Y	N	Y	Y	1.1	65.2	N
NSW293_7	12	Planned	69	69	72	70	2.9	Y	Y	N	Y	Y	1.5	65.6	N
NSW293_7	13	Planned	69	69	72	70	2.8	Y	Y	N	Y	Y	1.7	65.8	N
NSW293_7	14	Planned	70	69	72	70	2.8	Y	Y	N	Y	Y	1.9	66.0	N
NSW293_7	15	Planned	70	69	73	70	2.8	Y	Y	N	Y	Y	2.2	66.3	N
NSW293_7	16	Planned	70	70	73	70	2.8	Y	Y	N	Y	Y	2.3	66.4	N
NSW293_7	17	Planned	70	70	73	70	2.8	Y	Y	N	Y	Y	2.5	66.6	N
NSW293_7	18	Planned	70	70	73	70	2.8	Y	Y	N	Y	Y	2.7	66.8	N
NSW293_7	19	Planned	70	70	73	70	2.8	Y	Y	N	Y	Y	2.8	66.9	N
NSW293_7	20	Planned	71	70	73	70	2.7	Y	Y	N	Y	Y	2.8	66.9	N
NSW293_7	21	Planned	71	70	73	70	2.8	Y	Y	N	Y	Y	2.9	67.0	N
NSW293_7	22	Planned	71	70	73	70	2.7	Y	Y	N	Y	Y	2.9	67.0	N
NSW293_7	23	Planned	71	70	73	70	2.7	Y	Y	N	Y	Y	2.9	67.0	N
NSW293_7	24	Planned	71	70	73	70	2.8	Y	Y	N	Y	Y	2.9	67.0	N
NSW293_7	25	Planned	71	70	73	70	2.9	Y	Y	N	Y	Y	3.0	67.1	N
NSW293_7	26	Planned	71	70	73	70	2.8	Y	Y	N	Y	Y	2.9	67.0	N
NSW293_7	27	Planned	70	70	73	70	3.0	Y	Y	N	Y	Y	3.0	67.1	N
NSW293_7	28	Planned	70	70	73	70	2.9	Y	Y	N	Y	Y	2.9	67.0	N
NSW293_7	29	Planned	70	70	73	70	2.9	Y	Y	N	Y	Y	2.9	67.0	N
NSW293_7	30	Planned	70	70	73	70	3.0	Y	Y	N	Y	Y	2.9	67.0	N
NSW293_7	31	Planned	70	70	73	70	3.0	Y	Y	N	Y	Y	2.9	67.0	N
NSW293_7	32	Planned	70	70	73	70	3.0	Y	Y	N	Y	Y	2.9	67.0	N
NSW293_7	33	Planned	70	70	73	70	3.1	Y	Y	N	Y	Y	2.9	67.0	N
NSW293_7	34	Planned	70	70	73	70	3.1	Y	Y	N	Y	Y	2.9	67.0	N
NSW293_7	35	Planned	70	70	73	70	3.2	Y	Y	N	Y	Y	2.9	67.0	N
NSW293_7	36	Planned	70	71	73	70	3.2	Y	Y	Y	Y	Y	2.9	67.0	N
NSW293_7	37	Planned	70	71	73	70	3.3	Y	Y	Y	Y	Y	2.9	67	N
NSW293_7	38	Planned	70	71	73	70	3.3	Y	Y	Y	Y	Y	2.9	67	N
NSW293_7	39	Planned	70	71	73	70	3.3	Y	Y	Y	Y	Y	2.9	67	N
NSW293_7	40	Planned	70	71	73	70	3.4	Y	Y	Y	Y	Y	2.9	67	N
NSW293_7	41	Planned	70	71	73	70	3.4	Y	Y	Y	Y	Y	2.9	67	N
NSW293_7	42	Planned	70	71	73	70	3.4	Y	Y	Y	Y	Y	2.8	66.9	N
NSW293_7	43	Planned	70	71	73	70	3.4	Y	Y	Y	Y	Y	2.8	66.9	N
NSW293_8	1	Planned	50	55	56	70	6.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	2	Planned	51	57	58	70	6.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	3	Planned	52	59	60	70	7.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	4	Planned	54	62	63	70	9.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	5	Planned	56	64	65	70	8.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	6	Planned	58	65	66	70	8.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	7	Planned	59	66	67	70	8.0	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	8	Planned	60	67	67	70	7.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	9	Planned	61	67	68	70	7.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	10	Planned	62	67	68	70	6.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	11	Planned	63	68	69	70	5.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	12	Planned	64	68	69	70	5.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	13	Planned	65	68	70	70	4.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	14	Planned	66	68	70	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	15	Planned	67	68	71	70	4.0	Y	Y	N	Y	Y	0.2	64.3	N
NSW293_8	16	Planned	67	69	71	70	3.9	Y	Y	N	Y	Y	0.4	64.5	N
NSW293_8	17	Planned	67	69	71	70	3.8	Y	Y	N	Y	Y	0.5	64.6	N
NSW293_8	18	Planned	67	69	71	70	3.9	Y	Y	N	Y	Y	0.6	64.7	N

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
NSW293_8	19	Planned	67	69	71	70	3.9	Y	Y	N	Y	Y	0.7	64.8	N
NSW293_8	20	Planned	67	69	71	70	3.9	Y	Y	N	Y	Y	0.7	64.8	N
NSW293_8	21	Planned	67	69	71	70	3.9	Y	Y	N	Y	Y	0.8	64.9	N
NSW293_8	22	Planned	67	69	71	70	3.9	Y	Y	N	Y	Y	0.8	64.9	N
NSW293_8	23	Planned	67	69	71	70	3.9	Y	Y	N	Y	Y	0.8	64.9	N
NSW293_8	24	Planned	67	69	71	70	3.9	Y	Y	N	Y	Y	0.8	64.9	N
NSW293_8	25	Planned	67	69	71	70	3.9	Y	Y	N	Y	Y	0.8	64.9	N
NSW293_8	26	Planned	67	69	71	70	4.0	Y	Y	N	Y	Y	0.8	64.9	N
NSW293_8	27	Planned	67	69	71	70	4.0	Y	Y	N	Y	Y	0.8	64.9	N
NSW293_8	28	Planned	67	69	71	70	4.0	Y	Y	N	Y	Y	0.8	64.9	N
NSW293_8	29	Planned	67	69	71	70	4.0	Y	Y	N	Y	Y	0.8	64.9	N
NSW293_8	30	Planned	67	69	71	70	4.1	Y	Y	N	Y	Y	0.8	64.9	N
NSW293_8	31	Planned	67	69	71	70	4.2	Y	Y	N	Y	Y	0.9	65.0	N
NSW293_8	32	Planned	67	69	71	70	4.3	Y	Y	N	Y	Y	0.9	65.0	N
NSW293_8	33	Planned	67	69	71	70	4.3	Y	Y	N	Y	Y	0.9	65.0	N
NSW293_8	34	Planned	67	69	71	70	4.4	Y	Y	N	Y	Y	0.9	65.0	N
NSW293_8	35	Planned	67	70	71	70	4.5	Y	Y	N	Y	Y	1.0	65.1	N
NSW293_8	36	Planned	67	70	71	70	4.5	Y	Y	N	Y	Y	1.0	65.1	N
NSW293_8	37	Planned	67	70	71	70	4.6	Y	Y	N	Y	Y	1.0	65.1	N
NSW293_8	38	Planned	67	70	72	70	4.7	Y	Y	N	Y	Y	1.1	65.2	N
NSW293_8	39	Planned	67	70	72	70	4.8	Y	Y	N	Y	Y	1.1	65.2	N
NSW293_8	40	Planned	67	70	72	70	4.8	Y	Y	N	Y	Y	1.1	65.2	N
NSW293_8	41	Planned	67	70	72	70	4.9	Y	Y	N	Y	Y	1.1	65.2	N
NSW293_8	42	Planned	67	70	72	70	4.9	Y	Y	N	Y	Y	1.1	65.2	N
NSW293_8	43	Planned	67	70	72	70	5.0	Y	Y	N	Y	Y	1.1	65.2	N
NSW293_9	1	Planned	60	59	63	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	2	Planned	61	60	63	70	2.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	3	Planned	61	60	64	70	2.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	4	Planned	61	61	64	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	5	Planned	61	62	65	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	6	Planned	62	62	65	70	3.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	7	Planned	62	63	65	70	3.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	8	Planned	62	63	66	70	3.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	9	Planned	62	64	66	70	3.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	10	Planned	62	64	66	70	3.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	11	Planned	63	64	67	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	12	Planned	63	65	67	70	4.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	13	Planned	63	65	67	70	4.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	14	Planned	63	66	67	70	4.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	15	Planned	63	66	68	70	4.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	16	Planned	63	66	68	70	4.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	17	Planned	63	66	68	70	4.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	18	Planned	64	66	68	70	4.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	19	Planned	64	66	68	70	4.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	20	Planned	64	67	68	70	4.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	21	Planned	64	67	69	70	4.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	22	Planned	64	67	69	70	4.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	23	Planned	64	67	69	70	4.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	24	Planned	64	67	69	70	4.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	25	Planned	65	67	69	70	4.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	26	Planned	65	67	69	70	4.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	27	Planned	65	67	69	70	4.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	28	Planned	65	67	69	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	29	Planned	65	67	69	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	30	Planned	65	67	69	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	31	Planned	65	67	69	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	32	Planned	65	67	69	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	33	Planned	65	67	69	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	34	Planned	65	67	69	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	35	Planned	65	67	69	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	36	Planned	65	67	69	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	37	Planned	65	67	69	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	38	Planned	65	67	69	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	39	Planned	65	67	69	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	40	Planned	65	67	69	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	41	Planned	65	67	69	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	42	Planned	65	67	69	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	1	Planned	65	62	67	70	1.6	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	2	Planned	65	62	67	70	1.7	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	3	Planned	65	62	67	70	1.7	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	4	Planned	66	63	67	70	1.8	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	5	Planned	66	63	68	70	2.0	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	6	Planned	66	64	68	70	2.1	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	7	Planned	66	64	68	70	2.2	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	8	Planned	66	64	68	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	9	Planned	66	65	68	70	2.5	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	10	Planned	66	65	68	70	2.5	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	11	Planned	66	65	69	70	2.6	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	12	Planned	66	65	69	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	13	Planned	66	66	69	70	2.6	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	14	Planned	66	66	69	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	15	Planned	67	66	69	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	16	Planned	67	66	69	70	2.9	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	17	Planned	67	66	70	70	2.9	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	18	Planned	67	67	70	70	3.0	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	19	Planned	67	67	70	70	3.0	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	20	Planned	67	67	70	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	21	Planned	67	67	70	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	22	Planned	67	67	70	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	23	Planned	67	67	70	70	3.3	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	24	Planned	67	68	70	70	3.5	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	1	Planned	65	62	67	70	1.7	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	2	Planned	65	62	67	70	1.8	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	3	Planned	65	63	67	70	2.0	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	4	Planned	65	63	67	70	2.0	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	5	Planned	65	63	67	70	2.1	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	6	Planned	66	64	68	70	2.2	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	7	Planned	66	64	68	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	8	Planned	66	64	68	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	9	Planned	66	65	68	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	10	Planned	66	65	69	70	2.5	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	11	Planned	66	65	69	70	2.6	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	12	Planned	66	65	69	70	2.6	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	13	Planned	66	66	69	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	14	Planned	67	66	69	70	2.6	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	15	Planned	67	66	69	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	16	Planned	67	66	70	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	17	Planned	67	66	70	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	18	Planned	67	67	70	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	19	Planned	67	67	70	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	20	Planned	67	67	70	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	21	Planned	67	67	70	70	2.9	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	22	Planned	67	67	70	70	3.0	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	23	Planned	67	67	70	70	3.0	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	24	Planned	67	68	70	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	1	Planned	64	58	65	70	1.0	Y	N	N	N	N	N/A	N/A	N/A

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
LSPS2	2	Planned	64	58	65	70	1.0	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	3	Planned	64	58	65	70	1.1	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	4	Planned	64	59	65	70	1.2	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	5	Planned	64	59	65	70	1.2	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	6	Planned	64	60	66	70	1.4	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	7	Planned	64	60	66	70	1.4	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	8	Planned	64	61	66	70	1.5	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	9	Planned	64	61	66	70	1.7	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	10	Planned	64	61	66	70	1.7	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	11	Planned	64	62	66	70	1.9	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	12	Planned	65	62	66	70	1.9	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	13	Planned	65	62	67	70	2.0	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	14	Planned	65	63	67	70	2.1	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	15	Planned	65	63	67	70	2.2	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	16	Planned	65	63	67	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	17	Planned	65	63	67	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	18	Planned	65	63	67	70	2.5	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	19	Planned	65	64	67	70	2.5	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	20	Planned	65	64	67	70	2.6	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	21	Planned	64	64	67	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	22	Planned	64	64	67	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	23	Planned	64	64	67	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	24	Planned	64	64	67	70	2.9	Y	N	N	N	N	N/A	N/A	N/A
SP1	1	Planned	66	61	67	70	1.3	Y	N	N	N	N	N/A	N/A	N/A
SP1	2	Planned	66	62	68	70	1.4	Y	N	N	N	N	N/A	N/A	N/A
SP1	3	Planned	66	62	68	70	1.4	Y	N	N	N	N	N/A	N/A	N/A
SP1	4	Planned	67	62	68	70	1.4	Y	N	N	N	N	N/A	N/A	N/A
SP1	5	Planned	67	63	68	70	1.4	Y	N	N	N	N	N/A	N/A	N/A
SP1	6	Planned	67	63	68	70	1.5	Y	N	N	N	N	N/A	N/A	N/A
SP1	7	Planned	67	63	68	70	1.5	Y	N	N	N	N	N/A	N/A	N/A
SP1	8	Planned	67	63	69	70	1.6	Y	N	N	N	N	N/A	N/A	N/A
SP1	9	Planned	67	64	69	70	1.6	Y	N	N	N	N	N/A	N/A	N/A
SP1	10	Planned	67	64	69	70	1.6	Y	N	N	N	N	N/A	N/A	N/A
SP1	11	Planned	67	64	69	70	1.7	Y	N	N	N	N	N/A	N/A	N/A
SP1	12	Planned	67	64	69	70	1.8	Y	N	N	N	N	N/A	N/A	N/A
SP1	13	Planned	67	65	69	70	1.9	Y	N	N	N	N	N/A	N/A	N/A
SP1	14	Planned	68	65	69	70	1.9	Y	N	N	N	N	N/A	N/A	N/A
SP1	15	Planned	68	65	70	70	2.0	Y	N	N	N	N	N/A	N/A	N/A
SP1	16	Planned	68	65	70	70	2.0	Y	N	N	N	N	N/A	N/A	N/A
SP1	17	Planned	68	66	70	70	2.1	Y	N	N	N	N	N/A	N/A	N/A
SP1	18	Planned	68	66	70	70	2.2	Y	N	N	N	N	N/A	N/A	N/A
SP1	19	Planned	68	66	70	70	2.2	Y	N	N	N	N	N/A	N/A	N/A
SP1	20	Planned	68	66	70	70	2.2	Y	N	N	N	N	N/A	N/A	N/A
SP1	21	Planned	68	66	70	70	2.2	Y	N	N	N	N	N/A	N/A	N/A
SP1	22	Planned	68	66	70	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
SP1	23	Planned	68	66	70	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
SP1	24	Planned	68	66	70	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
SP1	25	Planned	68	66	70	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
SP1	26	Planned	68	67	70	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
SP1	27	Planned	68	67	70	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
SP1	28	Planned	68	67	70	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
SP1	29	Planned	68	67	70	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
SP1	30	Planned	68	67	70	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
SP1	31	Planned	68	67	70	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
SP1	32	Planned	68	67	70	70	2.5	Y	N	N	N	N	N/A	N/A	N/A
SP1	33	Planned	68	67	70	70	2.5	Y	N	N	N	N	N/A	N/A	N/A
SP1	34	Planned	68	67	70	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
SP1	35	Planned	68	67	70	70	2.5	Y	N	N	N	N	N/A	N/A	N/A
SP1	36	Planned	68	67	71	70	2.5	Y	Y	N	Y	Y	0.1	64.5	N
SP1	37	Planned	68	67	71	70	2.5	Y	Y	N	Y	Y	0.1	64.5	N
SP1	38	Planned	68	67	71	70	2.6	Y	Y	N	Y	Y	0.1	64.5	N
SP1	39	Planned	68	67	71	70	2.6	Y	Y	N	Y	Y	0.1	64.5	N
SP1	40	Planned	68	67	71	70	2.6	Y	Y	N	Y	Y	0.1	64.5	N
SP1	41	Planned	68	67	71	70	2.6	Y	Y	N	Y	Y	0.1	64.5	N
SP1	42	Planned	68	67	71	70	2.7	Y	Y	N	Y	Y	0.2	64.6	N
SP1	43	Planned	68	67	71	70	2.7	Y	Y	N	Y	Y	0.2	64.6	N
SP1	44	Planned	68	67	71	70	2.7	Y	Y	N	Y	Y	0.2	64.6	N
SP1	45	Planned	68	67	71	70	2.7	Y	Y	N	Y	Y	0.2	64.6	N
SP1	46	Planned	68	67	71	70	2.7	Y	Y	N	Y	Y	0.2	64.6	N
SP1	47	Planned	68	67	71	70	2.7	Y	Y	N	Y	Y	0.2	64.6	N
SP1	48	Planned	68	67	71	70	2.8	Y	Y	N	Y	Y	0.2	64.6	N
SP1	49	Planned	68	67	71	70	2.8	Y	Y	N	Y	Y	0.2	64.6	N
SP1	50	Planned	68	67	71	70	2.8	Y	Y	N	Y	Y	0.2	64.6	N
SP1_1	51	Planned	68	67	71	70	2.8	Y	Y	N	Y	Y	0.2	64.6	N
SP1_1	52	Planned	68	68	71	70	2.8	Y	Y	N	Y	Y	0.2	64.6	N
SP2a	1	Planned	68	66	70	70	1.9	Y	N	N	N	N	N/A	N/A	N/A
SP2a	2	Planned	68	66	70	70	2.0	Y	N	N	N	N	N/A	N/A	N/A
SP2a	3	Planned	69	66	71	70	2.0	Y	Y	N	Y	Y	0.1	64.5	N
SP2a	4	Planned	69	67	71	70	2.1	Y	Y	N	Y	Y	0.3	64.7	N
SP2a	5	Planned	69	67	71	70	2.1	Y	Y	N	Y	Y	0.4	64.8	N
SP2a	6	Planned	69	67	71	70	2.2	Y	Y	N	Y	Y	0.6	65.0	N
SP2a	7	Planned	69	67	71	70	2.4	Y	Y	N	Y	Y	0.8	65.2	N
SP2a	8	Planned	69	68	71	70	2.5	Y	Y	N	Y	Y	1.0	65.4	N
SP2a	9	Planned	69	68	72	70	2.5	Y	Y	N	Y	Y	1.1	65.5	N
SP2a	10	Planned	69	68	72	70	2.6	Y	Y	N	Y	Y	1.2	65.6	N
SP2a	11	Planned	69	68	72	70	2.8	Y	Y	N	Y	Y	1.4	65.8	N
SP2a	12	Planned	69	69	72	70	2.8	Y	Y	N	Y	Y	1.5	65.9	N
SP2a	13	Planned	69	69	72	70	2.9	Y	Y	N	Y	Y	1.6	66.0	N
SP2a	14	Planned	69	69	72	70	2.9	Y	Y	N	Y	Y	1.7	66.1	N
SP2a	15	Planned	69	69	72	70	2.9	Y	Y	N	Y	Y	1.7	66.1	N
SP2a	16	Planned	69	69	72	70	3.0	Y	Y	N	Y	Y	1.8	66.2	N
SP2a	17	Planned	69	69	72	70	3.1	Y	Y	N	Y	Y	1.9	66.3	N
SP2a	18	Planned	69	70	72	70	3.1	Y	Y	N	Y	Y	1.9	66.3	N
SP2a	19	Planned	69	70	72	70	3.2	Y	Y	N	Y	Y	2.0	66.4	N
SP2a	20	Planned	69	70	73	70	3.3	Y	Y	N	Y	Y	2.1	66.5	N
SP2a	21	Planned	69	70	73	70	3.3	Y	Y	N	Y	Y	2.1	66.5	N
SP2a	22	Planned	69	70	73	70	3.3	Y	Y	N	Y	Y	2.1	66.5	N
SP2a	23	Planned	69	70	73	70	3.4	Y	Y	N	Y	Y	2.2	66.6	N
SP2a	24	Planned	69	70	73	70	3.4	Y	Y	N	Y	Y	2.2	66.6	N
SP2a	25	Planned	69	70	73	70	3.5	Y	Y	N	Y	Y	2.3	66.7	N
SP2a	26	Planned	69	70	73	70	3.5	Y	Y	N	Y	Y	2.3	66.7	N
SP2a	27	Planned	69	70	73	70	3.6	Y	Y	N	Y	Y	2.4	66.8	N
SP2a	28	Planned	69	70	73	70	3.6	Y	Y	N	Y	Y	2.4	66.8	N
SP2a	29	Planned	69	70	73	70	3.7	Y	Y	N	Y	Y	2.5	66.9	N
SP2a	30	Planned	69	71	73	70	3.7	Y	Y	Y	Y	Y	2.5	66.9	N
SP2a	31	Planned	69	71	73	70	3.7	Y	Y	Y	Y	Y	2.5	66.9	N
SP2a	32	Planned	69	71	73	70	3.8	Y	Y	Y	Y	Y	2.6	67.0	N
SP2a	33	Planned	69	71	73	70	3.8	Y	Y	Y	Y	Y	2.6	67.0	N
SP2a	34	Planned	69	71	73	70	3.8	Y	Y	Y	Y	Y	2.6	67.0	N
SP2a	35	Planned	69	71	73	70	3.9	Y	Y	Y	Y	Y	2.6	67.0	N
SP2a	36	Planned	69	71	73	70	3.9	Y	Y	Y	Y	Y	2.6	67.0	N
SP2a	37	Planned	69	71	73	70	3.9	Y	Y	Y	Y	Y	2.6	67.0	N
SP2a	38	Planned	69	71	73	70	3.9	Y	Y	Y	Y	Y	2.6	67.0	N
SP2a	39	Planned	69	71	73	70	4.0	Y	Y	Y	Y	Y	2.6	67.0	N
SP2a	40	Planned	69	71	73	70	4.0	Y	Y	Y	Y	Y	2.6	67.0	N
SP2a	41	Planned	69	71	73	70	4.0	Y	Y	Y	Y	Y	2.6	67.0	N

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Mitigated Scenario)

			WITH PROJECT (Year 2051)									AT-RECEIVER MITIGATION MEASURES			
Assessment Point		Existing/ Planned	Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]			Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]					
SP2a	42	Planned	69	71	73	70	4.1	Y	Y	Y	Y	Y	2.6	67.0	N
SP2a	43	Planned	69	71	73	70	4.1	Y	Y	Y	Y	Y	2.6	67.0	N
SP2a	44	Planned	69	71	73	70	4.0	Y	Y	Y	Y	Y	2.5	66.9	N
SP2a	45	Planned	69	71	73	70	4.0	Y	Y	Y	Y	Y	2.5	66.9	N
SP2a	46	Planned	69	71	73	70	4.1	Y	Y	Y	Y	Y	2.5	66.9	N
SP2a	47	Planned	69	71	73	70	4.1	Y	Y	Y	Y	Y	2.5	66.9	N
SP2a	48	Planned	69	71	73	70	4.1	Y	Y	Y	Y	Y	2.5	66.9	N
SP2a	49	Planned	69	71	73	70	4.2	Y	Y	Y	Y	Y	2.5	66.9	N
SP2a	50	Planned	69	71	73	70	4.2	Y	Y	Y	Y	Y	2.5	66.9	N
SP2a_1	51	Planned	69	71	73	70	4.1	Y	Y	Y	Y	Y	2.4	66.8	N
SP2a_1	52	Planned	69	71	73	70	4.2	Y	Y	Y	Y	Y	2.4	66.8	N
SP2b	1	Planned	68	68	71	70	3.3	Y	Y	N	Y	Y	0.5	64.9	N
SP2b	2	Planned	68	69	71	70	3.5	Y	Y	N	Y	Y	0.8	65.2	N
SP2b	3	Planned	68	69	71	70	3.6	Y	Y	N	Y	Y	1.0	65.4	N
SP2b	4	Planned	68	69	72	70	3.8	Y	Y	N	Y	Y	1.3	65.7	N
SP2b	5	Planned	68	70	72	70	4.0	Y	Y	N	Y	Y	1.5	65.9	N
SP2b	6	Planned	68	70	72	70	4.1	Y	Y	N	Y	Y	1.7	66.1	N
SP2b	7	Planned	68	70	72	70	4.3	Y	Y	N	Y	Y	2.0	66.4	N
SP2b	8	Planned	68	71	73	70	4.5	Y	Y	Y	Y	Y	2.2	66.6	N
SP2b	9	Planned	68	71	73	70	4.6	Y	Y	Y	Y	Y	2.4	66.8	N
SP2b	10	Planned	68	71	73	70	4.8	Y	Y	Y	Y	Y	2.6	67.0	N
SP2b	11	Planned	68	72	73	70	5.0	Y	Y	Y	Y	Y	2.8	67.2	N
SP2b	12	Planned	68	72	73	70	5.1	Y	Y	Y	Y	Y	2.9	67.3	N
SP2b	13	Planned	68	72	74	70	5.3	Y	Y	Y	Y	Y	3.1	67.5	N
SP2b	14	Planned	68	72	74	70	5.4	Y	Y	Y	Y	Y	3.3	67.7	N
SP2b	15	Planned	68	72	74	70	5.6	Y	Y	Y	Y	Y	3.4	67.8	N
SP2b	16	Planned	68	73	74	70	5.7	Y	Y	Y	Y	Y	3.5	67.9	N
SP2b	17	Planned	68	73	74	70	5.8	Y	Y	Y	Y	Y	3.6	68.0	N
SP2b	18	Planned	68	73	74	70	6.0	Y	Y	Y	Y	Y	3.8	68.2	N
SP2b	19	Planned	68	73	74	70	6.0	Y	Y	Y	Y	Y	3.9	68.3	N
SP2b	20	Planned	68	73	74	70	6.1	Y	Y	Y	Y	Y	4.0	68.4	N
SP2b	21	Planned	68	73	74	70	6.1	Y	Y	Y	Y	Y	4.0	68.4	N
SP2b	22	Planned	68	73	75	70	6.2	Y	Y	Y	Y	Y	4.1	68.5	N
SP2b	23	Planned	68	73	75	70	6.3	Y	Y	Y	Y	Y	4.2	68.6	N
SP2b	24	Planned	68	74	75	70	6.3	Y	Y	Y	Y	Y	4.3	68.7	N
SP2b	25	Planned	68	74	75	70	6.3	Y	Y	Y	Y	Y	4.3	68.7	N
SP2b	26	Planned	68	74	75	70	6.4	Y	Y	Y	Y	Y	4.4	68.8	N
SP2b	27	Planned	68	74	75	70	6.5	Y	Y	Y	Y	Y	4.5	68.9	N
SP2b	28	Planned	69	74	75	70	6.4	Y	Y	Y	Y	Y	4.5	68.9	N
SP2b	29	Planned	69	74	75	70	6.5	Y	Y	Y	Y	Y	4.6	69.0	N
SP2b	30	Planned	69	74	75	70	6.6	Y	Y	Y	Y	Y	4.7	69.1	N
SP2b	31	Planned	69	74	75	70	6.6	Y	Y	Y	Y	Y	4.7	69.1	N
SP2b	32	Planned	69	74	75	70	6.5	Y	Y	Y	Y	Y	4.7	69.1	N
SP2b	33	Planned	69	74	75	70	6.5	Y	Y	Y	Y	Y	4.7	69.1	N
SP2b	34	Planned	69	74	75	70	6.6	Y	Y	Y	Y	Y	4.8	69.2	N
SP2b	35	Planned	69	74	75	70	6.6	Y	Y	Y	Y	Y	4.8	69.2	N
SP2b	36	Planned	69	74	75	70	6.6	Y	Y	Y	Y	Y	4.8	69.2	N
SP2b	37	Planned	69	74	75	70	6.6	Y	Y	Y	Y	Y	4.8	69.2	N
SP2b	38	Planned	69	74	75	70	6.6	Y	Y	Y	Y	Y	4.8	69.2	N
SP2b	39	Planned	69	74	75	70	6.6	Y	Y	Y	Y	Y	4.8	69.2	N
SP2b	40	Planned	69	74	75	70	6.7	Y	Y	Y	Y	Y	4.8	69.2	N
SP2b	41	Planned	69	74	75	70	6.7	Y	Y	Y	Y	Y	4.8	69.2	N
SP2b	42	Planned	69	74	75	70	6.7	Y	Y	Y	Y	Y	4.8	69.2	N
SP2b	43	Planned	69	74	75	70	6.7	Y	Y	Y	Y	Y	4.8	69.2	N
SP2b	44	Planned	68	74	75	70	6.8	Y	Y	Y	Y	Y	4.8	69.2	N
SP2b	45	Planned	68	74	75	70	6.8	Y	Y	Y	Y	Y	4.8	69.2	N
SP2b	46	Planned	68	74	75	70	6.8	Y	Y	Y	Y	Y	4.8	69.2	N
SP2b	47	Planned	68	74	75	70	6.9	Y	Y	Y	Y	Y	4.8	69.2	N
SP2b	48	Planned	68	74	75	70	6.9	Y	Y	Y	Y	Y	4.8	69.2	N
SP2b	49	Planned	68	74	75	70	6.8	Y	Y	Y	Y	Y	4.7	69.1	N
SP2b	50	Planned	68	74	75	70	6.9	Y	Y	Y	Y	Y	4.7	69.1	N
SP2b_1	51	Planned	68	74	75	70	6.9	Y	Y	Y	Y	Y	4.7	69.1	N
SP2b_1	52	Planned	68	74	75	70	6.9	Y	Y	Y	Y	Y	4.7	69.1	N
SP3	1	Planned	68	69	71	70	3.3	Y	Y	N	Y	Y	0.8	65.2	N
SP3	2	Planned	68	69	72	70	3.3	Y	Y	N	Y	Y	1.3	65.7	N
SP3	3	Planned	69	69	72	70	3.4	Y	Y	N	Y	Y	1.7	66.1	N
SP3	4	Planned	69	70	73	70	3.4	Y	Y	N	Y	Y	2.1	66.5	N
SP3	5	Planned	69	70	73	70	3.5	Y	Y	N	Y	Y	2.4	66.8	N
SP3	6	Planned	70	71	73	70	3.5	Y	Y	Y	Y	Y	2.6	67.0	N
SP3	7	Planned	70	71	73	70	3.6	Y	Y	Y	Y	Y	2.9	67.3	N
SP3	8	Planned	70	71	74	70	3.7	Y	Y	Y	Y	Y	3.2	67.6	N
SP3	9	Planned	70	71	74	70	3.7	Y	Y	Y	Y	Y	3.4	67.8	N
SP3	10	Planned	70	72	74	70	3.8	Y	Y	Y	Y	Y	3.6	68.0	N
SP3	11	Planned	70	72	74	70	3.9	Y	Y	Y	Y	Y	3.8	68.2	N
SP3	12	Planned	70	72	74	70	4.0	Y	Y	Y	Y	Y	3.9	68.3	N
SP3	13	Planned	70	72	75	70	4.1	Y	Y	Y	Y	Y	4.1	68.5	N
SP3	14	Planned	70	73	75	70	4.2	Y	Y	Y	Y	Y	4.2	68.6	N
SP3	15	Planned	70	73	75	70	4.3	Y	Y	Y	Y	Y	4.3	68.7	N
SP3	16	Planned	70	73	75	70	4.5	Y	Y	Y	Y	Y	4.5	68.9	N
SP3	17	Planned	70	73	75	70	4.6	Y	Y	Y	Y	Y	4.6	69.0	N
SP3	18	Planned	70	73	75	70	4.7	Y	Y	Y	Y	Y	4.7	69.1	N
SP3	19	Planned	70	73	75	70	4.7	Y	Y	Y	Y	Y	4.7	69.1	N
SP3	20	Planned	70	74	75	70	4.8	Y	Y	Y	Y	Y	4.8	69.2	N
SP3	21	Planned	70	74	75	70	4.9	Y	Y	Y	Y	Y	4.9	69.3	N
SP3	22	Planned	70	74	75	70	5.0	Y	Y	Y	Y	Y	5.0	69.4	N
SP3	23	Planned	70	74	75	70	5.0	Y	Y	Y	Y	Y	5.0	69.4	N
SP3	24	Planned	70	74	76	70	5.1	Y	Y	Y	Y	Y	5.1	69.5	N
SP3	25	Planned	70	74	76	70	5.1	Y	Y	Y	Y	Y	5.1	69.5	N
SP3	26	Planned	71	74	76	70	5.1	Y	Y	Y	Y	Y	5.2	69.6	N
SP3	27	Planned	71	74	76	70	5.1	Y	Y	Y	Y	Y	5.2	69.6	N
SP3	28	Planned	71	74	76	70	5.2	Y	Y	Y	Y	Y	5.3	69.7	N
SP3	29	Planned	71	74	76	70	5.2	Y	Y	Y	Y	Y	5.3	69.7	N
SP3	30	Planned	71	74	76	70	5.3	Y	Y	Y	Y	Y	5.4	69.8	N
SP3	31	Planned	71	74	76	70	5.3	Y	Y	Y	Y	Y	5.4	69.8	N
SP3	32	Planned	71	74	76	70	5.3	Y	Y	Y	Y	Y	5.4	69.8	N
SP3	33	Planned	71	74	76	70	5.3	Y	Y	Y	Y	Y	5.4	69.8	N
SP3	34	Planned	71	74	76	70	5.4	Y	Y	Y	Y	Y	5.5	69.9	N
SP3	35	Planned	71	74	76	70	5.4	Y	Y	Y	Y	Y	5.5	69.9	N
SP3	36	Planned	71	74	76	70	5.4	Y	Y	Y	Y	Y	5.5	69.9	N
SP3	37	Planned	71	74	76	70	5.4	Y	Y	Y	Y	Y	5.5	69.9	N
SP3	38	Planned	71	74	76	70	5.4	Y	Y	Y	Y	Y	5.5	69.9	N
SP3	39	Planned	70	74	76	70	5.5	Y	Y	Y	Y	Y	5.5	69.9	N
SP3	40	Planned	70	74	76	70	5.5	Y	Y	Y	Y	Y	5.5	69.9	N
SP3	41	Planned	70	75	76	70	5.5	Y	Y	Y	Y	Y	5.5	69.9	N
SP3	42	Planned	70	75	76	70	5.5	Y	Y	Y	Y	Y	5.5	69.9	N
SP3	43	Planned	70	75	76	70	5.6	Y	Y	Y	Y	Y	5.5	69.9	N
SP3	44	Planned	70	75	76	70	5.6	Y	Y	Y	Y	Y	5.5	69.9	N
SP3	45	Planned	70	75	76	70	5.6	Y	Y	Y	Y	Y	5.5	69.9	N
SP3	46	Planned	70	75	76	70	5.6	Y	Y	Y	Y	Y	5.5	69.9	N
SP3	47	Planned	70	75	76	70	5.7	Y	Y	Y	Y	Y	5.5	69.9	N
SP3	48	Planned	70	75	76	70	5.7	Y	Y	Y	Y	Y	5.5	69.9	N
SP3	49	Planned	70	75	76	70	5.7	Y	Y	Y	Y	Y	5.5	69.9	N
SP3	50	Planned	70	75	76	70	5.7	Y	Y	Y	Y	Y	5.4	69.8	N
SP3_1	1	Planned	70	75	76	70	5.7	Y	Y	Y	Y	Y	5.4	69.8	N
SP3_1	2	Planned	70	75	76	70	5.7	Y	Y	Y	Y	Y	5.4	69.8	N
SP3_1	3	Planned	70	75	76	70	5.8	Y	Y	Y	Y	Y	5.4	69.8	N

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
SP3_1	4	Planned	70	75	76	70	5.8	Y	Y	Y	Y	Y	5.4	69.8	N
SP3_1	5	Planned	70	75	76	70	5.8	Y	Y	Y	Y	Y	5.4	69.8	N
SP4	1	Planned	64	66	68	70	4.3	Y	N	N	N	N	N/A	N/A	N/A
SP4	2	Planned	65	67	69	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
SP4	3	Planned	66	68	70	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
SP4	4	Planned	66	68	70	70	4.3	Y	N	N	N	N	N/A	N/A	N/A
SP4	5	Planned	66	69	71	70	4.5	Y	Y	N	Y	Y	0.3	64.7	N
SP4	6	Planned	66	69	71	70	4.7	Y	Y	N	Y	Y	0.7	65.1	N
SP4	7	Planned	67	70	71	70	4.9	Y	Y	N	Y	Y	1.0	65.4	N
SP4	8	Planned	67	70	72	70	5.1	Y	Y	N	Y	Y	1.4	65.8	N
SP4	9	Planned	67	71	72	70	5.3	Y	Y	Y	Y	Y	1.7	66.1	N
SP4	10	Planned	67	71	73	70	5.5	Y	Y	Y	Y	Y	2.1	66.5	N
SP4	11	Planned	67	71	73	70	5.5	Y	Y	Y	Y	Y	2.3	66.7	N
SP4	12	Planned	67	72	73	70	5.6	Y	Y	Y	Y	Y	2.5	66.9	N
SP4	13	Planned	67	72	73	70	5.7	Y	Y	Y	Y	Y	2.7	67.1	N
SP4	14	Planned	68	72	73	70	5.8	Y	Y	Y	Y	Y	2.9	67.3	N
SP4	15	Planned	68	72	73	70	5.9	Y	Y	Y	Y	Y	3.0	67.4	N
SP4	16	Planned	68	72	74	70	6.1	Y	Y	Y	Y	Y	3.2	67.6	N
SP4	17	Planned	68	73	74	70	6.1	Y	Y	Y	Y	Y	3.3	67.7	N
SP4	18	Planned	68	73	74	70	6.2	Y	Y	Y	Y	Y	3.4	67.8	N
SP4	19	Planned	68	73	74	70	6.3	Y	Y	Y	Y	Y	3.5	67.9	N
SP4	20	Planned	68	73	74	70	6.3	Y	Y	Y	Y	Y	3.5	67.9	N
SP4	21	Planned	68	73	74	70	6.2	Y	Y	Y	Y	Y	3.5	67.9	N
SP4	22	Planned	68	73	74	70	6.3	Y	Y	Y	Y	Y	3.6	68.0	N
SP4	23	Planned	68	73	74	70	6.2	Y	Y	Y	Y	Y	3.6	68.0	N
SP4	24	Planned	68	73	74	70	6.1	Y	Y	Y	Y	Y	3.6	68.0	N
SP4	25	Planned	68	73	74	70	6.1	Y	Y	Y	Y	Y	3.6	68.0	N
SP4	26	Planned	68	73	74	70	6.0	Y	Y	Y	Y	Y	3.6	68.0	N
SP4	27	Planned	68	73	74	70	6.1	Y	Y	Y	Y	Y	3.7	68.1	N
SP4	28	Planned	68	73	74	70	6.0	Y	Y	Y	Y	Y	3.7	68.1	N
SP4	29	Planned	68	73	74	70	6.0	Y	Y	Y	Y	Y	3.7	68.1	N
SP4	30	Planned	68	73	74	70	5.9	Y	Y	Y	Y	Y	3.6	68.0	N
SP4	31	Planned	68	73	74	70	5.9	Y	Y	Y	Y	Y	3.6	68.0	N
SP4	32	Planned	68	73	74	70	6.0	Y	Y	Y	Y	Y	3.6	68.0	N
SP4	33	Planned	68	73	74	70	6.0	Y	Y	Y	Y	Y	3.6	68.0	N
SP4	34	Planned	68	73	74	70	6.0	Y	Y	Y	Y	Y	3.6	68.0	N
SP4	35	Planned	68	73	74	70	6.0	Y	Y	Y	Y	Y	3.6	68.0	N
SP4	36	Planned	68	73	74	70	6.0	Y	Y	Y	Y	Y	3.6	68.0	N
SP4	37	Planned	68	73	74	70	6.1	Y	Y	Y	Y	Y	3.6	68.0	N
SP4	38	Planned	68	73	74	70	6.1	Y	Y	Y	Y	Y	3.6	68.0	N
SP4	39	Planned	68	73	74	70	6.0	Y	Y	Y	Y	Y	3.5	67.9	N
SP4	40	Planned	68	73	74	70	6.0	Y	Y	Y	Y	Y	3.5	67.9	N
SP4	41	Planned	68	73	74	70	6.1	Y	Y	Y	Y	Y	3.5	67.9	N
SP4	42	Planned	68	73	74	70	6.1	Y	Y	Y	Y	Y	3.5	67.9	N
SP4	43	Planned	68	73	74	70	6.2	Y	Y	Y	Y	Y	3.5	67.9	N
SP4	44	Planned	68	73	74	70	6.2	Y	Y	Y	Y	Y	3.5	67.9	N
SP4	45	Planned	68	73	74	70	6.2	Y	Y	Y	Y	Y	3.5	67.9	N
SP4	46	Planned	68	73	74	70	6.3	Y	Y	Y	Y	Y	3.5	67.9	N
SP4	47	Planned	68	73	74	70	6.2	Y	Y	Y	Y	Y	3.4	67.8	N
SP4	48	Planned	68	73	74	70	6.3	Y	Y	Y	Y	Y	3.4	67.8	N
SP4	49	Planned	68	73	74	70	6.3	Y	Y	Y	Y	Y	3.4	67.8	N
SP4	50	Planned	67	73	74	70	6.4	Y	Y	Y	Y	Y	3.4	67.8	N
SP4_1	1	Planned	67	73	74	70	6.4	Y	Y	Y	Y	Y	3.4	67.8	N
SP5	1	Planned	73	62	73	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
SP5	2	Planned	73	63	73	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
SP5	3	Planned	73	63	74	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
SP5	4	Planned	73	64	74	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
SP5	5	Planned	74	65	74	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
SP5	6	Planned	74	65	74	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
SP5	7	Planned	74	66	74	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
SP5	8	Planned	74	66	75	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
SP5	9	Planned	74	67	75	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
SP5	10	Planned	74	68	75	70	0.9	N	Y	N	N	N	N/A	N/A	N/A
SP5	11	Planned	74	68	75	70	1.0	Y	Y	N	Y	Y	4.5	68.9	N
SP5	12	Planned	74	69	75	70	1.2	Y	Y	N	Y	Y	4.7	69.1	N
SP5	13	Planned	74	69	75	70	1.3	Y	Y	N	Y	Y	4.8	69.2	N
SP5	14	Planned	74	70	75	70	1.4	Y	Y	N	Y	Y	4.9	69.3	N
SP5	15	Planned	74	70	76	70	1.6	Y	Y	N	Y	Y	5.1	69.5	N
SP5	16	Planned	74	71	76	70	1.6	Y	Y	Y	Y	Y	5.1	69.5	N
SP5	17	Planned	74	71	76	70	1.7	Y	Y	Y	Y	Y	5.2	69.6	N
SP5	18	Planned	74	71	76	70	1.8	Y	Y	Y	Y	Y	5.3	69.7	N
SP5	19	Planned	74	71	76	70	1.8	Y	Y	Y	Y	Y	5.3	69.7	N
SP5	20	Planned	74	71	76	70	1.9	Y	Y	Y	Y	Y	5.3	69.7	N
SP5	21	Planned	74	71	76	70	1.9	Y	Y	Y	Y	Y	5.3	69.7	N
SP5	22	Planned	74	71	76	70	2.0	Y	Y	Y	Y	Y	5.4	69.8	N
SP5	23	Planned	74	71	76	70	2.0	Y	Y	Y	Y	Y	5.4	69.8	N
SP5	24	Planned	74	71	76	70	2.0	Y	Y	Y	Y	Y	5.4	69.8	N
SP5	25	Planned	74	72	76	70	2.0	Y	Y	Y	Y	Y	5.4	69.8	N
SP5	26	Planned	74	72	76	70	2.0	Y	Y	Y	Y	Y	5.4	69.8	N
SP5	27	Planned	74	72	76	70	2.0	Y	Y	Y	Y	Y	5.4	69.8	N
SP5	28	Planned	74	72	76	70	2.1	Y	Y	Y	Y	Y	5.4	69.8	N
SP5	29	Planned	74	72	76	70	2.1	Y	Y	Y	Y	Y	5.4	69.8	N
SP5	30	Planned	74	72	76	70	2.1	Y	Y	Y	Y	Y	5.4	69.8	N
SP5	31	Planned	74	72	76	70	2.1	Y	Y	Y	Y	Y	5.4	69.8	N
SP5	32	Planned	74	72	76	70	2.1	Y	Y	Y	Y	Y	5.4	69.8	N
SP5	33	Planned	74	72	76	70	2.2	Y	Y	Y	Y	Y	5.4	69.8	N
SP5	34	Planned	74	72	76	70	2.3	Y	Y	Y	Y	Y	5.5	69.9	N
SP5	35	Planned	74	72	76	70	2.3	Y	Y	Y	Y	Y	5.5	69.9	N
SP5	36	Planned	74	72	76	70	2.3	Y	Y	Y	Y	Y	5.5	69.9	N
SP5	37	Planned	74	72	76	70	2.4	Y	Y	Y	Y	Y	5.5	69.9	N
SP5	38	Planned	74	72	76	70	2.4	Y	Y	Y	Y	Y	5.5	69.9	N
SP5	39	Planned	74	72	76	70	2.5	Y	Y	Y	Y	Y	5.6	70.0	N
SP5	40	Planned	73	73	76	70	2.6	Y	Y	Y	Y	Y	5.6	70.0	N
SP5	41	Planned	73	73	76	70	2.6	Y	Y	Y	Y	Y	5.6	70.0	N
SP5	42	Planned	73	73	76	70	2.6	Y	Y	Y	Y	Y	5.6	70.0	N
SP5	43	Planned	73	73	76	70	2.7	Y	Y	Y	Y	Y	5.6	70.0	N
SP5	44	Planned	73	73	76	70	2.7	Y	Y	Y	Y	Y	5.6	70	N
SP5	45	Planned	73	73	76	70	2.7	Y	Y	Y	Y	Y	5.6	70	N
SP5	46	Planned	73	73	76	70	2.8	Y	Y	Y	Y	Y	5.6	70	N
SP5	47	Planned	73	73	76	70	2.8	Y	Y	Y	Y	Y	5.6	70	N
SP5	48	Planned	73	73	76	70	2.9	Y	Y	Y	Y	Y	5.6	70	N
SP5	49	Planned	73	73	76	70	2.9	Y	Y	Y	Y	Y	5.6	70	N
SP5	50	Planned	73	73	76	70	2.9	Y	Y	Y	Y	Y	5.6	70	N
SP6	1	Planned	71	62	72	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
SP6	2	Planned	72	63	73	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
SP6	3	Planned	73	63	73	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
SP6	4	Planned	73	64	73	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
SP6	5	Planned	73	65	74	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
SP6	6	Planned	73	65	74	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
SP6	7	Planned	73	66	74	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
SP6	8	Planned	74	66	74	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
SP6	9	Planned	74	66	74	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
SP6	10	Planned	74	67	74	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
SP6	11	Planned	74	67	75	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
SP6	12	Planned	74	67	75	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
SP6	13	Planned	74	67	75	70	0.9	N	Y	N	N	N	N/A	N/A	N/A

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
SP6	14	Planned	74	68	75	70	0.9	N	Y	N	N	N	N/A	N/A	N/A
SP6	15	Planned	74	68	75	70	1.0	Y	Y	N	Y	Y	4.5	68.9	N
SP6	16	Planned	74	68	75	70	1.0	Y	Y	N	Y	Y	4.5	68.9	N
SP6	17	Planned	74	68	75	70	1.0	Y	Y	N	Y	Y	4.6	69.0	N
SP6	18	Planned	74	69	75	70	1.1	Y	Y	N	Y	Y	4.7	69.1	N
SP6	19	Planned	74	69	75	70	1.1	Y	Y	N	Y	Y	4.7	69.1	N
SP6	20	Planned	74	69	75	70	1.2	Y	Y	N	Y	Y	4.8	69.2	N
SP6	21	Planned	74	69	75	70	1.2	Y	Y	N	Y	Y	4.8	69.2	N
SP6	22	Planned	74	69	75	70	1.3	Y	Y	N	Y	Y	4.8	69.2	N
SP6	23	Planned	74	70	75	70	1.4	Y	Y	N	Y	Y	4.9	69.3	N
SP6	24	Planned	74	70	75	70	1.4	Y	Y	N	Y	Y	4.9	69.3	N
SP6	25	Planned	74	70	75	70	1.4	Y	Y	N	Y	Y	4.9	69.3	N
SP6	26	Planned	74	70	75	70	1.4	Y	Y	N	Y	Y	4.9	69.3	N
SP6	27	Planned	74	70	75	70	1.5	Y	Y	N	Y	Y	5.0	69.4	N
SP6	28	Planned	74	70	75	70	1.5	Y	Y	N	Y	Y	5.0	69.4	N
SP6	29	Planned	74	70	75	70	1.5	Y	Y	N	Y	Y	4.9	69.3	N
SP6	30	Planned	74	70	75	70	1.5	Y	Y	N	Y	Y	4.9	69.3	N
SP6	31	Planned	74	70	75	70	1.6	Y	Y	N	Y	Y	5.0	69.4	N
SP6	32	Planned	74	70	75	70	1.5	Y	Y	N	Y	Y	4.9	69.3	N
SP6	33	Planned	74	70	75	70	1.6	Y	Y	N	Y	Y	4.9	69.3	N
SP6	34	Planned	74	70	75	70	1.6	Y	Y	N	Y	Y	4.9	69.3	N
SP6	35	Planned	74	70	75	70	1.6	Y	Y	N	Y	Y	4.9	69.3	N
SP6	36	Planned	74	70	75	70	1.6	Y	Y	N	Y	Y	4.9	69.3	N
SP6	37	Planned	74	70	75	70	1.6	Y	Y	N	Y	Y	4.9	69.3	N
SP6	38	Planned	74	70	75	70	1.7	Y	Y	N	Y	Y	4.9	69.3	N
SP6	39	Planned	74	70	75	70	1.7	Y	Y	N	Y	Y	4.9	69.3	N
SP6	40	Planned	74	70	75	70	1.7	Y	Y	N	Y	Y	4.9	69.3	N
SP6	41	Planned	74	70	75	70	1.8	Y	Y	N	Y	Y	4.9	69.3	N
SP6	42	Planned	74	70	75	70	1.8	Y	Y	N	Y	Y	4.9	69.3	N
SP6	43	Planned	74	70	75	70	1.7	Y	Y	N	Y	Y	4.8	69.2	N
SP6	44	Planned	74	70	75	70	1.7	Y	Y	N	Y	Y	4.8	69.2	N
SP7	1	Planned	57	49	58	65	0.7	N	N	N	N	N	N/A	N/A	N/A
SP7	2	Planned	57	50	58	65	0.7	N	N	N	N	N	N/A	N/A	N/A
SP7	3	Planned	57	51	58	65	0.9	N	N	N	N	N	N/A	N/A	N/A
SP7	4	Planned	57	52	58	65	1.1	Y	N	N	N	N	N/A	N/A	N/A
SP7	5	Planned	58	52	59	65	1.1	Y	N	N	N	N	N/A	N/A	N/A
SP7	6	Planned	58	53	59	65	1.3	Y	N	N	N	N	N/A	N/A	N/A
SP7	7	Planned	58	54	59	65	1.5	Y	N	N	N	N	N/A	N/A	N/A
NSW9_1a	1	Planned	49	49	52	65	3.3	Y	N	N	N	N	N/A	N/A	N/A
NSW9_1a	2	Planned	53	54	56	65	3.1	Y	N	N	N	N	N/A	N/A	N/A
NSW9_1a	3	Planned	59	58	62	65	2.2	Y	N	N	N	N	N/A	N/A	N/A
NSW9_1a	4	Planned	64	59	65	65	1.2	Y	N	N	N	N	N/A	N/A	N/A
NSW9_1b	1	Planned	49	50	52	65	3.7	Y	N	N	N	N	N/A	N/A	N/A
NSW9_1b	2	Planned	52	53	56	65	3.6	Y	N	N	N	N	N/A	N/A	N/A
NSW9_1b	3	Planned	56	56	59	65	3.1	Y	N	N	N	N	N/A	N/A	N/A
NSW9_1b	4	Planned	60	57	62	65	1.7	Y	N	N	N	N	N/A	N/A	N/A
NSW9_1b	5	Planned	62	58	64	65	1.4	Y	N	N	N	N	N/A	N/A	N/A
NSW9_1b	6	Planned	63	59	64	65	1.3	Y	N	N	N	N	N/A	N/A	N/A
NSW9_1b	7	Planned	64	59	65	65	1.4	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2a	1	Planned	70	61	71	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
NSW9_2a	2	Planned	71	62	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
NSW9_2a	3	Planned	72	63	72	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
NSW9_2a	4	Planned	72	64	72	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
NSW9_2a	5	Planned	72	66	73	70	1.0	Y	Y	N	Y	Y	2.4	66.4	N
NSW9_2a	6	Planned	72	68	73	70	1.6	Y	Y	N	Y	Y	3.0	67.0	N
NSW9_2a	7	Planned	72	70	74	70	2.2	Y	Y	N	Y	Y	3.6	67.6	N
NSW9_2a	8	Planned	72	72	75	70	3.0	Y	Y	Y	Y	Y	4.4	68.4	N
NSW9_2a	9	Planned	72	73	75	70	3.5	Y	Y	Y	Y	Y	5.0	69.0	N
NSW9_2a	10	Planned	72	73	76	70	3.7	Y	Y	Y	Y	Y	5.4	69.4	N
NSW9_2a	11	Planned	72	74	76	70	3.8	Y	Y	Y	Y	Y	5.7	69.7	N
NSW9_2a	12	Planned	72	74	76	70	4.0	Y	Y	Y	Y	Y	6.0	70.0	N
NSW9_2a	13	Planned	72	75	77	70	4.2	Y	Y	Y	Y	Y	6.2	70.2	N
NSW9_2a	14	Planned	72	75	77	70	4.2	Y	Y	Y	Y	Y	6.2	70.2	N
NSW9_2a	15	Planned	72	75	77	70	4.4	Y	Y	Y	Y	Y	6.3	70.3	N
NSW9_2a	16	Planned	72	75	77	70	4.4	Y	Y	Y	Y	Y	6.3	70.3	N
NSW9_2a	17	Planned	72	75	77	70	4.5	Y	Y	Y	Y	Y	6.3	70.3	N
NSW9_2a	18	Planned	72	75	77	70	4.6	Y	Y	Y	Y	Y	6.3	70.3	N
NSW9_2a	19	Planned	72	75	77	70	4.6	Y	Y	Y	Y	Y	6.2	70.2	N
NSW9_2a	20	Planned	72	75	77	70	4.7	Y	Y	Y	Y	Y	6.2	70.2	N
NSW9_2a	21	Planned	72	75	77	70	4.7	Y	Y	Y	Y	Y	6.1	70.1	N
NSW9_2a	22	Planned	72	75	77	70	4.8	Y	Y	Y	Y	Y	6.1	70.1	N
NSW9_2a	23	Planned	72	75	76	70	4.8	Y	Y	Y	Y	Y	6.0	70	N
NSW9_2a	24	Planned	72	75	76	70	4.9	Y	Y	Y	Y	Y	6.0	70.0	N
NSW9_2a	25	Planned	71	75	76	70	4.9	Y	Y	Y	Y	Y	5.9	69.9	N
NSW9_2a	26	Planned	71	75	76	70	5.0	Y	Y	Y	Y	Y	5.9	69.9	N
NSW9_2a	27	Planned	71	75	76	70	5.1	Y	Y	Y	Y	Y	5.9	69.9	N
NSW9_2a	28	Planned	71	75	76	70	5.0	Y	Y	Y	Y	Y	5.8	69.8	N
NSW9_2b	1	Planned	67	62	68	70	1.2	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2b	2	Planned	69	63	70	70	0.9	N	N	N	N	N	N/A	N/A	N/A
NSW9_2b	3	Planned	70	65	71	70	1.3	Y	Y	N	Y	Y	0.5	64.5	N
NSW9_2b	4	Planned	70	67	72	70	1.9	Y	Y	N	Y	Y	1.1	65.1	N
NSW9_2b	5	Planned	70	69	72	70	2.7	Y	Y	N	Y	Y	1.9	65.9	N
NSW9_2b	6	Planned	70	70	73	70	3.3	Y	Y	N	Y	Y	2.4	66.4	N
NSW9_2b	7	Planned	69	71	73	70	3.8	Y	Y	Y	Y	Y	2.8	66.8	N
NSW9_2b	8	Planned	69	72	74	70	4.3	Y	Y	Y	Y	Y	3.2	67.2	N
NSW9_2b	9	Planned	69	72	74	70	4.7	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_2b	10	Planned	69	73	74	70	5.1	Y	Y	Y	Y	Y	3.7	67.7	N
NSW9_2b	11	Planned	69	73	74	70	5.2	Y	Y	Y	Y	Y	3.7	67.7	N
NSW9_2b	12	Planned	69	73	74	70	5.4	Y	Y	Y	Y	Y	3.7	67.7	N
NSW9_2b	13	Planned	69	73	74	70	5.4	Y	Y	Y	Y	Y	3.6	67.6	N
NSW9_2b	14	Planned	69	73	74	70	5.5	Y	Y	Y	Y	Y	3.6	67.6	N
NSW9_2b	15	Planned	68	73	74	70	5.5	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_2b	16	Planned	68	73	74	70	5.7	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_2b	17	Planned	68	73	74	70	5.7	Y	Y	Y	Y	Y	3.4	67.4	N
NSW9_2b	18	Planned	68	72	74	70	5.8	Y	Y	Y	Y	Y	3.4	67.4	N
NSW9_2b	19	Planned	68	72	74	70	5.8	Y	Y	Y	Y	Y	3.3	67.3	N
NSW9_2b	20	Planned	68	72	74	70	5.9	Y	Y	Y	Y	Y	3.3	67.3	N
NSW9_2b	21	Planned	68	72	74	70	6.0	Y	Y	Y	Y	Y	3.3	67.3	N
NSW9_2b	22	Planned	68	72	74	70	6.2	Y	Y	Y	Y	Y	3.3	67.3	N
NSW9_2b	23	Planned	67	72	74	70	6.2	Y	Y	Y	Y	Y	3.2	67.2	N
NSW9_2b	24	Planned	67	72	74	70	6.2	Y	Y	Y	Y	Y	3.1	67.1	N
NSW9_2b	25	Planned	67	72	74	70	6.3	Y	Y	Y	Y	Y	3.1	67.1	N
NSW9_2b	26	Planned	67	72	74	70	6.4	Y	Y	Y	Y	Y	3.1	67.1	N
NSW9_2b	27	Planned	67	72	74	70	6.5	Y	Y	Y	Y	Y	3.1	67.1	N
NSW9_2b	28	Planned	67	72	74	70	6.6	Y	Y	Y	Y	Y	3.1	67.1	N
NSW9_2c	1	Planned	66	61	67	70	1.2	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2c	2	Planned	68	62	69	70	1.0	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2c	3	Planned	69	63	70	70	1.0	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2c	4	Planned	69	64	70	70	1.1	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2c	5	Planned	69	65	71	70	1.4	Y	Y	N	Y	Y	0.1	64.1	N
NSW9_2c	6	Planned	69	66	71	70	1.7	Y	Y	N	Y	Y	0.6	64.6	N
NSW9_2c	7	Planned	69	68	72	70	2.3	Y	Y	N	Y	Y	1.2	65.2	N
NSW9_2c	8	Planned	69	69	72	70	3.0	Y	Y	N	Y	Y	2.0	66.0	N
NSW9_2c	9	Planned	70	71	74	70	3.6	Y	Y	Y	Y	Y	3.1	67.1	N
NSW9_2c	10	Planned	71	72	75	70	3.9	Y	Y	Y	Y	Y	4.1	68.1	N
NSW9_2c	11	Planned	71	73	75	70	4.0	Y	Y	Y	Y	Y	4.7	68.7	N

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Mitigated Scenario)

			WITH PROJECT (Year 2051)									AT-RECEIVER MITIGATION MEASURES			
Assessment Point		Existing/ Planned	Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]			Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]					
NSW9_2c	12	Planned	71	73	76	70	4.1	Y	Y	Y	Y	Y	5.1	69.1	N
NSW9_2c	13	Planned	72	74	76	70	4.1	Y	Y	Y	Y	Y	5.5	69.5	N
NSW9_2c	14	Planned	72	74	76	70	4.0	Y	Y	Y	Y	Y	5.7	69.7	N
NSW9_2c	15	Planned	72	74	76	70	4.1	Y	Y	Y	Y	Y	5.9	69.9	N
NSW9_2c	16	Planned	72	74	76	70	4.2	Y	Y	Y	Y	Y	6.0	70.0	N
NSW9_2c	17	Planned	72	75	77	70	4.3	Y	Y	Y	Y	Y	6.1	70.1	N
NSW9_2c	18	Planned	72	75	77	70	4.3	Y	Y	Y	Y	Y	6.1	70.1	N
NSW9_2c	19	Planned	72	75	77	70	4.5	Y	Y	Y	Y	Y	6.2	70.2	N
NSW9_2c	20	Planned	72	75	77	70	4.5	Y	Y	Y	Y	Y	6.2	70.2	N
NSW9_2c	21	Planned	72	75	77	70	4.5	Y	Y	Y	Y	Y	6.2	70.2	N
NSW9_2c	22	Planned	72	75	77	70	4.6	Y	Y	Y	Y	Y	6.2	70.2	N
NSW9_2c	23	Planned	72	75	77	70	4.6	Y	Y	Y	Y	Y	6.2	70.2	N
NSW9_2c	24	Planned	72	75	77	70	4.7	Y	Y	Y	Y	Y	6.2	70.2	N
NSW9_2c	25	Planned	72	75	77	70	4.8	Y	Y	Y	Y	Y	6.2	70.2	N
NSW9_2c	26	Planned	72	75	77	70	4.9	Y	Y	Y	Y	Y	6.2	70.2	N
NSW9_2c	27	Planned	72	75	77	70	4.8	Y	Y	Y	Y	Y	6.1	70.1	N
NSW9_2c	28	Planned	72	75	77	70	4.9	Y	Y	Y	Y	Y	6.1	70.1	N
NSW9_2d	1	Planned	67	63	68	70	1.4	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2d	2	Planned	68	64	70	70	1.5	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2d	3	Planned	69	65	70	70	1.6	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2d	4	Planned	69	67	71	70	2.2	Y	Y	N	Y	Y	0.7	64.7	N
NSW9_2d	5	Planned	69	69	72	70	2.8	Y	Y	N	Y	Y	1.5	65.5	N
NSW9_2d	6	Planned	69	71	73	70	3.6	Y	Y	Y	Y	Y	2.5	66.5	N
NSW9_2d	7	Planned	69	72	74	70	4.2	Y	Y	Y	Y	Y	3.2	67.2	N
NSW9_2d	8	Planned	69	72	74	70	4.7	Y	Y	Y	Y	Y	3.7	67.7	N
NSW9_2d	9	Planned	69	73	75	70	5.2	Y	Y	Y	Y	Y	4.1	68.1	N
NSW9_2d	10	Planned	69	74	75	70	5.7	Y	Y	Y	Y	Y	4.5	68.5	N
NSW9_2d	11	Planned	69	74	75	70	6.0	Y	Y	Y	Y	Y	4.7	68.7	N
NSW9_2d	12	Planned	69	74	76	70	6.4	Y	Y	Y	Y	Y	5.1	69.1	N
NSW9_2d	13	Planned	69	75	76	70	6.6	Y	Y	Y	Y	Y	5.2	69.2	N
NSW9_2d	14	Planned	69	75	76	70	6.8	Y	Y	Y	Y	Y	5.3	69.3	N
NSW9_2d	15	Planned	69	75	76	70	6.9	Y	Y	Y	Y	Y	5.3	69.3	N
NSW9_2d	16	Planned	69	75	76	70	7.0	Y	Y	Y	Y	Y	5.3	69.3	N
NSW9_2d	17	Planned	69	75	76	70	7.0	Y	Y	Y	Y	Y	5.3	69.3	N
NSW9_2d	18	Planned	69	75	76	70	7.1	Y	Y	Y	Y	Y	5.3	69.3	N
NSW9_2d	19	Planned	69	75	76	70	7.0	Y	Y	Y	Y	Y	5.2	69.2	N
NSW9_2d	20	Planned	69	75	76	70	7.1	Y	Y	Y	Y	Y	5.2	69.2	N
NSW9_2d	21	Planned	69	75	76	70	7.1	Y	Y	Y	Y	Y	5.2	69.2	N
NSW9_2d	22	Planned	68	75	76	70	7.1	Y	Y	Y	Y	Y	5.1	69.1	N
NSW9_2d	23	Planned	68	75	76	70	7.2	Y	Y	Y	Y	Y	5.1	69.1	N
NSW9_2d	24	Planned	68	75	76	70	7.3	Y	Y	Y	Y	Y	5.1	69.1	N
NSW9_2d	25	Planned	68	75	76	70	7.3	Y	Y	Y	Y	Y	5.1	69.1	N
NSW9_2d	26	Planned	68	75	75	70	7.3	Y	Y	Y	Y	Y	5.0	69	N
NSW9_2d	27	Planned	68	75	75	70	7.4	Y	Y	Y	Y	Y	5.0	69	N
NSW9_2d	28	Planned	68	75	75	70	7.5	Y	Y	Y	Y	Y	5.0	69	N
NSW9_2e	1	Planned	64	58	65	70	1.0	N	N	N	N	N	N/A	N/A	N/A
NSW9_2e	2	Planned	64	59	65	70	1.0	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2e	3	Planned	65	59	66	70	1.1	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2e	4	Planned	65	60	66	70	1.2	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2e	5	Planned	65	61	67	70	1.4	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2e	6	Planned	65	62	67	70	1.7	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2e	7	Planned	66	63	68	70	2.0	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2e	8	Planned	66	65	69	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2e	9	Planned	67	67	70	70	2.9	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2e	10	Planned	68	68	71	70	3.0	Y	Y	N	Y	Y	0.9	64.9	N
NSW9_2e	11	Planned	69	70	72	70	3.2	Y	Y	N	Y	Y	1.9	65.9	N
NSW9_2e	12	Planned	70	70	73	70	3.3	Y	Y	N	Y	Y	2.6	66.6	N
NSW9_2e	13	Planned	70	71	74	70	3.3	Y	Y	Y	Y	Y	3.2	67.2	N
NSW9_2e	14	Planned	71	71	74	70	3.3	Y	Y	Y	Y	Y	3.6	67.6	N
NSW9_2e	15	Planned	71	72	74	70	3.3	Y	Y	Y	Y	Y	3.9	67.9	N
NSW9_2e	16	Planned	71	72	75	70	3.4	Y	Y	Y	Y	Y	4.2	68.2	N
NSW9_2e	17	Planned	71	72	75	70	3.6	Y	Y	Y	Y	Y	4.4	68.4	N
NSW9_2e	18	Planned	71	73	75	70	3.7	Y	Y	Y	Y	Y	4.6	68.6	N
NSW9_2e	19	Planned	71	73	75	70	3.7	Y	Y	Y	Y	Y	4.6	68.6	N
NSW9_2e	20	Planned	71	73	75	70	3.9	Y	Y	Y	Y	Y	4.7	68.7	N
NSW9_2e	21	Planned	71	73	75	70	4.0	Y	Y	Y	Y	Y	4.8	68.8	N
NSW9_2e	22	Planned	71	73	75	70	4.1	Y	Y	Y	Y	Y	4.9	68.9	N
NSW9_2e	23	Planned	71	73	75	70	4.1	Y	Y	Y	Y	Y	4.9	68.9	N
NSW9_2f	1	Planned	65	60	66	70	1.3	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2f	2	Planned	66	61	67	70	1.3	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2f	3	Planned	66	62	68	70	1.6	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2f	4	Planned	66	64	68	70	2.0	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2f	5	Planned	66	66	69	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2f	6	Planned	66	67	69	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2f	7	Planned	66	68	70	70	4.0	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2f	8	Planned	67	69	71	70	4.6	Y	Y	N	Y	Y	0.8	64.8	N
NSW9_2f	9	Planned	67	70	72	70	4.9	Y	Y	N	Y	Y	1.2	65.2	N
NSW9_2f	10	Planned	67	70	72	70	5.2	Y	Y	N	Y	Y	1.6	65.6	N
NSW9_2f	11	Planned	67	71	72	70	5.5	Y	Y	Y	Y	Y	1.9	65.9	N
NSW9_2f	12	Planned	67	71	73	70	5.8	Y	Y	Y	Y	Y	2.2	66.2	N
NSW9_2f	13	Planned	67	72	73	70	6.2	Y	Y	Y	Y	Y	2.5	66.5	N
NSW9_2f	14	Planned	67	72	73	70	6.5	Y	Y	Y	Y	Y	2.7	66.7	N
NSW9_2f	15	Planned	67	72	73	70	6.6	Y	Y	Y	Y	Y	2.8	66.8	N
NSW9_2f	16	Planned	67	72	73	70	6.7	Y	Y	Y	Y	Y	2.8	66.8	N
NSW9_2f	17	Planned	67	72	73	70	6.7	Y	Y	Y	Y	Y	2.8	66.8	N
NSW9_2f	18	Planned	66	72	73	70	6.8	Y	Y	Y	Y	Y	2.8	66.8	N
NSW9_2f	19	Planned	66	72	73	70	6.8	Y	Y	Y	Y	Y	2.8	66.8	N
NSW9_2f	20	Planned	66	72	73	70	6.8	Y	Y	Y	Y	Y	2.7	66.7	N
NSW9_2f	21	Planned	66	72	73	70	6.8	Y	Y	Y	Y	Y	2.7	66.7	N
NSW9_2f	22	Planned	66	72	73	70	6.8	Y	Y	Y	Y	Y	2.7	66.7	N
NSW9_2f	23	Planned	66	72	73	70	6.8	Y	Y	Y	Y	Y	2.6	66.6	N
NSW9_2f	24	Planned	66	72	73	70	6.9	Y	Y	Y	Y	Y	2.6	66.6	N
NSW9_2f	25	Planned	66	72	73	70	6.8	Y	Y	Y	Y	Y	2.5	66.5	N
NSW9_2f	26	Planned	66	72	73	70	6.9	Y	Y	Y	Y	Y	2.5	66.5	N
NSW9_2f	27	Planned	66	72	73	70	7.0	Y	Y	Y	Y	Y	2.5	66.5	N
NSW9_2f	28	Planned	66	72	73	70	7.1	Y	Y	Y	Y	Y	2.5	66.5	N
NSW9_3a	1	Planned	61	63	65	70	4.3	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3a	2	Planned	66	65	69	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3a	3	Planned	69	67	71	70	1.9	Y	Y	N	Y	Y	0.7	64.7	N
NSW9_3a	4	Planned	70	69	72	70	2.4	Y	Y	N	Y	Y	1.7	65.7	N
NSW9_3a	5	Planned	70	70	73	70	2.9	Y	Y	N	Y	Y	2.2	66.2	N
NSW9_3a	6	Planned	70	70	73	70	3.3	Y	Y	N	Y	Y	2.5	66.5	N
NSW9_3a	7	Planned	70	71	73	70	3.7	Y	Y	Y	Y	Y	2.8	66.8	N
NSW9_3a	8	Planned	69	72	74	70	4.3	Y	Y	Y	Y	Y	3.3	67.3	N
NSW9_3a	9	Planned	69	73	74	70	4.9	Y	Y	Y	Y	Y	3.8	67.8	N
NSW9_3a	10	Planned	69	73	75	70	5.3	Y	Y	Y	Y	Y	4.1	68.1	N
NSW9_3a	11	Planned	69	73	75	70	5.7	Y	Y	Y	Y	Y	4.3	68.3	N
NSW9_3a	12	Planned	69	73	75	70	5.9	Y	Y	Y	Y	Y	4.4	68.4	N
NSW9_3a	13	Planned	69	74	75	70	6.0	Y	Y	Y	Y	Y	4.4	68.4	N
NSW9_3a	14	Planned	69	74	75	70	6.1	Y	Y	Y	Y	Y	4.4	68.4	N
NSW9_3a	15	Planned	69	74	75	70	6.3	Y	Y	Y	Y	Y	4.5	68.5	N
NSW9_3a	16	Planned	69	74	75	70	6.4	Y	Y	Y	Y	Y	4.5	68.5	N
NSW9_3a	17	Planned	68	74	75	70	6.5	Y	Y	Y	Y	Y	4.5	68.5	N
NSW9_3a	18	Planned	68	74	75	70	6.6	Y	Y	Y	Y	Y	4.5	68.5	N
NSW9_3a	19	Planned	68	74	75	70	6.8	Y	Y	Y	Y	Y	4.6	68.6	N
NSW9_3a	20	Planned	68	74	75	70	7.0	Y	Y	Y	Y	Y	4.6	68.6	N

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Mitigated Scenario)

			WITH PROJECT (Year 2051)									AT-RECEIVER MITIGATION MEASURES			
Assessment Point		Existing/ Planned	Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]			Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]					
NSW9_3a	21	Planned	68	74	75	70	7.0	Y	Y	Y	Y	Y	4.6	68.6	N
NSW9_3a	22	Planned	68	74	75	70	7.2	Y	Y	Y	Y	Y	4.6	68.6	N
NSW9_3a	23	Planned	68	74	75	70	7.2	Y	Y	Y	Y	Y	4.5	68.5	N
NSW9_3a	24	Planned	68	74	75	70	7.3	Y	Y	Y	Y	Y	4.5	68.5	N
NSW9_3a	25	Planned	68	74	75	70	7.5	Y	Y	Y	Y	Y	4.6	68.6	N
NSW9_3a	26	Planned	67	74	75	70	7.6	Y	Y	Y	Y	Y	4.6	68.6	N
NSW9_3a	27	Planned	67	74	75	70	7.6	Y	Y	Y	Y	Y	4.5	68.5	N
NSW9_3a	28	Planned	67	74	75	70	7.7	Y	Y	Y	Y	Y	4.5	68.5	N
NSW9_3b	1	Planned	59	63	65	70	5.3	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3b	2	Planned	64	66	68	70	3.9	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3b	3	Planned	69	68	71	70	2.5	Y	Y	N	Y	Y	0.9	64.9	N
NSW9_3b	4	Planned	70	70	73	70	2.8	Y	Y	N	Y	Y	2.4	66.4	N
NSW9_3b	5	Planned	70	71	73	70	3.1	Y	Y	Y	Y	Y	2.9	66.9	N
NSW9_3b	6	Planned	70	71	74	70	3.5	Y	Y	Y	Y	Y	3.1	67.1	N
NSW9_3b	7	Planned	70	71	74	70	3.8	Y	Y	Y	Y	Y	3.3	67.3	N
NSW9_3b	8	Planned	70	72	74	70	4.2	Y	Y	Y	Y	Y	3.6	67.6	N
NSW9_3b	9	Planned	70	72	74	70	4.6	Y	Y	Y	Y	Y	3.8	67.8	N
NSW9_3b	10	Planned	70	73	74	70	4.8	Y	Y	Y	Y	Y	3.9	67.9	N
NSW9_3b	11	Planned	69	73	74	70	4.9	Y	Y	Y	Y	Y	3.8	67.8	N
NSW9_3b	12	Planned	69	73	74	70	5.0	Y	Y	Y	Y	Y	3.8	67.8	N
NSW9_3b	13	Planned	69	73	74	70	5.1	Y	Y	Y	Y	Y	3.8	67.8	N
NSW9_3b	14	Planned	69	73	74	70	5.1	Y	Y	Y	Y	Y	3.7	67.7	N
NSW9_3b	15	Planned	69	73	74	70	5.2	Y	Y	Y	Y	Y	3.7	67.7	N
NSW9_3b	16	Planned	69	73	74	70	5.4	Y	Y	Y	Y	Y	3.7	67.7	N
NSW9_3b	17	Planned	69	73	74	70	5.4	Y	Y	Y	Y	Y	3.6	67.6	N
NSW9_3b	18	Planned	69	73	74	70	5.5	Y	Y	Y	Y	Y	3.6	67.6	N
NSW9_3b	19	Planned	68	73	74	70	5.6	Y	Y	Y	Y	Y	3.6	67.6	N
NSW9_3b	20	Planned	68	73	74	70	5.7	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_3b	21	Planned	68	73	74	70	5.8	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_3b	22	Planned	68	73	74	70	6.0	Y	Y	Y	Y	Y	3.6	67.6	N
NSW9_3b	23	Planned	68	73	74	70	6.0	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_3b	24	Planned	68	73	74	70	6.1	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_3b	25	Planned	68	73	74	70	6.2	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_3b	26	Planned	68	73	74	70	6.4	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_3b	27	Planned	67	73	74	70	6.5	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_3b	28	Planned	67	73	74	70	6.6	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_3c	1	Planned	56	62	63	70	6.9	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3c	2	Planned	59	63	65	70	5.3	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3c	3	Planned	62	65	67	70	4.4	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3c	4	Planned	64	66	68	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3c	5	Planned	65	68	70	70	4.3	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3c	6	Planned	66	69	71	70	4.4	Y	Y	N	Y	Y	0.4	64.4	N
NSW9_3c	7	Planned	67	70	72	70	4.3	Y	Y	N	Y	Y	1.2	65.2	N
NSW9_3c	8	Planned	68	70	72	70	4.4	Y	Y	N	Y	Y	1.7	65.7	N
NSW9_3c	9	Planned	68	71	73	70	4.7	Y	Y	Y	Y	Y	2.1	66.1	N
NSW9_3c	10	Planned	68	71	73	70	5.0	Y	Y	Y	Y	Y	2.4	66.4	N
NSW9_3c	11	Planned	68	72	73	70	5.4	Y	Y	Y	Y	Y	2.8	66.8	N
NSW9_3c	12	Planned	68	72	74	70	5.7	Y	Y	Y	Y	Y	3.1	67.1	N
NSW9_3c	13	Planned	68	72	74	70	6.0	Y	Y	Y	Y	Y	3.3	67.3	N
NSW9_3c	14	Planned	68	73	74	70	6.2	Y	Y	Y	Y	Y	3.4	67.4	N
NSW9_3c	15	Planned	68	73	74	70	6.2	Y	Y	Y	Y	Y	3.4	67.4	N
NSW9_3c	16	Planned	68	73	74	70	6.4	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_3c	17	Planned	68	73	74	70	6.4	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_3c	18	Planned	67	73	74	70	6.5	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_3c	19	Planned	67	73	74	70	6.5	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_3c	20	Planned	67	73	74	70	6.6	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_3c	21	Planned	67	73	74	70	6.6	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_3c	22	Planned	67	73	74	70	6.6	Y	Y	Y	Y	Y	3.4	67.4	N
NSW9_3c	23	Planned	67	73	74	70	6.7	Y	Y	Y	Y	Y	3.4	67.4	N
NSW9_3c	24	Planned	67	73	74	70	6.7	Y	Y	Y	Y	Y	3.4	67.4	N
NSW9_3c	25	Planned	67	73	74	70	6.8	Y	Y	Y	Y	Y	3.4	67.4	N
NSW9_3c	26	Planned	67	73	74	70	6.9	Y	Y	Y	Y	Y	3.4	67.4	N
NSW9_3c	27	Planned	67	73	74	70	6.9	Y	Y	Y	Y	Y	3.4	67.4	N
NSW9_3c	28	Planned	67	73	74	70	7.0	Y	Y	Y	Y	Y	3.4	67.4	N
NSW9_3d	1	Planned	51	58	59	70	7.5	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	2	Planned	53	60	60	70	7.8	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	3	Planned	54	62	62	70	8.2	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	4	Planned	56	63	64	70	8.1	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	5	Planned	58	65	65	70	7.8	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	6	Planned	60	66	67	70	7.0	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	7	Planned	62	67	68	70	5.8	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	8	Planned	64	67	69	70	5.0	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	9	Planned	65	68	69	70	4.8	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	10	Planned	65	68	70	70	4.8	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	11	Planned	65	69	70	70	5.0	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	12	Planned	65	69	70	70	5.3	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	13	Planned	65	69	71	70	5.4	Y	Y	N	Y	Y	0.1	64.1	N
NSW9_3d	14	Planned	65	69	71	70	5.4	Y	Y	N	Y	Y	0.1	64.1	N
NSW9_3d	15	Planned	65	69	71	70	5.5	Y	Y	N	Y	Y	0.1	64.1	N
NSW9_3d	16	Planned	65	69	71	70	5.5	Y	Y	N	Y	Y	0.1	64.1	N
NSW9_3d	17	Planned	65	69	71	70	5.6	Y	Y	N	Y	Y	0.1	64.1	N
NSW9_3d	18	Planned	65	69	71	70	5.7	Y	Y	N	Y	Y	0.1	64.1	N
NSW9_3d	19	Planned	65	69	70	70	5.6	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	20	Planned	65	69	70	70	5.7	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	21	Planned	65	69	70	70	5.7	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	22	Planned	65	69	70	70	5.8	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	23	Planned	65	69	70	70	5.9	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	24	Planned	65	69	70	70	5.9	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	25	Planned	64	69	70	70	5.9	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	26	Planned	64	69	70	70	5.9	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	27	Planned	64	69	70	70	6.0	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	28	Planned	64	69	70	70	6.1	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3e	1	Planned	59	62	64	70	4.8	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3e	2	Planned	62	64	66	70	3.6	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3e	3	Planned	64	65	67	70	3.6	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3e	4	Planned	65	66	69	70	3.8	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3e	5	Planned	66	67	70	70	3.9	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3e	6	Planned	67	69	71	70	4.3	Y	Y	N	Y	Y	0.5	64.5	N
NSW9_3e	7	Planned	67	70	72	70	4.7	Y	Y	N	Y	Y	1.4	65.4	N
NSW9_3e	8	Planned	68	71	72	70	4.7	Y	Y	Y	Y	Y	1.9	65.9	N
NSW9_3e	9	Planned	68	71	73	70	4.8	Y	Y	Y	Y	Y	2.3	66.3	N
NSW9_3e	10	Planned	68	71	73	70	5.0	Y	Y	Y	Y	Y	2.6	66.6	N
NSW9_3e	11	Planned	68	72	73	70	5.3	Y	Y	Y	Y	Y	2.9	66.9	N
NSW9_3e	12	Planned	68	72	74	70	5.7	Y	Y	Y	Y	Y	3.3	67.3	N
NSW9_3e	13	Planned	68	73	74	70	6.1	Y	Y	Y	Y	Y	3.6	67.6	N
NSW9_3e	14	Planned	68	73	74	70	6.3	Y	Y	Y	Y	Y	3.8	67.8	N
NSW9_3e	15	Planned	68	73	74	70	6.4	Y	Y	Y	Y	Y	3.9	67.9	N
NSW9_3e	16	Planned	68	73	74	70	6.5	Y	Y	Y	Y	Y	3.9	67.9	N
NSW9_3e	17	Planned	68	73	74	70	6.5	Y	Y	Y	Y	Y	3.9	67.9	N
NSW9_3e	18	Planned	68	73	74	70	6.6	Y	Y	Y	Y	Y	3.9	67.9	N
NSW9_3e	19	Planned	68	73	74	70	6.6	Y	Y	Y	Y	Y	3.9	67.9	N
NSW9_3e	20	Planned	68	73	74	70	6.6	Y	Y	Y	Y	Y	3.9	67.9	N
NSW9_3e	21	Planned	68	73	74	70	6.7	Y	Y	Y	Y	Y	3.9	67.9	N
NSW9_3e	22	Planned	68	73	74	70	6.7	Y	Y	Y	Y	Y	3.9	67.9	N
NSW9_3e	23	Planned	68	73	74	70	6.8	Y	Y	Y	Y	Y	3.9	67.9	N
NSW9_3e	24	Planned	68	73	74	70	6.8	Y	Y	Y	Y	Y	3.9	67.9	N

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Mitigated Scenario)

			WITH PROJECT (Year 2051)								AT-RECEIVER MITIGATION MEASURES			
Assessment Point		Existing/ Planned	Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]			Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]					
NSW9_3e	25	Planned	67	73	74	70	6.8	Y	Y	Y	Y	Y	3.8	67.8	N
NSW9_3e	26	Planned	67	73	74	70	6.9	Y	Y	Y	Y	Y	3.8	67.8	N
NSW9_3e	27	Planned	67	73	74	70	6.9	Y	Y	Y	Y	Y	3.8	67.8	N
NSW9_3e	28	Planned	67	73	74	70	6.9	Y	Y	Y	Y	Y	3.8	67.8	N
NSW9_3f	1	Planned	52	59	60	70	7.4	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	2	Planned	53	60	61	70	7.5	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	3	Planned	55	61	62	70	7.6	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	4	Planned	56	63	64	70	7.9	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	5	Planned	57	64	65	70	7.9	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	6	Planned	58	66	66	70	8.2	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	7	Planned	59	67	67	70	8.1	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	8	Planned	61	67	68	70	7.4	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	9	Planned	62	68	69	70	6.6	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	10	Planned	64	68	70	70	5.8	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	11	Planned	65	69	70	70	5.3	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	12	Planned	66	69	71	70	5.1	Y	Y	N	Y	Y	0.2	64.2	N
NSW9_3f	13	Planned	66	70	71	70	5.2	Y	Y	N	Y	Y	0.7	64.7	N
NSW9_3f	14	Planned	66	70	71	70	5.3	Y	Y	N	Y	Y	1.0	65.0	N
NSW9_3f	15	Planned	66	70	72	70	5.3	Y	Y	N	Y	Y	1.1	65.1	N
NSW9_3f	16	Planned	66	70	72	70	5.4	Y	Y	N	Y	Y	1.2	65.2	N
NSW9_3f	17	Planned	66	70	72	70	5.4	Y	Y	N	Y	Y	1.2	65.2	N
NSW9_3f	18	Planned	66	70	72	70	5.4	Y	Y	N	Y	Y	1.2	65.2	N
NSW9_3f	19	Planned	66	70	72	70	5.5	Y	Y	N	Y	Y	1.2	65.2	N
NSW9_3f	20	Planned	66	70	72	70	5.5	Y	Y	N	Y	Y	1.2	65.2	N
NSW9_3f	21	Planned	66	70	72	70	5.5	Y	Y	N	Y	Y	1.1	65.1	N
NSW9_3f	22	Planned	66	70	72	70	5.5	Y	Y	N	Y	Y	1.1	65.1	N
NSW9_3f	23	Planned	66	70	72	70	5.5	Y	Y	N	Y	Y	1.1	65.1	N
NSW9_3f	24	Planned	66	70	72	70	5.6	Y	Y	N	Y	Y	1.1	65.1	N
NSW9_3f	25	Planned	66	70	72	70	5.6	Y	Y	N	Y	Y	1.1	65.1	N
NSW9_3f	26	Planned	66	70	72	70	5.7	Y	Y	N	Y	Y	1.1	65.1	N
NSW9_3f	27	Planned	66	70	71	70	5.6	Y	Y	N	Y	Y	1.0	65.0	N
NSW9_3f	28	Planned	66	70	71	70	5.7	Y	Y	N	Y	Y	1.0	65.0	N
NSW8_1a	1	Planned	63	68	69	70	6.5	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1a	2	Planned	67	70	72	70	4.6	Y	Y	N	Y	Y	1.6	65.6	N
NSW8_1a	3	Planned	71	72	74	70	3.3	Y	Y	Y	Y	Y	4.0	68.0	N
NSW8_1a	4	Planned	72	72	75	70	3.1	Y	Y	Y	Y	Y	4.8	68.8	N
NSW8_1a	5	Planned	72	73	75	70	3.2	Y	Y	Y	Y	Y	5.0	69.0	N
NSW8_1a	6	Planned	72	73	76	70	3.4	Y	Y	Y	Y	Y	5.1	69.1	N
NSW8_1a	7	Planned	72	73	76	70	3.6	Y	Y	Y	Y	Y	5.2	69.2	N
NSW8_1a	8	Planned	72	74	76	70	3.9	Y	Y	Y	Y	Y	5.4	69.4	N
NSW8_1a	9	Planned	72	74	76	70	4.3	Y	Y	Y	Y	Y	5.6	69.6	N
NSW8_1a	10	Planned	72	74	76	70	4.6	Y	Y	Y	Y	Y	5.8	69.8	N
NSW8_1a	11	Planned	72	75	76	70	4.9	Y	Y	Y	Y	Y	6.0	70.0	N
NSW8_1a	12	Planned	71	75	76	70	5.1	Y	Y	Y	Y	Y	6.0	70.0	N
NSW8_1a	13	Planned	71	75	76	70	5.2	Y	Y	Y	Y	Y	6.0	70.0	N
NSW8_1a	14	Planned	71	75	76	70	5.3	Y	Y	Y	Y	Y	6.0	70.0	N
NSW8_1a	15	Planned	71	75	76	70	5.4	Y	Y	Y	Y	Y	6.0	70.0	N
NSW8_1a	16	Planned	71	75	76	70	5.6	Y	Y	Y	Y	Y	6.0	70.0	N
NSW8_1a	17	Planned	71	75	76	70	5.7	Y	Y	Y	Y	Y	6.0	70.0	N
NSW8_1a	18	Planned	71	75	76	70	5.8	Y	Y	Y	Y	Y	6.0	70.0	N
NSW8_1a	19	Planned	71	75	76	70	5.9	Y	Y	Y	Y	Y	6.0	70.0	N
NSW8_1a	20	Planned	70	75	76	70	6.1	Y	Y	Y	Y	Y	6.0	70.0	N
NSW8_1a	21	Planned	70	75	76	70	6.1	Y	Y	Y	Y	Y	5.9	69.9	N
NSW8_1a	22	Planned	70	75	76	70	6.2	Y	Y	Y	Y	Y	5.9	69.9	N
NSW8_1a	23	Planned	70	75	76	70	6.3	Y	Y	Y	Y	Y	5.9	69.9	N
NSW8_1a	24	Planned	70	75	76	70	6.4	Y	Y	Y	Y	Y	5.9	69.9	N
NSW8_1a	25	Planned	70	75	76	70	6.5	Y	Y	Y	Y	Y	5.9	69.9	N
NSW8_1a	26	Planned	70	75	76	70	6.6	Y	Y	Y	Y	Y	5.9	69.9	N
NSW8_1a	27	Planned	70	75	76	70	6.7	Y	Y	Y	Y	Y	5.9	69.9	N
NSW8_1a	28	Planned	70	75	76	70	6.8	Y	Y	Y	Y	Y	5.9	69.9	N
NSW8_1a	29	Planned	69	75	76	70	6.9	Y	Y	Y	Y	Y	5.9	69.9	N
NSW8_1b	1	Planned	64	64	67	70	3.3	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1b	2	Planned	67	67	70	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1b	3	Planned	69	69	72	70	2.9	Y	Y	N	Y	Y	1.6	65.6	N
NSW8_1b	4	Planned	70	70	73	70	2.9	Y	Y	N	Y	Y	2.9	66.9	N
NSW8_1b	5	Planned	71	71	74	70	2.7	Y	Y	Y	Y	Y	3.7	67.7	N
NSW8_1b	6	Planned	72	71	75	70	2.6	Y	Y	Y	Y	Y	4.1	68.1	N
NSW8_1b	7	Planned	72	71	75	70	2.6	Y	Y	Y	Y	Y	4.2	68.2	N
NSW8_1b	8	Planned	72	71	75	70	2.7	Y	Y	Y	Y	Y	4.3	68.3	N
NSW8_1b	9	Planned	72	71	75	70	2.6	Y	Y	Y	Y	Y	4.2	68.2	N
NSW8_1b	10	Planned	72	71	75	70	2.7	Y	Y	Y	Y	Y	4.2	68.2	N
NSW8_1b	11	Planned	72	71	75	70	2.8	Y	Y	Y	Y	Y	4.2	68.2	N
NSW8_1b	12	Planned	72	71	75	70	2.8	Y	Y	Y	Y	Y	4.1	68.1	N
NSW8_1b	13	Planned	72	71	75	70	2.8	Y	Y	Y	Y	Y	4.1	68.1	N
NSW8_1b	14	Planned	72	71	74	70	2.9	Y	Y	Y	Y	Y	4.0	68.0	N
NSW8_1b	15	Planned	71	71	74	70	3.0	Y	Y	Y	Y	Y	4.0	68.0	N
NSW8_1b	16	Planned	71	71	74	70	3.1	Y	Y	Y	Y	Y	4.0	68.0	N
NSW8_1b	17	Planned	71	71	74	70	3.1	Y	Y	Y	Y	Y	4.0	68.0	N
NSW8_1b	18	Planned	71	72	74	70	3.2	Y	Y	Y	Y	Y	3.9	67.9	N
NSW8_1b	19	Planned	71	72	74	70	3.4	Y	Y	Y	Y	Y	4.0	68.0	N
NSW8_1b	20	Planned	71	72	74	70	3.4	Y	Y	Y	Y	Y	4.0	68.0	N
NSW8_1b	21	Planned	71	72	74	70	3.5	Y	Y	Y	Y	Y	4.0	68.0	N
NSW8_1b	22	Planned	71	72	74	70	3.6	Y	Y	Y	Y	Y	4.0	68.0	N
NSW8_1b	23	Planned	71	72	74	70	3.7	Y	Y	Y	Y	Y	4.0	68	N
NSW8_1b	24	Planned	71	72	75	70	3.9	Y	Y	Y	Y	Y	4.1	68.1	N
NSW8_1b	25	Planned	71	72	75	70	4.1	Y	Y	Y	Y	Y	4.2	68.2	N
NSW8_1b	26	Planned	70	73	75	70	4.2	Y	Y	Y	Y	Y	4.2	68.2	N
NSW8_1b	27	Planned	70	73	75	70	4.3	Y	Y	Y	Y	Y	4.2	68.2	N
NSW8_1b	28	Planned	70	73	75	70	4.5	Y	Y	Y	Y	Y	4.3	68.3	N
NSW8_1b	29	Planned	70	73	75	70	4.6	Y	Y	Y	Y	Y	4.3	68.3	N
NSW8_1c	1	Planned	56	65	65	70	8.7	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1c	2	Planned	58	67	67	70	9.3	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1c	3	Planned	59	68	69	70	9.2	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1c	4	Planned	61	70	70	70	9.2	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1c	5	Planned	63	71	72	70	8.4	Y	Y	Y	Y	Y	1.2	65.2	N
NSW8_1c	6	Planned	66	72	73	70	6.9	Y	Y	Y	Y	Y	2.1	66.1	N
NSW8_1c	7	Planned	67	72	73	70	6.0	Y	Y	Y	Y	Y	2.8	66.8	N
NSW8_1c	8	Planned	69	72	74	70	5.1	Y	Y	Y	Y	Y	3.4	67.4	N
NSW8_1c	9	Planned	69	73	74	70	4.8	Y	Y	Y	Y	Y	3.8	67.8	N
NSW8_1c	10	Planned	70	73	75	70	4.8	Y	Y	Y	Y	Y	4.1	68.1	N
NSW8_1c	11	Planned	70	73	75	70	4.9	Y	Y	Y	Y	Y	4.3	68.3	N
NSW8_1c	12	Planned	70	73	75	70	5.0	Y	Y	Y	Y	Y	4.5	68.5	N
NSW8_1c	13	Planned	70	74	75	70	5.3	Y	Y	Y	Y	Y	4.7	68.7	N
NSW8_1c	14	Planned	70	74	75	70	5.4	Y	Y	Y	Y	Y	4.8	68.8	N
NSW8_1c	15	Planned	70	74	75	70	5.5	Y	Y	Y	Y	Y	4.9	68.9	N
NSW8_1c	16	Planned	70	74	75	70	5.6	Y	Y	Y	Y	Y	4.9	68.9	N
NSW8_1c	17	Planned	70	74	75	70	5.7	Y	Y	Y	Y	Y	4.9	68.9	N
NSW8_1c	18	Planned	70	74	75	70	5.7	Y	Y	Y	Y	Y	4.9	68.9	N
NSW8_1c	19	Planned	70	74	75	70	5.8	Y	Y	Y	Y	Y	4.9	68.9	N
NSW8_1c	20	Planned	69	74	75	70	5.9	Y	Y	Y	Y	Y	4.9	68.9	N
NSW8_1c	21	Planned	69	74	75	70	5.9	Y	Y	Y	Y	Y	4.9	68.9	N
NSW8_1c	22	Planned	69	74	75	70	5.9	Y	Y	Y	Y	Y	4.8	68.8	N
NSW8_1c	23	Planned	69	74	75	70	5.9	Y	Y	Y	Y	Y	4.8	68.8	N
NSW8_1c	24	Planned	69	74	75	70	6.0	Y	Y	Y	Y	Y	4.8	68.8	N
NSW8_1c	25	Planned	69	74	75	70	6.1	Y	Y	Y	Y	Y	4.8	68.8	N
NSW8_1c	26	Planned	69	74	75	70	6.1	Y	Y	Y	Y	Y	4.7	68.7	N

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Mitigated Scenario)

			WITH PROJECT (Year 2051)									AT-RECEIVER MITIGATION MEASURES			
Assessment Point		Existing/ Planned	Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]			Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]					
NSW8_1c	27	Planned	69	74	75	70	6.1	Y	Y	Y	Y	Y	4.7	68.7	N
NSW8_1c	28	Planned	69	74	75	70	6.2	Y	Y	Y	Y	Y	4.7	68.7	N
NSW8_1c	29	Planned	69	74	75	70	6.2	Y	Y	Y	Y	Y	4.6	68.6	N
NSW8_1d	1	Planned	56	57	60	70	4.0	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	2	Planned	57	59	61	70	3.7	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	3	Planned	59	60	63	70	3.4	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	4	Planned	62	62	65	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	5	Planned	63	63	66	70	3.4	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	6	Planned	64	65	67	70	3.5	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	7	Planned	65	65	68	70	3.3	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	8	Planned	66	66	69	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	9	Planned	66	66	69	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	10	Planned	67	66	70	70	2.9	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	11	Planned	67	67	70	70	2.9	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	12	Planned	67	67	70	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	13	Planned	67	67	70	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	14	Planned	67	67	70	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	15	Planned	67	67	70	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	16	Planned	67	67	70	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	17	Planned	67	67	70	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	18	Planned	67	67	70	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	19	Planned	67	67	70	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	20	Planned	67	67	70	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	21	Planned	67	67	70	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	22	Planned	67	67	70	70	2.9	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	23	Planned	67	67	70	70	2.9	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	24	Planned	67	67	70	70	2.9	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	25	Planned	67	67	70	70	3.0	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	26	Planned	67	67	70	70	3.0	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	27	Planned	67	67	70	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	28	Planned	67	67	70	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	29	Planned	67	67	70	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1e	1	Planned	55	63	64	70	8.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1e	2	Planned	56	65	65	70	9.1	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1e	3	Planned	57	66	67	70	9.7	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1e	4	Planned	59	67	68	70	9.4	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1e	5	Planned	60	69	70	70	9.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1e	6	Planned	61	70	71	70	9.5	Y	Y	N	Y	Y	0.2	64.2	N
NSW8_1e	7	Planned	63	71	71	70	8.5	Y	Y	Y	Y	Y	1.0	65.0	N
NSW8_1e	8	Planned	65	71	72	70	7.4	Y	Y	Y	Y	Y	1.7	65.7	N
NSW8_1e	9	Planned	66	72	73	70	6.4	Y	Y	Y	Y	Y	2.2	66.2	N
NSW8_1e	10	Planned	67	72	73	70	5.8	Y	Y	Y	Y	Y	2.7	66.7	N
NSW8_1e	11	Planned	68	72	74	70	5.4	Y	Y	Y	Y	Y	3.1	67.1	N
NSW8_1e	12	Planned	69	72	74	70	5.3	Y	Y	Y	Y	Y	3.4	67.4	N
NSW8_1e	13	Planned	69	73	74	70	5.3	Y	Y	Y	Y	Y	3.6	67.6	N
NSW8_1e	14	Planned	69	73	74	70	5.5	Y	Y	Y	Y	Y	3.9	67.9	N
NSW8_1e	15	Planned	69	73	74	70	5.5	Y	Y	Y	Y	Y	4.0	68.0	N
NSW8_1e	16	Planned	69	73	75	70	5.6	Y	Y	Y	Y	Y	4.1	68.1	N
NSW8_1e	17	Planned	69	73	75	70	5.8	Y	Y	Y	Y	Y	4.2	68.2	N
NSW8_1e	18	Planned	69	73	75	70	5.8	Y	Y	Y	Y	Y	4.2	68.2	N
NSW8_1e	19	Planned	69	73	75	70	5.8	Y	Y	Y	Y	Y	4.2	68.2	N
NSW8_1e	20	Planned	69	73	75	70	5.8	Y	Y	Y	Y	Y	4.2	68.2	N
NSW8_1e	21	Planned	69	73	75	70	5.9	Y	Y	Y	Y	Y	4.2	68.2	N
NSW8_1e	22	Planned	69	73	75	70	5.9	Y	Y	Y	Y	Y	4.2	68.2	N
NSW8_1e	23	Planned	69	73	75	70	5.9	Y	Y	Y	Y	Y	4.1	68.1	N
NSW8_1e	24	Planned	69	73	75	70	5.9	Y	Y	Y	Y	Y	4.1	68.1	N
NSW8_1e	25	Planned	69	73	75	70	5.9	Y	Y	Y	Y	Y	4.1	68.1	N
NSW8_1e	26	Planned	69	73	75	70	6.0	Y	Y	Y	Y	Y	4.1	68.1	N
NSW8_1e	27	Planned	68	73	74	70	6.0	Y	Y	Y	Y	Y	4.0	68	N
NSW8_1e	28	Planned	68	73	74	70	6.0	Y	Y	Y	Y	Y	4.0	68	N
NSW8_1e	29	Planned	68	73	74	70	6.1	Y	Y	Y	Y	Y	4.0	68	N
NSW8_1f	1	Planned	54	58	60	70	5.5	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	2	Planned	56	59	61	70	5.2	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	3	Planned	58	61	62	70	4.6	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	4	Planned	60	62	64	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	5	Planned	61	63	65	70	4.5	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	6	Planned	62	65	66	70	4.7	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	7	Planned	62	66	68	70	5.3	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	8	Planned	63	67	68	70	5.4	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	9	Planned	64	67	69	70	5.3	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	10	Planned	64	68	69	70	5.1	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	11	Planned	65	68	70	70	4.9	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	12	Planned	65	68	70	70	4.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	13	Planned	65	68	70	70	4.6	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	14	Planned	66	68	70	70	4.5	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	15	Planned	66	68	70	70	4.4	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	16	Planned	66	68	70	70	4.4	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	17	Planned	66	68	70	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	18	Planned	66	68	70	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	19	Planned	66	68	70	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	20	Planned	66	68	70	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	21	Planned	66	68	71	70	4.1	Y	Y	N	Y	Y	0.1	64.1	N
NSW8_1f	22	Planned	66	68	70	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	23	Planned	66	68	71	70	4.1	Y	Y	N	Y	Y	0.1	64.1	N
NSW8_1f	24	Planned	66	68	71	70	4.1	Y	Y	N	Y	Y	0.1	64.1	N
NSW8_1f	25	Planned	66	68	71	70	4.1	Y	Y	N	Y	Y	0.1	64.1	N
NSW8_1f	26	Planned	66	68	71	70	4.1	Y	Y	N	Y	Y	0.1	64.1	N
NSW8_1f	27	Planned	66	68	71	70	4.2	Y	Y	N	Y	Y	0.1	64.1	N
NSW8_1f	28	Planned	66	69	71	70	4.2	Y	Y	N	Y	Y	0.1	64.1	N
NSW8_1f	29	Planned	66	69	71	70	4.3	Y	Y	N	Y	Y	0.1	64.1	N
NSW8_2a	1	Planned	60	67	68	70	7.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_2a	2	Planned	68	71	72	70	4.7	Y	Y	Y	Y	Y	2.0	66.0	N
NSW8_2a	3	Planned	69	72	74	70	4.7	Y	Y	Y	Y	Y	3.7	67.7	N
NSW8_2a	4	Planned	70	73	75	70	5.1	Y	Y	Y	Y	Y	4.3	68.3	N
NSW8_2a	5	Planned	70	73	75	70	5.2	Y	Y	Y	Y	Y	4.6	68.6	N
NSW8_2a	6	Planned	70	74	75	70	5.1	Y	Y	Y	Y	Y	4.8	68.8	N
NSW8_2a	7	Planned	70	74	75	70	4.9	Y	Y	Y	Y	Y	4.9	68.9	N
NSW8_2a	8	Planned	71	74	75	70	4.8	Y	Y	Y	Y	Y	5.0	69.0	N
NSW8_2a	9	Planned	71	74	75	70	4.9	Y	Y	Y	Y	Y	5.0	69.0	N
NSW8_2a	10	Planned	71	74	75	70	4.9	Y	Y	Y	Y	Y	5.0	69.0	N
NSW8_2a	11	Planned	71	74	75	70	4.9	Y	Y	Y	Y	Y	5.0	69.0	N
NSW8_2a	12	Planned	70	74	76	70	5.1	Y	Y	Y	Y	Y	5.1	69.1	N
NSW8_2a	13	Planned	70	74	76	70	5.2	Y	Y	Y	Y	Y	5.1	69.1	N
NSW8_2a	14	Planned	70	74	76	70	5.3	Y	Y	Y	Y	Y	5.1	69.1	N
NSW8_2a	15	Planned	70	74	76	70	5.5	Y	Y	Y	Y	Y	5.2	69.2	N
NSW8_2a	16	Planned	70	74	76	70	5.6	Y	Y	Y	Y	Y	5.2	69.2	N
NSW8_2a	17	Planned	70	74	76	70	5.9	Y	Y	Y	Y	Y	5.3	69.3	N
NSW8_2a	18	Planned	70	75	76	70	5.9	Y	Y	Y	Y	Y	5.3	69.3	N
NSW8_2a	19	Planned	70	75	76	70	6.1	Y	Y	Y	Y	Y	5.4	69.4	N
NSW8_2a	20	Planned	70	75	76	70	6.2	Y	Y	Y	Y	Y	5.3	69.3	N
NSW8_2a	21	Planned	69	75	76	70	6.3	Y	Y	Y	Y	Y	5.3	69.3	N
NSW8_2a	22	Planned	69	75	76	70	6.5	Y	Y	Y	Y	Y	5.4	69.4	N
NSW8_2a	23	Planned	69	75	76	70	6.6	Y	Y	Y	Y	Y	5.4	69.4	N
NSW8_2a	24	Planned	69	75	76	70	6.8	Y	Y	Y	Y	Y	5.5	69.5	N
NSW8_2a	25	Planned	69	75	76	70	6.9	Y	Y	Y	Y	Y	5.5	69.5	N
NSW8_2a	26	Planned	69	75	76	70	7.0	Y	Y	Y	Y	Y	5.5	69.5	N

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Mitigated Scenario)

			WITH PROJECT (Year 2051)								AT-RECEIVER MITIGATION MEASURES			
Assessment Point		Existing/ Planned	Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]			Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]					
NSW8_2a	27	Planned	69	75	76	70	7.2	Y	Y	Y	Y	Y	5.6	69.6	N
NSW8_2a	28	Planned	69	75	76	70	7.3	Y	Y	Y	Y	Y	5.6	69.6	N
NSW8_2a	29	Planned	69	75	76	70	7.3	Y	Y	Y	Y	Y	5.6	69.6	N
NSW8_2b	1	Planned	74	63	75	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	2	Planned	77	64	77	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	3	Planned	77	65	78	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	4	Planned	78	67	78	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	5	Planned	78	68	78	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	6	Planned	78	68	79	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	7	Planned	78	69	79	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	8	Planned	78	69	79	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	9	Planned	78	69	79	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	10	Planned	78	69	79	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	11	Planned	78	69	79	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	12	Planned	78	70	79	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	13	Planned	78	70	78	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	14	Planned	78	70	78	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	15	Planned	78	70	78	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	16	Planned	78	70	78	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	17	Planned	78	70	78	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	18	Planned	77	70	78	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	19	Planned	77	70	78	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	20	Planned	77	70	78	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	21	Planned	77	70	78	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	22	Planned	77	70	78	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	23	Planned	77	70	78	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	24	Planned	77	70	78	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	25	Planned	77	70	77	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	26	Planned	77	70	77	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	27	Planned	77	70	77	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	28	Planned	76	70	77	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	29	Planned	76	70	77	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2c	1	Planned	57	60	62	70	4.9	Y	N	N	N	N	N/A	N/A	N/A
NSW8_2c	2	Planned	64	62	66	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
NSW8_2c	3	Planned	64	64	67	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_2c	4	Planned	64	65	68	70	3.5	Y	N	N	N	N	N/A	N/A	N/A
NSW8_2c	5	Planned	64	67	69	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW8_2c	6	Planned	65	68	69	70	4.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_2c	7	Planned	65	69	70	70	5.2	Y	N	N	N	N	N/A	N/A	N/A
NSW8_2c	8	Planned	65	69	71	70	5.5	Y	Y	N	Y	Y	0.2	64.2	N
NSW8_2c	9	Planned	65	69	71	70	5.7	Y	Y	N	Y	Y	0.4	64.4	N
NSW8_2c	10	Planned	65	70	71	70	5.7	Y	Y	N	Y	Y	0.5	64.5	N
NSW8_2c	11	Planned	65	70	71	70	5.7	Y	Y	N	Y	Y	0.6	64.6	N
NSW8_2c	12	Planned	65	70	71	70	5.7	Y	Y	N	Y	Y	0.7	64.7	N
NSW8_2c	13	Planned	66	70	71	70	5.7	Y	Y	N	Y	Y	0.8	64.8	N
NSW8_2c	14	Planned	66	70	71	70	5.7	Y	Y	N	Y	Y	0.9	64.9	N
NSW8_2c	15	Planned	66	70	71	70	5.5	Y	Y	N	Y	Y	0.9	64.9	N
NSW8_2c	16	Planned	66	70	71	70	5.5	Y	Y	N	Y	Y	1.0	65.0	N
NSW8_2c	17	Planned	66	70	72	70	5.5	Y	Y	N	Y	Y	1.1	65.1	N
NSW8_2c	18	Planned	66	70	72	70	5.3	Y	Y	N	Y	Y	1.1	65.1	N
NSW8_2c	19	Planned	66	70	72	70	5.4	Y	Y	N	Y	Y	1.2	65.2	N
NSW8_2c	20	Planned	66	70	72	70	5.4	Y	Y	N	Y	Y	1.3	65.3	N
NSW8_2c	21	Planned	66	70	72	70	5.5	Y	Y	N	Y	Y	1.4	65.4	N
NSW8_2c	22	Planned	66	70	72	70	5.5	Y	Y	N	Y	Y	1.4	65.4	N
NSW8_2c	23	Planned	66	70	72	70	5.4	Y	Y	N	Y	Y	1.4	65.4	N
NSW8_2c	24	Planned	66	70	72	70	5.4	Y	Y	N	Y	Y	1.4	65.4	N
NSW8_2c	25	Planned	66	70	72	70	5.5	Y	Y	N	Y	Y	1.4	65.4	N
NSW8_2c	26	Planned	66	70	72	70	5.5	Y	Y	N	Y	Y	1.4	65.4	N
NSW8_2c	27	Planned	66	70	72	70	5.5	Y	Y	N	Y	Y	1.4	65.4	N
NSW8_2d	1	Planned	74	62	74	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	2	Planned	74	63	74	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	3	Planned	74	64	74	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	4	Planned	74	65	75	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	5	Planned	74	66	75	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	6	Planned	74	66	75	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	7	Planned	75	67	75	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	8	Planned	75	67	75	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	9	Planned	75	68	75	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	10	Planned	75	68	76	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	11	Planned	75	68	76	70	0.9	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	12	Planned	75	68	76	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	13	Planned	75	68	76	70	0.9	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	14	Planned	75	68	76	70	0.9	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	15	Planned	75	69	76	70	0.9	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	16	Planned	75	69	76	70	0.9	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	17	Planned	75	69	76	70	0.9	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	18	Planned	75	69	76	70	0.9	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	19	Planned	75	69	76	70	1.0	Y	Y	N	Y	Y	5.4	69.4	N
NSW8_2d	20	Planned	75	69	76	70	0.9	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	21	Planned	75	69	76	70	0.9	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	22	Planned	75	69	76	70	1.0	Y	Y	N	Y	Y	5.3	69.3	N
NSW8_2d	23	Planned	75	69	76	70	1.0	Y	Y	N	Y	Y	5.3	69.3	N
NSW8_2d	24	Planned	75	69	76	70	1.0	Y	Y	N	Y	Y	5.2	69.2	N
NSW8_2d	25	Planned	75	69	76	70	1.0	Y	Y	N	Y	Y	5.2	69.2	N
NSW8_2d	26	Planned	75	69	76	70	1.0	Y	Y	N	Y	Y	5.1	69.1	N
NSW8_2d	27	Planned	75	69	76	70	1.0	Y	Y	N	Y	Y	5.1	69.1	N
NSW8_3a	1	Planned	73	64	74	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
NSW8_3a	2	Planned	73	67	74	70	0.9	N	Y	N	N	N	N/A	N/A	N/A
NSW8_3a	3	Planned	73	70	75	70	1.7	Y	Y	N	Y	Y	4.1	65.7	N
NSW8_3b	1	Planned	77	59	77	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
NSW8_3b	2	Planned	77	62	77	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
NSW8_3b	3	Planned	77	63	77	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
NSW7_1	1	Planned	46	44	48	70	2.1	Y	N	N	N	N	N/A	N/A	N/A
NSW7_1	2	Planned	48	46	50	70	2.0	Y	N	N	N	N	N/A	N/A	N/A
NSW7_1	3	Planned	51	48	52	70	1.9	Y	N	N	N	N	N/A	N/A	N/A
NSW7_1	4	Planned	54	51	55	70	1.8	Y	N	N	N	N	N/A	N/A	N/A
NSW7_1	5	Planned	57	54	59	70	1.8	Y	N	N	N	N	N/A	N/A	N/A
NSW7_1	6	Planned	62	57	63	70	1.0	Y	N	N	N	N	N/A	N/A	N/A
NSW7_1	7	Planned	67	58	67	70	0.5	N	N	N	N	N	N/A	N/A	N/A
NSW7_1	8	Planned	68	58	69	70	0.4	N	N	N	N	N	N/A	N/A	N/A
NSW7_1	9	Planned	68	58	69	70	0.4	N	N	N	N	N	N/A	N/A	N/A
NSW7_1	10	Planned	68	58	69	70	0.4	N	N	N	N	N	N/A	N/A	N/A
NSW7_1	11	Planned	68	59	69	70	0.4	N	N	N	N	N	N/A	N/A	N/A
NSW7_1	12	Planned	68	59	69	70	0.5	N	N	N	N	N	N/A	N/A	N/A
NSW7_1	13	Planned	68	60	69	70	0.5	N	N	N	N	N	N/A	N/A	N/A
NSW7_1	14	Planned	68	60	69	70	0.7	N	N	N	N	N	N/A	N/A	N/A
NSW7_1	15	Planned	68	60	69	70	0.7	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	1	Planned	64	53	64	70	0.3	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	2	Planned	64	53	64	70	0.4	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	3	Planned	64	54	65	70	0.4	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	4	Planned	65	54	66	70	0.3	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	5	Planned	66	54	66	70	0.3	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	6	Planned	67	55	67	70	0.2	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	7	Planned	67	55	67	70	0.2	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	8	Planned	67	55	68	70	0.3	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	9	Planned	67	56	68	70	0.2	N	N	N	N	N	N/A	N/A	N/A

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Mitigated Scenario)

			WITH PROJECT (Year 2051)									AT-RECEIVER MITIGATION MEASURES			
Assessment Point		Existing/ Planned	Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]			Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]					
NSW7_2	10	Planned	68	56	68	70	0.3	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	11	Planned	68	57	68	70	0.3	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	12	Planned	68	57	68	70	0.4	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	13	Planned	68	57	68	70	0.4	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	14	Planned	68	58	68	70	0.5	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	15	Planned	68	58	68	70	0.5	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	1	Planned	62	55	63	70	0.8	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	2	Planned	62	56	63	70	0.9	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	3	Planned	63	56	64	70	0.9	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	4	Planned	63	57	64	70	0.9	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	5	Planned	64	58	65	70	0.9	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	6	Planned	65	59	66	70	0.9	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	7	Planned	66	60	67	70	0.9	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	8	Planned	67	61	68	70	0.9	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	9	Planned	68	61	69	70	0.8	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	10	Planned	69	62	70	70	0.8	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	11	Planned	69	62	70	70	0.8	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	12	Planned	70	62	70	70	0.7	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	13	Planned	70	63	71	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
NSW7_3	14	Planned	70	63	71	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
NSW7_3	15	Planned	70	63	71	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
NSW348	1	Planned	75	57	75	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
NSW348	2	Planned	75	58	75	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
NSW348	3	Planned	75	58	75	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
NSW349	1	Planned	75	57	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
NSW349	2	Planned	75	58	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
NSW349	3	Planned	75	58	75	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
NSW314_1	1	Planned	57	38	57	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW314_1	2	Planned	58	41	58	70	0.1	N	N	N	N	N	N/A	N/A	N/A
NSW314_1	3	Planned	60	46	61	70	0.2	N	N	N	N	N	N/A	N/A	N/A
NSW314_2	1	Planned	56	43	56	70	0.3	N	N	N	N	N	N/A	N/A	N/A
NSW314_2	2	Planned	61	51	61	70	0.5	N	N	N	N	N	N/A	N/A	N/A
NSW314_2	3	Planned	68	57	68	70	0.4	N	N	N	N	N	N/A	N/A	N/A
NTM1	1	Planned	65	69	70	70	5.5	Y	N	N	N	N	N/A	N/A	N/A
NTM1	2	Planned	65	69	70	70	5.7	Y	N	N	N	N	N/A	N/A	N/A
NTM1	3	Planned	65	69	71	70	6.0	Y	Y	N	Y	Y	0.1	64.5	N
NTM1	4	Planned	64	70	71	70	6.3	Y	Y	N	Y	Y	0.3	64.7	N
NTM1	5	Planned	64	70	71	70	6.5	Y	Y	N	Y	Y	0.5	64.9	N
NTM1	6	Planned	64	70	71	70	6.8	Y	Y	N	Y	Y	0.6	65.0	N
NTM1	7	Planned	64	70	71	70	7.0	Y	Y	N	Y	Y	0.8	65.2	N
NTM1	8	Planned	64	70	71	70	7.2	Y	Y	N	Y	Y	0.9	65.3	N
NTM1	9	Planned	64	71	72	70	7.5	Y	Y	Y	Y	Y	1.1	65.5	N
NTM1	10	Planned	64	71	72	70	7.7	Y	Y	Y	Y	Y	1.2	65.6	N
NTM1	11	Planned	64	71	72	70	8.0	Y	Y	Y	Y	Y	1.4	65.8	N
NTM1	12	Planned	64	71	72	70	8.1	Y	Y	Y	Y	Y	1.5	65.9	N
NTM1	13	Planned	64	71	72	70	8.3	Y	Y	Y	Y	Y	1.6	66.0	N
NTM1	14	Planned	64	71	72	70	8.4	Y	Y	Y	Y	Y	1.6	66.0	N
NTM1	15	Planned	64	72	72	70	8.6	Y	Y	Y	Y	Y	1.7	66.1	N
NTM1	16	Planned	63	72	72	70	8.7	Y	Y	Y	Y	Y	1.7	66.1	N
NTM1	17	Planned	63	72	72	70	8.9	Y	Y	Y	Y	Y	1.8	66.2	N
NTM1	18	Planned	63	72	72	70	8.9	Y	Y	Y	Y	Y	1.8	66.2	N
NTM1	19	Planned	63	72	72	70	9.0	Y	Y	Y	Y	Y	1.8	66.2	N
NTM1	20	Planned	63	72	72	70	9.2	Y	Y	Y	Y	Y	1.9	66.3	N
NTM1	21	Planned	63	72	72	70	9.3	Y	Y	Y	Y	Y	1.9	66.3	N
NTM1	22	Planned	63	72	72	70	9.4	Y	Y	Y	Y	Y	1.9	66.3	N
NTM1	23	Planned	63	72	72	70	9.6	Y	Y	Y	Y	Y	2.0	66.4	N
NTM1	24	Planned	63	72	72	70	9.6	Y	Y	Y	Y	Y	1.9	66.3	N
NTM1	25	Planned	63	72	72	70	9.6	Y	Y	Y	Y	Y	1.9	66.3	N
NTM1	26	Planned	63	72	72	70	9.7	Y	Y	Y	Y	Y	1.9	66.3	N
NTM1	27	Planned	63	72	72	70	9.9	Y	Y	Y	Y	Y	2.0	66.4	N
NTM1	28	Planned	62	72	72	70	10.0	Y	Y	Y	Y	Y	2.0	66.4	N
NTM1	29	Planned	62	72	72	70	10.0	Y	Y	Y	Y	Y	2.0	66.4	N
NTM1	30	Planned	62	72	72	70	10.1	Y	Y	Y	Y	Y	2.0	66.4	N
NTM1	31	Planned	62	72	72	70	10.1	Y	Y	Y	Y	Y	1.9	66.3	N
NTM1	32	Planned	62	72	72	70	10.3	Y	Y	Y	Y	Y	2.0	66.4	N
NTM1	33	Planned	62	72	72	70	10.3	Y	Y	Y	Y	Y	2.0	66.4	N
NTM1	34	Planned	62	72	72	70	10.4	Y	Y	Y	Y	Y	2.0	66.4	N
NTM1	35	Planned	62	72	72	70	10.4	Y	Y	Y	Y	Y	1.9	66.3	N
NTM1	36	Planned	62	72	72	70	10.5	Y	Y	Y	Y	Y	1.9	66.3	N
NTM1	37	Planned	62	72	72	70	10.5	Y	Y	Y	Y	Y	1.9	66.3	N
NTM1	38	Planned	62	72	72	70	10.6	Y	Y	Y	Y	Y	1.9	66.3	N
NTM1	39	Planned	62	72	72	70	10.6	Y	Y	Y	Y	Y	1.9	66.3	N
NTM1	40	Planned	62	72	72	70	10.7	Y	Y	Y	Y	Y	1.9	66.3	N
NTM1	41	Planned	62	72	72	70	10.8	Y	Y	Y	Y	Y	1.9	66.3	N
NTM1	42	Planned	62	72	72	70	10.8	Y	Y	Y	Y	Y	1.9	66.3	N
NTM1	43	Planned	61	72	72	70	10.9	Y	Y	Y	Y	Y	1.9	66.3	N
NTM1	44	Planned	61	72	72	70	10.8	Y	Y	Y	Y	Y	1.8	66.2	N
NTM1	45	Planned	61	72	72	70	10.9	Y	Y	Y	Y	Y	1.8	66.2	N
NTM1	46	Planned	61	72	72	70	11.0	Y	Y	Y	Y	Y	1.8	66.2	N
NTM1	47	Planned	61	72	72	70	11.0	Y	Y	Y	Y	Y	1.8	66.2	N
NTM2	1	Planned	70	69	73	70	2.5	Y	Y	N	Y	Y	2.3	66.7	N
NTM2	2	Planned	70	70	73	70	2.8	Y	Y	N	Y	Y	2.3	66.7	N
NTM2	3	Planned	70	70	73	70	3.1	Y	Y	N	Y	Y	2.4	66.8	N
NTM2	4	Planned	70	70	73	70	3.3	Y	Y	N	Y	Y	2.4	66.8	N
NTM2	5	Planned	69	70	73	70	3.7	Y	Y	N	Y	Y	2.5	66.9	N
NTM2	6	Planned	69	71	73	70	4.0	Y	Y	Y	Y	Y	2.6	67.0	N
NTM2	7	Planned	69	71	73	70	4.3	Y	Y	Y	Y	Y	2.7	67.1	N
NTM2	8	Planned	69	71	73	70	4.6	Y	Y	Y	Y	Y	2.8	67.2	N
NTM2	9	Planned	68	72	73	70	4.9	Y	Y	Y	Y	Y	2.9	67.3	N
NTM2	10	Planned	68	72	73	70	5.2	Y	Y	Y	Y	Y	3.0	67.4	N
NTM2	11	Planned	68	72	74	70	5.5	Y	Y	Y	Y	Y	3.1	67.5	N
NTM2	12	Planned	68	72	74	70	5.7	Y	Y	Y	Y	Y	3.2	67.6	N
NTM2	13	Planned	68	72	74	70	5.9	Y	Y	Y	Y	Y	3.2	67.6	N
NTM2	14	Planned	68	72	74	70	6.0	Y	Y	Y	Y	Y	3.2	67.6	N
NTM2	15	Planned	67	73	74	70	6.3	Y	Y	Y	Y	Y	3.3	67.7	N
NTM2	16	Planned	67	73	74	70	6.4	Y	Y	Y	Y	Y	3.3	67.7	N
NTM2	17	Planned	67	73	74	70	6.6	Y	Y	Y	Y	Y	3.3	67.7	N
NTM2	18	Planned	67	73	74	70	6.7	Y	Y	Y	Y	Y	3.3	67.7	N
NTM2	19	Planned	67	73	74	70	6.9	Y	Y	Y	Y	Y	3.3	67.7	N
NTM2	20	Planned	67	73	74	70	7.0	Y	Y	Y	Y	Y	3.3	67.7	N
NTM2	21	Planned	67	73	74	70	7.1	Y	Y	Y	Y	Y	3.3	67.7	N
NTM2	22	Planned	66	73	74	70	7.3	Y	Y	Y	Y	Y	3.3	67.7	N
NTM2	23	Planned	66	73	74	70	7.4	Y	Y	Y	Y	Y	3.3	67.7	N
NTM2	24	Planned	66	73	74	70	7.5	Y	Y	Y	Y	Y	3.3	67.7	N
NTM3	1	Planned	69	69	72	70	3.0	Y	Y	N	Y	Y	1.4	65.8	N
NTM3	2	Planned	69	69	72	70	3.3	Y	Y	N	Y	Y	1.5	65.9	N
NTM3	3	Planned	68	69	72	70	3.4	Y	Y	N	Y	Y	1.4	65.8	N
NTM3	4	Planned	68	70	72	70	3.7	Y	Y	N	Y	Y	1.5	65.9	N
NTM3	5	Planned	68	70	72	70	4.0	Y	Y	N	Y	Y	1.6	66.0	N
NTM3	6	Planned	68	70	72	70	4.2	Y	Y	N	Y	Y	1.6	66.0	N
NTM3	7	Planned	68	70	72	70	4.5	Y	Y	N	Y	Y	1.7	66.1	N
NTM3	8	Planned	68	70	72	70	4.6	Y	Y	N	Y	Y	1.7	66.1	N
NTM3	9	Planned	67	71	72	70	4.9	Y	Y	Y	Y	Y	1.8	66.2	N
NTM3	10	Planned	67	71	72	70	5.1	Y	Y	Y	Y	Y	1.8	66.2	N
NTM3	11	Planned	67	71	72	70	5.3	Y	Y	Y	Y	Y	1.9	66.3	N
NTM3	12	Planned	67	71	72	70	5.6	Y	Y	Y	Y	Y	2.0	66.4	N

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
NTM3	13	Planned	67	71	72	70	5.7	Y	Y	Y	Y	Y	2.0	66.4	N
NTM3	14	Planned	67	71	73	70	5.9	Y	Y	Y	Y	Y	2.1	66.5	N
NTM3	15	Planned	66	71	73	70	6.1	Y	Y	Y	Y	Y	2.1	66.5	N
NTM3	16	Planned	66	71	73	70	6.2	Y	Y	Y	Y	Y	2.1	66.5	N
NTM3	17	Planned	66	71	73	70	6.3	Y	Y	Y	Y	Y	2.1	66.5	N
NTM3	18	Planned	66	71	73	70	6.5	Y	Y	Y	Y	Y	2.1	66.5	N
NTM3	19	Planned	66	72	73	70	6.7	Y	Y	Y	Y	Y	2.2	66.6	N
NTM3	20	Planned	66	72	73	70	6.8	Y	Y	Y	Y	Y	2.2	66.6	N
NTM3	21	Planned	66	72	73	70	6.9	Y	Y	Y	Y	Y	2.2	66.6	N
NTM3	22	Planned	66	72	73	70	7.0	Y	Y	Y	Y	Y	2.2	66.6	N
NTM3	23	Planned	65	72	73	70	7.2	Y	Y	Y	Y	Y	2.2	66.6	N
NTM3	24	Planned	65	72	73	70	7.3	Y	Y	Y	Y	Y	2.2	66.6	N
NTM4	1	Planned	68	61	69	70	0.8	N	N	N	N	N	N/A	N/A	N/A
NTM4	2	Planned	68	61	69	70	0.8	N	N	N	N	N	N/A	N/A	N/A
NTM4	3	Planned	68	61	69	70	0.8	N	N	N	N	N	N/A	N/A	N/A
NTM4	4	Planned	68	61	69	70	0.9	N	N	N	N	N	N/A	N/A	N/A
NTM4	5	Planned	68	61	69	70	0.9	N	N	N	N	N	N/A	N/A	N/A
NTM4	6	Planned	68	61	68	70	0.9	N	N	N	N	N	N/A	N/A	N/A
NTM4	7	Planned	67	61	68	70	0.9	N	N	N	N	N	N/A	N/A	N/A
NTM4	8	Planned	67	61	68	70	1.0	Y	N	N	N	N	N/A	N/A	N/A
NTM4	9	Planned	67	61	68	70	1.1	Y	N	N	N	N	N/A	N/A	N/A
NTM4	10	Planned	67	61	68	70	1.1	Y	N	N	N	N	N/A	N/A	N/A
NTM4	11	Planned	67	61	68	70	1.2	Y	N	N	N	N	N/A	N/A	N/A
NTM4	12	Planned	67	61	68	70	1.2	Y	N	N	N	N	N/A	N/A	N/A
NTM4	13	Planned	66	62	68	70	1.3	Y	N	N	N	N	N/A	N/A	N/A
NTM4	14	Planned	66	62	68	70	1.3	Y	N	N	N	N	N/A	N/A	N/A
NTM4	15	Planned	66	62	67	70	1.3	Y	N	N	N	N	N/A	N/A	N/A
NTM4	16	Planned	66	62	67	70	1.4	Y	N	N	N	N	N/A	N/A	N/A
NTM4	17	Planned	66	62	67	70	1.4	Y	N	N	N	N	N/A	N/A	N/A
NTM4	18	Planned	66	62	67	70	1.4	Y	N	N	N	N	N/A	N/A	N/A
NTM4	19	Planned	66	62	67	70	1.5	Y	N	N	N	N	N/A	N/A	N/A
NTM4	20	Planned	66	62	67	70	1.5	Y	N	N	N	N	N/A	N/A	N/A
NTM4	21	Planned	65	62	67	70	1.6	Y	N	N	N	N	N/A	N/A	N/A
NTM4	22	Planned	65	62	67	70	1.7	Y	N	N	N	N	N/A	N/A	N/A
NTM4	23	Planned	65	62	67	70	1.7	Y	N	N	N	N	N/A	N/A	N/A
NTM4	24	Planned	65	62	67	70	1.7	Y	N	N	N	N	N/A	N/A	N/A
NTM4	25	Planned	65	62	67	70	1.8	Y	N	N	N	N	N/A	N/A	N/A
NTM4	26	Planned	65	62	67	70	1.8	Y	N	N	N	N	N/A	N/A	N/A
NTM4	27	Planned	65	62	67	70	1.9	Y	N	N	N	N	N/A	N/A	N/A
NTM4	28	Planned	65	62	67	70	1.9	Y	N	N	N	N	N/A	N/A	N/A
NTM4	29	Planned	65	62	66	70	1.9	Y	N	N	N	N	N/A	N/A	N/A
NTM4	30	Planned	64	62	66	70	2.0	Y	N	N	N	N	N/A	N/A	N/A
NTM4	31	Planned	64	62	66	70	2.0	Y	N	N	N	N	N/A	N/A	N/A
NTM4	32	Planned	64	62	66	70	2.1	Y	N	N	N	N	N/A	N/A	N/A
NTM4	33	Planned	64	62	66	70	2.1	Y	N	N	N	N	N/A	N/A	N/A
NTM4	34	Planned	64	62	66	70	2.2	Y	N	N	N	N	N/A	N/A	N/A
NTM4	35	Planned	64	62	66	70	2.2	Y	N	N	N	N	N/A	N/A	N/A
NTM4	36	Planned	64	62	66	70	2.1	Y	N	N	N	N	N/A	N/A	N/A
NTM4	37	Planned	64	62	66	70	2.2	Y	N	N	N	N	N/A	N/A	N/A
NTM4	38	Planned	64	62	66	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
NTM4	39	Planned	64	62	66	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
NTM4	40	Planned	64	62	66	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
NTM4	41	Planned	64	62	66	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
NTM4	42	Planned	63	62	66	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
NTM5	1	Planned	54	64	64	70	10.3	Y	N	N	N	N	N/A	N/A	N/A
NTM5	2	Planned	54	65	65	70	11.0	Y	N	N	N	N	N/A	N/A	N/A
NTM5	3	Planned	54	65	66	70	11.7	Y	N	N	N	N	N/A	N/A	N/A
NTM5	4	Planned	54	66	66	70	12.5	Y	N	N	N	N	N/A	N/A	N/A
NTM5	5	Planned	54	67	67	70	13.3	Y	N	N	N	N	N/A	N/A	N/A
NTM5	6	Planned	54	67	68	70	13.9	Y	N	N	N	N	N/A	N/A	N/A
NTM5	7	Planned	54	68	68	70	14.4	Y	N	N	N	N	N/A	N/A	N/A
NTM5	8	Planned	54	68	68	70	14.8	Y	N	N	N	N	N/A	N/A	N/A
NTM5	9	Planned	53	68	69	70	15.2	Y	N	N	N	N	N/A	N/A	N/A
NTM5	10	Planned	53	69	69	70	15.5	Y	N	N	N	N	N/A	N/A	N/A
NTM5	11	Planned	53	69	69	70	15.7	Y	N	N	N	N	N/A	N/A	N/A
NTM5	12	Planned	53	69	69	70	15.9	Y	N	N	N	N	N/A	N/A	N/A
NTM5	13	Planned	53	69	69	70	16.0	Y	N	N	N	N	N/A	N/A	N/A
NTM5	14	Planned	53	69	69	70	16.2	Y	N	N	N	N	N/A	N/A	N/A
NTM5	15	Planned	53	69	69	70	16.4	Y	N	N	N	N	N/A	N/A	N/A
NTM5	16	Planned	53	69	69	70	16.5	Y	N	N	N	N	N/A	N/A	N/A
NTM5	17	Planned	53	69	69	70	16.5	Y	N	N	N	N	N/A	N/A	N/A
NTM5	18	Planned	53	69	69	70	16.7	Y	N	N	N	N	N/A	N/A	N/A
NTM5	19	Planned	53	69	69	70	16.7	Y	N	N	N	N	N/A	N/A	N/A
NTM5	20	Planned	53	69	70	70	16.9	Y	N	N	N	N	N/A	N/A	N/A
NTM6	1	Planned	51	63	63	70	12.2	Y	N	N	N	N	N/A	N/A	N/A
NTM6	2	Planned	51	64	64	70	12.9	Y	N	N	N	N	N/A	N/A	N/A
NTM6	3	Planned	51	65	65	70	13.7	Y	N	N	N	N	N/A	N/A	N/A
NTM6	4	Planned	51	65	65	70	14.3	Y	N	N	N	N	N/A	N/A	N/A
NTM6	5	Planned	51	66	66	70	14.9	Y	N	N	N	N	N/A	N/A	N/A
NTM6	6	Planned	51	66	66	70	15.4	Y	N	N	N	N	N/A	N/A	N/A
NTM6	7	Planned	51	66	67	70	15.8	Y	N	N	N	N	N/A	N/A	N/A
NTM6	8	Planned	51	67	67	70	16.1	Y	N	N	N	N	N/A	N/A	N/A
NTM6	9	Planned	51	67	67	70	16.5	Y	N	N	N	N	N/A	N/A	N/A
NTM6	10	Planned	50	67	67	70	16.7	Y	N	N	N	N	N/A	N/A	N/A
NTM6	11	Planned	50	67	67	70	16.9	Y	N	N	N	N	N/A	N/A	N/A
NTM6	12	Planned	50	67	67	70	17.1	Y	N	N	N	N	N/A	N/A	N/A
NTM6	13	Planned	50	67	68	70	17.4	Y	N	N	N	N	N/A	N/A	N/A
NTM6	14	Planned	50	67	68	70	17.4	Y	N	N	N	N	N/A	N/A	N/A
NTM6	15	Planned	50	68	68	70	17.6	Y	N	N	N	N	N/A	N/A	N/A
NTM6	16	Planned	50	68	68	70	17.8	Y	N	N	N	N	N/A	N/A	N/A
NTM6	17	Planned	50	68	68	70	17.9	Y	N	N	N	N	N/A	N/A	N/A
NTM6	18	Planned	50	68	68	70	18.0	Y	N	N	N	N	N/A	N/A	N/A
NTM6	19	Planned	50	68	68	70	18.2	Y	N	N	N	N	N/A	N/A	N/A
NTM6	20	Planned	50	68	68	70	18.3	Y	N	N	N	N	N/A	N/A	N/A
NTM6	21	Planned	50	68	68	70	18.4	Y	N	N	N	N	N/A	N/A	N/A
NTM6	22	Planned	50	68	68	70	18.6	Y	N	N	N	N	N/A	N/A	N/A
NTM6	23	Planned	50	68	68	70	18.7	Y	N	N	N	N	N/A	N/A	N/A
NTM6	24	Planned	49	68	68	70	18.8	Y	N	N	N	N	N/A	N/A	N/A
NTM6	25	Planned	49	68	68	70	18.8	Y	N	N	N	N	N/A	N/A	N/A
NTM6	26	Planned	49	68	68	70	18.9	Y	N	N	N	N	N/A	N/A	N/A
NTM6	27	Planned	49	68	68	70	19.0	Y	N	N	N	N	N/A	N/A	N/A
NTM7	1	Planned	43	55	55	70	11.4	Y	N	N	N	N	N/A	N/A	N/A
NTM7	2	Planned	44	55	55	70	11.2	Y	N	N	N	N	N/A	N/A	N/A
NTM7	3	Planned	44	55	56	70	11.5	Y	N	N	N	N	N/A	N/A	N/A
NTM7	4	Planned	44	56	56	70	11.9	Y	N	N	N	N	N/A	N/A	N/A
NTM7	5	Planned	44	56	57	70	12.4	Y	N	N	N	N	N/A	N/A	N/A
NTM7	6	Planned	44	57	57	70	12.9	Y	N	N	N	N	N/A	N/A	N/A
NTM7	7	Planned	44	57	58	70	13.4	Y	N	N	N	N	N/A	N/A	N/A
NTM7	8	Planned	44	58	58	70	14.1	Y	N	N	N	N	N/A	N/A	N/A
NTM7	9	Planned	44	59	59	70	14.8	Y	N	N	N	N	N/A	N/A	N/A
NTM7	10	Planned	44	60	60	70	15.4	Y	N	N	N	N	N/A	N/A	N/A
NTM7	11	Planned	44	60	60	70	15.9	Y	N	N	N	N	N/A	N/A	N/A
NTM7	12	Planned	44	60	61	70	16.3	Y	N	N	N	N	N/A	N/A	N/A
NTM7	13	Planned	44	61	61	70	16.6	Y	N	N	N	N	N/A	N/A	N/A
NTM7	14	Planned	44	61	61	70	16.9	Y	N	N	N	N	N/A	N/A	N/A
NTM7	15	Planned	44	61	61	70	17.2	Y	N	N	N	N	N/A	N/A	N/A

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
NTM7	16	Planned	44	62	62	70	17.5	Y	N	N	N	N	N/A	N/A	N/A
NTM7	17	Planned	44	62	62	70	17.6	Y	N	N	N	N	N/A	N/A	N/A
NTM7	18	Planned	44	62	62	70	17.9	Y	N	N	N	N	N/A	N/A	N/A
NTM7	19	Planned	44	63	63	70	18.3	Y	N	N	N	N	N/A	N/A	N/A
NTM7	20	Planned	44	63	63	70	18.5	Y	N	N	N	N	N/A	N/A	N/A
NTM7	21	Planned	45	63	63	70	18.7	Y	N	N	N	N	N/A	N/A	N/A
NTM7	22	Planned	45	63	63	70	18.9	Y	N	N	N	N	N/A	N/A	N/A
NTM7	23	Planned	45	64	64	70	19.1	Y	N	N	N	N	N/A	N/A	N/A
NTM7	24	Planned	45	64	64	70	19.3	Y	N	N	N	N	N/A	N/A	N/A
NTM7	25	Planned	45	64	64	70	19.5	Y	N	N	N	N	N/A	N/A	N/A
NTM7	26	Planned	45	64	64	70	19.7	Y	N	N	N	N	N/A	N/A	N/A
NTM7	27	Planned	45	64	64	70	19.9	Y	N	N	N	N	N/A	N/A	N/A
NTM8	1	Planned	44	62	62	70	18.2	Y	N	N	N	N	N/A	N/A	N/A
NTM8	2	Planned	45	63	63	70	18.2	Y	N	N	N	N	N/A	N/A	N/A
NTM8	3	Planned	45	64	64	70	19.3	Y	N	N	N	N	N/A	N/A	N/A
NTM8	4	Planned	45	65	65	70	20.2	Y	N	N	N	N	N/A	N/A	N/A
NTM8	5	Planned	45	65	65	70	20.8	Y	N	N	N	N	N/A	N/A	N/A
NTM8	6	Planned	45	66	66	70	21.3	Y	N	N	N	N	N/A	N/A	N/A
NTM8	7	Planned	45	66	66	70	21.6	Y	N	N	N	N	N/A	N/A	N/A
NTM8	8	Planned	45	66	66	70	21.9	Y	N	N	N	N	N/A	N/A	N/A
NTM8	9	Planned	45	67	67	70	22.2	Y	N	N	N	N	N/A	N/A	N/A
NTM8	10	Planned	45	67	67	70	22.5	Y	N	N	N	N	N/A	N/A	N/A
NTM8	11	Planned	45	67	67	70	22.6	Y	N	N	N	N	N/A	N/A	N/A
NTM8	12	Planned	45	67	67	70	22.8	Y	N	N	N	N	N/A	N/A	N/A
NTM8	13	Planned	45	68	68	70	23.0	Y	N	N	N	N	N/A	N/A	N/A
NTM8	14	Planned	45	68	68	70	23.2	Y	N	N	N	N	N/A	N/A	N/A
NTM8	15	Planned	45	68	68	70	23.3	Y	N	N	N	N	N/A	N/A	N/A
NTM8	16	Planned	45	68	68	70	23.4	Y	N	N	N	N	N/A	N/A	N/A
NTM8	17	Planned	45	68	68	70	23.5	Y	N	N	N	N	N/A	N/A	N/A
NTM8	18	Planned	45	68	68	70	23.7	Y	N	N	N	N	N/A	N/A	N/A
NTM8	19	Planned	45	69	69	70	23.9	Y	N	N	N	N	N/A	N/A	N/A
NTM8	20	Planned	45	69	69	70	24.1	Y	N	N	N	N	N/A	N/A	N/A
NTM8	21	Planned	45	69	69	70	24.2	Y	N	N	N	N	N/A	N/A	N/A
NTM8	22	Planned	45	69	69	70	24.4	Y	N	N	N	N	N/A	N/A	N/A
NTM8	23	Planned	45	69	69	70	24.6	Y	N	N	N	N	N/A	N/A	N/A
NTM8	24	Planned	45	69	69	70	24.7	Y	N	N	N	N	N/A	N/A	N/A
NTM8	25	Planned	45	70	70	70	25.0	Y	N	N	N	N	N/A	N/A	N/A
NTM8	26	Planned	45	70	70	70	25.2	Y	N	N	N	N	N/A	N/A	N/A
NTM8	27	Planned	45	70	70	70	25.5	Y	N	N	N	N	N/A	N/A	N/A
NTM9	1	Planned	35	55	55	70	20.2	Y	N	N	N	N	N/A	N/A	N/A
NTM9	2	Planned	36	57	57	70	20.6	Y	N	N	N	N	N/A	N/A	N/A
NTM9	3	Planned	36	58	58	70	22.0	Y	N	N	N	N	N/A	N/A	N/A
NTM9	4	Planned	36	60	60	70	23.9	Y	N	N	N	N	N/A	N/A	N/A
NTM9	5	Planned	36	63	63	70	26.2	Y	N	N	N	N	N/A	N/A	N/A
NTM9	6	Planned	36	64	64	70	27.2	Y	N	N	N	N	N/A	N/A	N/A
NTM9	7	Planned	36	64	64	70	27.6	Y	N	N	N	N	N/A	N/A	N/A
NTM9	8	Planned	36	64	64	70	27.7	Y	N	N	N	N	N/A	N/A	N/A
NTM9	9	Planned	36	64	64	70	27.8	Y	N	N	N	N	N/A	N/A	N/A
NTM9	10	Planned	36	64	64	70	27.9	Y	N	N	N	N	N/A	N/A	N/A
NTM9	11	Planned	36	64	64	70	28.0	Y	N	N	N	N	N/A	N/A	N/A
NTM9	12	Planned	36	64	64	70	28.0	Y	N	N	N	N	N/A	N/A	N/A
NTM9	13	Planned	36	65	65	70	28.1	Y	N	N	N	N	N/A	N/A	N/A
NTM9	14	Planned	37	65	65	70	28.0	Y	N	N	N	N	N/A	N/A	N/A
NTM9	15	Planned	37	65	65	70	27.9	Y	N	N	N	N	N/A	N/A	N/A
NTM9	16	Planned	37	65	65	70	27.8	Y	N	N	N	N	N/A	N/A	N/A
NTM9	17	Planned	37	65	65	70	27.7	Y	N	N	N	N	N/A	N/A	N/A
NTM9	18	Planned	37	65	65	70	27.6	Y	N	N	N	N	N/A	N/A	N/A
NTM9	19	Planned	37	65	65	70	27.7	Y	N	N	N	N	N/A	N/A	N/A
NTM9	20	Planned	37	65	65	70	27.6	Y	N	N	N	N	N/A	N/A	N/A
NTM9	21	Planned	37	65	65	70	27.6	Y	N	N	N	N	N/A	N/A	N/A
NTM9	22	Planned	37	65	65	70	27.7	Y	N	N	N	N	N/A	N/A	N/A
NTM9	23	Planned	37	65	65	70	27.8	Y	N	N	N	N	N/A	N/A	N/A
NTM9	24	Planned	37	65	65	70	27.8	Y	N	N	N	N	N/A	N/A	N/A
NTM9	25	Planned	37	65	65	70	27.9	Y	N	N	N	N	N/A	N/A	N/A
NTM9	26	Planned	37	65	65	70	27.9	Y	N	N	N	N	N/A	N/A	N/A
NTM9	27	Planned	37	65	65	70	27.9	Y	N	N	N	N	N/A	N/A	N/A
NTM10	1	Planned	0	59	59	70	58.7	Y	N	N	N	N	N/A	N/A	N/A
NTM10	2	Planned	0	61	61	70	61.1	Y	N	N	N	N	N/A	N/A	N/A
NTM10	3	Planned	0	64	64	70	64.4	Y	N	N	N	N	N/A	N/A	N/A
NTM10	4	Planned	0	68	68	70	67.5	Y	N	N	N	N	N/A	N/A	N/A
NTM10	5	Planned	0	68	68	70	68.3	Y	N	N	N	N	N/A	N/A	N/A
NTM10	6	Planned	0	69	69	70	68.5	Y	N	N	N	N	N/A	N/A	N/A
NTM10	7	Planned	0	69	69	70	68.6	Y	N	N	N	N	N/A	N/A	N/A
NTM10	8	Planned	0	69	69	70	68.7	Y	N	N	N	N	N/A	N/A	N/A
NTM10	9	Planned	0	69	69	70	68.8	Y	N	N	N	N	N/A	N/A	N/A
NTM10	10	Planned	0	69	69	70	68.9	Y	N	N	N	N	N/A	N/A	N/A
NTM10	11	Planned	0	69	69	70	69.0	Y	N	N	N	N	N/A	N/A	N/A
NTM10	12	Planned	0	69	69	70	69.0	Y	N	N	N	N	N/A	N/A	N/A
NTM10	13	Planned	0	69	69	70	69.1	Y	N	N	N	N	N/A	N/A	N/A
NTM10	14	Planned	0	69	69	70	69.2	Y	N	N	N	N	N/A	N/A	N/A
NTM10	15	Planned	0	69	69	70	69.3	Y	N	N	N	N	N/A	N/A	N/A
NTM10	16	Planned	0	69	69	70	69.4	Y	N	N	N	N	N/A	N/A	N/A
NTM10	17	Planned	0	70	70	70	69.5	Y	N	N	N	N	N/A	N/A	N/A
NTM10	18	Planned	0	70	70	70	69.6	Y	N	N	N	N	N/A	N/A	N/A
NTM10	19	Planned	0	70	70	70	69.7	Y	N	N	N	N	N/A	N/A	N/A
NTM10	20	Planned	0	70	70	70	69.8	Y	N	N	N	N	N/A	N/A	N/A
NTM10	21	Planned	0	70	70	70	69.8	Y	N	N	N	N	N/A	N/A	N/A
NTM10	22	Planned	0	70	70	70	69.9	Y	N	N	N	N	N/A	N/A	N/A
NTM10	23	Planned	0	70	70	70	70.0	Y	N	N	N	N	N/A	N/A	N/A
NTM10	24	Planned	0	70	70	70	70.1	Y	N	N	N	N	N/A	N/A	N/A
NTM10	25	Planned	0	70	70	70	70.2	Y	N	N	N	N	N/A	N/A	N/A
NTM10	26	Planned	0	70	70	70	70.2	Y	N	N	N	N	N/A	N/A	N/A
NTM10	27	Planned	0	70	70	70	70.4	Y	N	N	N	N	N/A	N/A	N/A
NTM11	1	Planned	31	57	57	70	26.4	Y	N	N	N	N	N/A	N/A	N/A
NTM11	2	Planned	31	59	59	70	28.4	Y	N	N	N	N	N/A	N/A	N/A
NTM11	3	Planned	31	63	63	70	31.6	Y	N	N	N	N	N/A	N/A	N/A
NTM11	4	Planned	31	65	65	70	34.5	Y	N	N	N	N	N/A	N/A	N/A
NTM11	5	Planned	31	67	67	70	35.9	Y	N	N	N	N	N/A	N/A	N/A
NTM11	6	Planned	31	67	67	70	36.3	Y	N	N	N	N	N/A	N/A	N/A
NTM11	7	Planned	31	67	67	70	36.6	Y	N	N	N	N	N/A	N/A	N/A
NTM11	8	Planned	31	68	68	70	36.7	Y	N	N	N	N	N/A	N/A	N/A
NTM11	9	Planned	31	68	68	70	36.8	Y	N	N	N	N	N/A	N/A	N/A
NTM11	10	Planned	31	68	68	70	36.9	Y	N	N	N	N	N/A	N/A	N/A
NTM11	11	Planned	31	68	68	70	37.1	Y	N	N	N	N	N/A	N/A	N/A
NTM11	12	Planned	31	68	68	70	37.2	Y	N	N	N	N	N/A	N/A	N/A
NTM11	13	Planned	31	68	68	70	37.3	Y	N	N	N	N	N/A	N/A	N/A
NTM11	14	Planned	31	68	68	70	37.5	Y	N	N	N	N	N/A	N/A	N/A
NTM11	15	Planned	31	68	68	70	37.6	Y	N	N	N	N	N/A	N/A	N/A
NTM11	16	Planned	31	68	68	70	37.7	Y	N	N	N	N	N/A	N/A	N/A
NTM11	17	Planned	31	69	69	70	37.9	Y	N	N	N	N	N/A	N/A	N/A
NTM11	18	Planned	31	69	69	70	38.0	Y	N	N	N	N	N/A	N/A	N/A
NTM11	19	Planned	31	69	69	70	38.2	Y	N	N	N	N	N/A	N/A	N/A
NTM11	20	Planned	31	69	69	70	38.4	Y	N	N	N	N	N/A	N/A	N/A
NTM11	21	Planned	31	69	69	70	38.5	Y	N	N	N	N	N/A	N/A	N/A
NTM11	22	Planned	31	69	69	70	38.6	Y	N	N	N	N	N/A	N/A	N/A
NTM11	23	Planned	31	69	69	70	38.9	Y	N	N	N	N	N/A	N/A	N/A

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
NTM11	24	Planned	31	70	70	70	39.0	Y	N	N	N	N	N/A	N/A	N/A
NTM11	25	Planned	31	70	70	70	39.1	Y	N	N	N	N	N/A	N/A	N/A
NTM11	26	Planned	30	70	70	70	39.2	Y	N	N	N	N	N/A	N/A	N/A
NTM11	27	Planned	30	70	70	70	39.3	Y	N	N	N	N	N/A	N/A	N/A
NTM12	1	Planned	2	55	55	70	53.5	Y	N	N	N	N	N/A	N/A	N/A
NTM12	2	Planned	2	57	57	70	54.9	Y	N	N	N	N	N/A	N/A	N/A
NTM12	3	Planned	2	59	59	70	57.0	Y	N	N	N	N	N/A	N/A	N/A
NTM12	4	Planned	2	61	61	70	59.4	Y	N	N	N	N	N/A	N/A	N/A
NTM12	5	Planned	2	64	64	70	61.9	Y	N	N	N	N	N/A	N/A	N/A
NTM12	6	Planned	2	65	65	70	62.8	Y	N	N	N	N	N/A	N/A	N/A
NTM12	7	Planned	2	65	65	70	63.3	Y	N	N	N	N	N/A	N/A	N/A
NTM12	8	Planned	2	65	65	70	63.4	Y	N	N	N	N	N/A	N/A	N/A
NTM12	9	Planned	2	65	65	70	63.6	Y	N	N	N	N	N/A	N/A	N/A
NTM12	10	Planned	2	65	65	70	63.7	Y	N	N	N	N	N/A	N/A	N/A
NTM12	11	Planned	2	65	65	70	63.8	Y	N	N	N	N	N/A	N/A	N/A
NTM12	12	Planned	2	66	66	70	63.9	Y	N	N	N	N	N/A	N/A	N/A
NTM12	13	Planned	2	66	66	70	64.1	Y	N	N	N	N	N/A	N/A	N/A
NTM12	14	Planned	2	66	66	70	64.2	Y	N	N	N	N	N/A	N/A	N/A
NTM12	15	Planned	2	66	66	70	64.3	Y	N	N	N	N	N/A	N/A	N/A
NTM12	16	Planned	2	66	66	70	64.6	Y	N	N	N	N	N/A	N/A	N/A
NTM12	17	Planned	2	66	66	70	64.7	Y	N	N	N	N	N/A	N/A	N/A
NTM12	18	Planned	1	66	66	70	65.0	Y	N	N	N	N	N/A	N/A	N/A
NTM12	19	Planned	1	67	67	70	65.2	Y	N	N	N	N	N/A	N/A	N/A
NTM12	20	Planned	1	67	67	70	65.4	Y	N	N	N	N	N/A	N/A	N/A
NTM12	21	Planned	1	67	67	70	65.6	Y	N	N	N	N	N/A	N/A	N/A
NTM12	22	Planned	1	67	67	70	65.8	Y	N	N	N	N	N/A	N/A	N/A
NTM12	23	Planned	1	67	67	70	66.1	Y	N	N	N	N	N/A	N/A	N/A
NTM12	24	Planned	1	68	68	70	66.3	Y	N	N	N	N	N/A	N/A	N/A
NTM12	25	Planned	1	68	68	70	66.4	Y	N	N	N	N	N/A	N/A	N/A
NTM12	26	Planned	1	68	68	70	66.5	Y	N	N	N	N	N/A	N/A	N/A
NTM12	27	Planned	2	68	68	70	66.0	Y	N	N	N	N	N/A	N/A	N/A
KTSIS1	1	Planned	32	53	53	70	20.9	Y	N	N	N	N	N/A	N/A	N/A
KTSIS1	2	Planned	32	54	54	70	22.2	Y	N	N	N	N	N/A	N/A	N/A
KTSIS1	3	Planned	33	56	56	70	23.4	Y	N	N	N	N	N/A	N/A	N/A
KTSIS1	4	Planned	33	58	58	70	24.4	Y	N	N	N	N	N/A	N/A	N/A
KTSIS2	1	Planned	24	44	44	70	20.5	Y	N	N	N	N	N/A	N/A	N/A
KTSIS2	2	Planned	24	45	45	70	21.1	Y	N	N	N	N	N/A	N/A	N/A
KTSIS2	3	Planned	25	46	46	70	21.5	Y	N	N	N	N	N/A	N/A	N/A
KTSIS2	4	Planned	26	47	47	70	21.9	Y	N	N	N	N	N/A	N/A	N/A
KTSIS2	5	Planned	26	49	49	70	22.2	Y	N	N	N	N	N/A	N/A	N/A
KTSIS2	6	Planned	28	49	49	70	21.8	Y	N	N	N	N	N/A	N/A	N/A
KTSIS2	7	Planned	29	51	51	70	21.4	Y	N	N	N	N	N/A	N/A	N/A
KTSIS2	8	Planned	31	52	52	70	20.6	Y	N	N	N	N	N/A	N/A	N/A
KTSIS2	9	Planned	34	54	54	70	20.2	Y	N	N	N	N	N/A	N/A	N/A
KTSIS2	10	Planned	37	58	58	70	20.8	Y	N	N	N	N	N/A	N/A	N/A
KTN2	1	Planned	64	51	65	65	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN2	2	Planned	65	54	65	65	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN2	3	Planned	65	55	66	65	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN2	4	Planned	66	55	66	65	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN2	5	Planned	66	55	67	65	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN2	6	Planned	67	56	67	65	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN2	7	Planned	67	57	67	65	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN2	8	Planned	68	57	68	65	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN3	1	Planned	43	29	43	65	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN3	2	Planned	43	30	44	65	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN3	3	Planned	44	31	44	65	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN3	4	Planned	45	32	45	65	0.3	N	N	N	N	N	N/A	N/A	N/A
KTN3	5	Planned	46	34	47	65	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN3	6	Planned	48	36	48	65	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN3	7	Planned	50	38	50	65	0.3	N	N	N	N	N	N/A	N/A	N/A
KTN3	8	Planned	52	40	52	65	0.3	N	N	N	N	N	N/A	N/A	N/A
KTN4	1	Planned	62	37	62	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	2	Planned	63	38	63	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	3	Planned	64	40	64	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	4	Planned	65	41	65	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	5	Planned	66	42	66	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	6	Planned	67	42	67	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	7	Planned	67	42	67	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	8	Planned	68	42	68	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	9	Planned	68	42	68	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	10	Planned	69	42	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	11	Planned	69	42	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	12	Planned	70	42	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	13	Planned	70	42	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	14	Planned	70	42	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	15	Planned	71	42	71	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN4	16	Planned	71	42	71	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN5	1	Planned	70	33	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	2	Planned	70	34	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	3	Planned	69	35	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	4	Planned	69	36	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	5	Planned	69	37	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	6	Planned	69	38	69	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN5	7	Planned	69	40	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	8	Planned	68	42	68	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN5	9	Planned	68	44	68	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	10	Planned	68	45	68	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	11	Planned	68	46	68	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN5	12	Planned	68	47	68	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	13	Planned	68	48	68	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	14	Planned	68	48	68	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	15	Planned	67	49	67	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN5	16	Planned	67	49	67	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN5	17	Planned	67	49	67	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN5	18	Planned	67	50	67	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN5	19	Planned	67	50	67	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN5	20	Planned	67	50	67	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	21	Planned	67	50	67	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN5	22	Planned	67	51	67	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	23	Planned	67	51	67	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN5	24	Planned	67	51	68	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN5	25	Planned	67	51	67	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN5	26	Planned	67	51	68	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN6	1	Planned	71	60	72	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	2	Planned	72	61	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	3	Planned	72	61	72	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	4	Planned	72	61	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	5	Planned	72	61	72	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	6	Planned	72	61	72	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	7	Planned	72	61	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	8	Planned	72	61	72	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	9	Planned	72	61	72	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	10	Planned	72	61	72	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	11	Planned	71	60	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	12	Planned	71	60	72	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	13	Planned	71	61	72	70	0.3	N	Y	N	N	N	N/A	N/A	N/A

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for AM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
KTN6	14	Planned	71	61	72	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	15	Planned	71	61	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	16	Planned	72	61	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	17	Planned	72	61	72	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	18	Planned	72	61	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	19	Planned	72	61	72	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	20	Planned	72	61	72	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	21	Planned	72	61	72	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	22	Planned	72	61	72	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	23	Planned	72	61	72	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	24	Planned	72	61	72	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	25	Planned	72	61	73	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	26	Planned	72	61	73	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	27	Planned	72	61	73	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	28	Planned	72	61	73	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	29	Planned	72	61	73	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	30	Planned	72	61	73	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	31	Planned	72	61	73	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	32	Planned	72	61	73	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	33	Planned	72	61	73	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	34	Planned	72	61	73	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	35	Planned	72	61	73	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	36	Planned	72	61	73	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN7	1	Planned	72	55	72	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN7	2	Planned	72	55	72	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
KTN7	3	Planned	72	55	72	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
KTN7	4	Planned	72	55	72	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
KTN7	5	Planned	71	55	71	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
KTN7	6	Planned	71	55	71	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
KTN7	7	Planned	71	55	71	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
KTN7	8	Planned	71	56	71	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
KTN7	9	Planned	70	56	71	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
KTN7	10	Planned	70	56	70	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN7	11	Planned	70	56	70	70	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN7	12	Planned	70	56	70	70	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN7	13	Planned	70	56	70	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN7	14	Planned	70	56	70	70	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN7	15	Planned	69	56	70	70	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN7	16	Planned	69	56	69	70	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN7	17	Planned	69	56	69	70	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN7	18	Planned	69	56	69	70	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN7	19	Planned	69	56	69	70	0.3	N	N	N	N	N	N/A	N/A	N/A
KTN7	20	Planned	69	56	69	70	0.3	N	N	N	N	N	N/A	N/A	N/A
KTN7	21	Planned	69	57	69	70	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN7	22	Planned	68	57	69	70	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN7	23	Planned	68	57	69	70	0.3	N	N	N	N	N	N/A	N/A	N/A
KTN7	24	Planned	68	57	68	70	0.3	N	N	N	N	N	N/A	N/A	N/A
KTN7	25	Planned	68	57	68	70	0.3	N	N	N	N	N	N/A	N/A	N/A
KTN7	26	Planned	68	57	68	70	0.4	N	N	N	N	N	N/A	N/A	N/A
KTN7	27	Planned	68	57	68	70	0.4	N	N	N	N	N	N/A	N/A	N/A
KTN7	28	Planned	68	57	68	70	0.4	N	N	N	N	N	N/A	N/A	N/A
KTN7	29	Planned	68	58	68	70	0.4	N	N	N	N	N	N/A	N/A	N/A
KTN7	30	Planned	68	58	68	70	0.4	N	N	N	N	N	N/A	N/A	N/A
KTN7	31	Planned	67	58	68	70	0.4	N	N	N	N	N	N/A	N/A	N/A
KTN7	32	Planned	67	58	68	70	0.5	N	N	N	N	N	N/A	N/A	N/A
KTN7	33	Planned	67	58	68	70	0.4	N	N	N	N	N	N/A	N/A	N/A
KTN7	34	Planned	67	58	68	70	0.4	N	N	N	N	N	N/A	N/A	N/A
KTN7	35	Planned	67	58	68	70	0.5	N	N	N	N	N	N/A	N/A	N/A
KTN7	36	Planned	67	58	68	70	0.5	N	N	N	N	N	N/A	N/A	N/A
KTN7	37	Planned	67	58	67	70	0.5	N	N	N	N	N	N/A	N/A	N/A
KTN7	38	Planned	67	58	67	70	0.5	N	N	N	N	N	N/A	N/A	N/A

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
KPST1	1	Existing	66	43	66	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KPST2	1	Existing	69	48	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KPST2	2	Existing	69	48	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KPST2	3	Existing	69	49	70	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KPST3	1	Existing	69	55	69	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KPST3	2	Existing	70	56	70	70	0.2	N	N	N	N	N	N/A	N/A	N/A
HKBSA	1	Existing	72	52	72	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
HKBSA	2	Existing	72	53	72	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
HKBSA	3	Existing	73	54	73	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
AT1	1	Existing	78	53	78	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
HKPT	1	Existing	69	46	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	1	Existing	44	0	44	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	2	Existing	44	0	44	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	3	Existing	44	0	44	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	4	Existing	44	0	44	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	5	Existing	44	0	44	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	6	Existing	44	0	44	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	7	Existing	44	0	44	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	8	Existing	44	0	44	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	9	Existing	44	0	44	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	10	Existing	44	0	44	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	11	Existing	44	0	44	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	12	Existing	44	0	44	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	13	Existing	44	0	44	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	14	Existing	44	0	44	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	15	Existing	44	0	44	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	16	Existing	44	0	44	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	17	Existing	44	0	44	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	18	Existing	44	0	44	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	19	Existing	44	0	44	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	20	Existing	44	0	44	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV1	21	Existing	44	0	44	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	1	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	2	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	3	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	4	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	5	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	6	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	7	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	8	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	9	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	10	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	11	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	12	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	13	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	14	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	15	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	16	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	17	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	18	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	19	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	20	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
RV2	21	Existing	42	0	42	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR1	1	Existing	43	28	43	70	0.2	N	N	N	N	N	N/A	N/A	N/A
CR1	2	Existing	43	27	43	70	0.2	N	N	N	N	N	N/A	N/A	N/A
CR1	3	Existing	43	27	43	70	0.2	N	N	N	N	N	N/A	N/A	N/A
CR1	4	Existing	43	27	43	70	0.2	N	N	N	N	N	N/A	N/A	N/A
CR1	5	Existing	43	27	43	70	0.1	N	N	N	N	N	N/A	N/A	N/A
CR1	6	Existing	43	27	43	70	0.1	N	N	N	N	N	N/A	N/A	N/A
CR1	7	Existing	43	27	43	70	0.1	N	N	N	N	N	N/A	N/A	N/A
CR1	8	Existing	43	27	43	70	0.1	N	N	N	N	N	N/A	N/A	N/A
CR1	9	Existing	43	28	43	70	0.1	N	N	N	N	N	N/A	N/A	N/A
CR1	10	Existing	43	29	43	70	0.1	N	N	N	N	N	N/A	N/A	N/A
CR1	11	Existing	43	30	43	70	0.2	N	N	N	N	N	N/A	N/A	N/A
CR1	12	Existing	43	32	44	70	0.3	N	N	N	N	N	N/A	N/A	N/A
CR1	13	Existing	43	33	44	70	0.5	N	N	N	N	N	N/A	N/A	N/A
CR2	1	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR2	2	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR2	3	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR2	4	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR2	5	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR2	6	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR2	7	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR2	8	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR2	9	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR2	10	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR2	11	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR2	12	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR3	1	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR3	2	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR3	3	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR3	4	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR3	5	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR3	6	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR3	7	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR3	8	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR3	9	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR3	10	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR3	11	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
CR3	12	Existing	43	0	43	70	0.0	N	N	N	N	N	N/A	N/A	N/A
TSL1a	1	Existing	65	63	67	70	2.1	Y	N	N	N	N	N/A	N/A	N/A
TSL1b	1	Existing	69	65	70	70	1.4	Y	N	N	N	N	N/A	N/A	N/A
TSL2	1	Existing	65	61	67	70	1.4	Y	N	N	N	N	N/A	N/A	N/A
TSL3a	1	Existing	55	55	58	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
TSL3b	1	Existing	50	49	52	70	2.5	Y	N	N	N	N	N/A	N/A	N/A
TSL3b	2	Existing	53	52	56	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
PY1a	1	Existing	69	53	69	70	0.2	N	N	N	N	N	N/A	N/A	N/A
PY1a	2	Existing	69	54	69	70	0.1	N	N	N	N	N	N/A	N/A	N/A
PY1a	3	Existing	69	56	69	70	0.2	N	N	N	N	N	N/A	N/A	N/A
PY1a	4	Existing	69	57	69	70	0.3	N	N	N	N	N	N/A	N/A	N/A
PY1a	5	Existing	69	57	69	70	0.3	N	N	N	N	N	N/A	N/A	N/A
PY1a	6	Existing	69	58	69	70	0.3	N	N	N	N	N	N/A	N/A	N/A
PY1a	7	Existing	69	58	69	70	0.3	N	N	N	N	N	N/A	N/A	N/A
PY1a	8	Existing	69	59	69	70	0.4	N	N	N	N	N	N/A	N/A	N/A
PY1a	9	Existing	69	59	69	70	0.4	N	N	N	N	N	N/A	N/A	N/A
PY1a	10	Existing	69	59	69	70	0.4	N	N	N	N	N	N/A	N/A	N/A
PY1a	11	Existing	69	60	69	70	0.4	N	N	N	N	N	N/A	N/A	N/A
PY1b	1	Existing	70	57	70	70	0.3	N	N	N	N	N	N/A	N/A	N/A
PY1b	2	Existing	70	58	70	70	0.3	N	N	N	N	N	N/A	N/A	N/A
PY1b	3	Existing	70	59	70	70	0.3	N	N	N	N	N	N/A	N/A	N/A
PY1b	4	Existing	70	59	70	70	0.3	N	N	N	N	N	N/A	N/A	N/A
PY1b	5	Existing	70	60	70	70	0.4	N	N	N	N	N	N/A	N/A	N/A
PY1b	6	Existing	70	60	70	70	0.5	N	N	N	N	N	N/A	N/A	N/A
PY1b	7	Existing	70	61	70	70	0.5	N	N	N	N	N	N/A	N/A	N/A
PY1b	8	Existing	70	61	70	70	0.5	N	N	N	N	N	N/A	N/A	N/A
PY1b	9	Existing	70	61	70	70	0.6	N	N	N	N	N	N/A	N/A	N/A

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
PY1b	10	Existing	70	62	71	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
PY1b	11	Existing	70	62	71	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
PY2	1	Existing	65	52	66	70	0.2	N	N	N	N	N	N/A	N/A	N/A
PY2	2	Existing	66	53	66	70	0.2	N	N	N	N	N	N/A	N/A	N/A
PY2	3	Existing	67	54	67	70	0.2	N	N	N	N	N	N/A	N/A	N/A
PY2	4	Existing	68	55	68	70	0.2	N	N	N	N	N	N/A	N/A	N/A
PY2	5	Existing	68	56	68	70	0.3	N	N	N	N	N	N/A	N/A	N/A
PY2	6	Existing	68	57	68	70	0.3	N	N	N	N	N	N/A	N/A	N/A
PY2	7	Existing	68	57	68	70	0.4	N	N	N	N	N	N/A	N/A	N/A
PY2	8	Existing	68	58	68	70	0.4	N	N	N	N	N	N/A	N/A	N/A
PY2	9	Existing	68	58	68	70	0.4	N	N	N	N	N	N/A	N/A	N/A
PY2	10	Existing	68	58	68	70	0.4	N	N	N	N	N	N/A	N/A	N/A
PY2	11	Existing	68	59	69	70	0.5	N	N	N	N	N	N/A	N/A	N/A
PY2	12	Existing	68	59	69	70	0.5	N	N	N	N	N	N/A	N/A	N/A
PY2	13	Existing	68	59	69	70	0.5	N	N	N	N	N	N/A	N/A	N/A
PY2	14	Existing	68	59	69	70	0.5	N	N	N	N	N	N/A	N/A	N/A
PY3a	1	Existing	68	59	69	70	0.4	N	N	N	N	N	N/A	N/A	N/A
PY3a	2	Existing	69	59	69	70	0.4	N	N	N	N	N	N/A	N/A	N/A
PY3a	3	Existing	69	60	70	70	0.4	N	N	N	N	N	N/A	N/A	N/A
PY3a	4	Existing	70	60	70	70	0.4	N	N	N	N	N	N/A	N/A	N/A
PY3a	5	Existing	70	60	70	70	0.5	N	N	N	N	N	N/A	N/A	N/A
PY3a	6	Existing	70	61	70	70	0.6	N	N	N	N	N	N/A	N/A	N/A
PY3a	7	Existing	70	61	70	70	0.6	N	N	N	N	N	N/A	N/A	N/A
PY3a	8	Existing	70	62	70	70	0.6	N	N	N	N	N	N/A	N/A	N/A
PY3a	9	Existing	70	62	71	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
PY3a	10	Existing	70	63	71	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
PY3a	11	Existing	70	63	71	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
PY3a	12	Existing	70	63	71	70	0.9	N	Y	N	N	N	N/A	N/A	N/A
PY3a	13	Existing	70	64	71	70	0.9	N	Y	N	N	N	N/A	N/A	N/A
PY3a	14	Existing	70	64	71	70	0.9	N	Y	N	N	N	N/A	N/A	N/A
PY3b	1	Existing	65	58	66	70	0.8	N	N	N	N	N	N/A	N/A	N/A
PY3b	2	Existing	65	58	66	70	0.8	N	N	N	N	N	N/A	N/A	N/A
PY3b	3	Existing	66	58	67	70	0.7	N	N	N	N	N	N/A	N/A	N/A
PY3b	4	Existing	66	59	67	70	0.7	N	N	N	N	N	N/A	N/A	N/A
PY3b	5	Existing	66	59	67	70	0.7	N	N	N	N	N	N/A	N/A	N/A
PY3b	6	Existing	67	59	67	70	0.8	N	N	N	N	N	N/A	N/A	N/A
PY3b	7	Existing	67	60	67	70	0.8	N	N	N	N	N	N/A	N/A	N/A
PY3b	8	Existing	67	60	68	70	0.9	N	N	N	N	N	N/A	N/A	N/A
PY3b	9	Existing	67	60	68	70	0.9	N	N	N	N	N	N/A	N/A	N/A
PY3b	10	Existing	67	61	68	70	0.9	N	N	N	N	N	N/A	N/A	N/A
PY3b	11	Existing	67	61	68	70	0.9	N	N	N	N	N	N/A	N/A	N/A
PY3b	12	Existing	67	62	68	70	1.0	Y	N	N	N	N	N/A	N/A	N/A
PY3b	13	Existing	68	62	69	70	1.0	Y	N	N	N	N	N/A	N/A	N/A
PY3b	14	Existing	68	62	69	70	1.1	Y	N	N	N	N	N/A	N/A	N/A
FKHa	1	Existing	68	64	69	70	1.5	Y	N	N	N	N	N/A	N/A	N/A
FKHb	1	Existing	68	63	69	70	1.0	Y	N	N	N	N	N/A	N/A	N/A
SR1	1	Existing	62	49	63	70	0.2	N	N	N	N	N	N/A	N/A	N/A
SR1	2	Existing	62	50	63	70	0.2	N	N	N	N	N	N/A	N/A	N/A
SR2	1	Existing	58	51	59	70	0.8	N	N	N	N	N	N/A	N/A	N/A
SR2	2	Existing	58	52	59	70	0.9	N	N	N	N	N	N/A	N/A	N/A
SR3	1	Existing	55	53	58	65	2.1	Y	N	N	N	N	N/A	N/A	N/A
SR3	2	Existing	56	54	58	65	2.5	Y	N	N	N	N	N/A	N/A	N/A
MFH1	1	Existing	64	61	66	70	1.9	Y	N	N	N	N	N/A	N/A	N/A
MFH2	1	Existing	65	63	67	70	2.2	Y	N	N	N	N	N/A	N/A	N/A
MFH3	1	Existing	69	60	69	70	0.5	N	N	N	N	N	N/A	N/A	N/A
MFH4	1	Existing	64	60	65	70	1.6	Y	N	N	N	N	N/A	N/A	N/A
MFH5	1	Existing	76	64	76	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
MFH6	1	Existing	65	56	66	70	0.5	N	N	N	N	N	N/A	N/A	N/A
MFH6	2	Existing	75	59	75	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
MFH7a	1	Existing	64	58	65	70	1.0	N	N	N	N	N	N/A	N/A	N/A
MFH7b	1	Existing	67	63	68	70	1.3	Y	N	N	N	N	N/A	N/A	N/A
MFH7c	1	Existing	67	63	69	70	1.4	Y	N	N	N	N	N/A	N/A	N/A
MFH8	1	Existing	73	63	73	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
WKT1	1	Existing	72	60	72	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
WKT1	2	Existing	72	61	73	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
WKT2	1	Existing	74	60	74	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
WKT2	2	Existing	74	61	74	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
EG1	1	Existing	83	65	83	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
EG1	2	Existing	83	65	83	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
EG1	3	Existing	83	65	83	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
EG1	4	Existing	83	66	83	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
EG2	1	Existing	82	61	82	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
EG2	2	Existing	82	61	82	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
EG2	3	Existing	82	62	82	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
EG3	1	Existing	83	64	83	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
EG3	2	Existing	83	64	83	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
EG3	3	Existing	83	65	83	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
EG4	1	Existing	83	64	83	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
EG4	2	Existing	83	64	83	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
EG4	3	Existing	83	65	83	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
EG5	1	Existing	83	64	83	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
EG5	2	Existing	83	64	83	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
EG5	3	Existing	83	64	83	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
EG6	1	Existing	82	64	83	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
EG6	2	Existing	82	64	83	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
EG6	3	Existing	82	64	82	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
PW1a	1	Existing	69	58	70	70	0.3	N	N	N	N	N	N/A	N/A	N/A
PW1a	2	Existing	70	61	70	70	0.5	N	N	N	N	N	N/A	N/A	N/A
PW1a	3	Existing	71	62	71	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
PW1b	1	Existing	76	58	76	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
PW1b	2	Existing	79	61	79	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW1b	3	Existing	79	63	79	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW1c	1	Existing	77	55	77	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
PW1c	2	Existing	80	56	80	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
PW1c	3	Existing	80	57	80	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
PW2a	1	Existing	62	58	64	70	1.4	Y	N	N	N	N	N/A	N/A	N/A
PW2a	2	Existing	63	60	65	70	1.6	Y	N	N	N	N	N/A	N/A	N/A
PW2a	3	Existing	64	61	66	70	1.7	Y	N	N	N	N	N/A	N/A	N/A
PW2b	1	Existing	73	57	73	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW2b	2	Existing	74	58	74	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW2b	3	Existing	75	59	75	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW3a	1	Existing	63	58	64	70	1.3	Y	N	N	N	N	N/A	N/A	N/A
PW3a	2	Existing	64	60	66	70	1.4	Y	N	N	N	N	N/A	N/A	N/A
PW3a	3	Existing	67	61	68	70	1.1	Y	N	N	N	N	N/A	N/A	N/A
PW3b	1	Existing	58	58	61	70	3.0	Y	N	N	N	N	N/A	N/A	N/A
PW3b	2	Existing	63	59	64	70	1.6	Y	N	N	N	N	N/A	N/A	N/A
PW3b	3	Existing	70	61	71	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
PW4a	1	Existing	69	60	70	70	0.6	N	N	N	N	N	N/A	N/A	N/A
PW4a	2	Existing	71	61	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
PW4a	3	Existing	74	62	74	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
PW4b	1	Existing	74	57	74	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW4b	2	Existing	75	58	75	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW4b	3	Existing	78	59	78	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW5	1	Existing	82	62	82	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
PW5	2	Existing	81	63	82	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW5	3	Existing	82	63	82	70	0.0	N	Y	N	N	N	N/A	N/A	N/A

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Mitigated Scenario)

Assessment Point			WITH PROJECT (Year 2051)								AT-RECEIVER MITIGATION MEASURES			
				Project Roads, dB(A)			Check Direct Mitigation							
ID	Floor	Existing/ Planned	Existing Road, dB(A) [A]	Project Road, dB(A) [B]	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]	Mitigation Measures by Project Road Required (Y/N)	At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
PW6	1	Existing	82	61	82	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
PW6	2	Existing	82	62	82	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
PW6	3	Existing	82	62	82	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
MG1	1	Existing	83	62	83	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
MG1	2	Existing	83	62	83	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
MG1	3	Existing	83	63	83	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
PW7a	1	Existing	68	63	69	70	1.3	Y	N	N	N	N	N/A	N/A	N/A
PW7a	2	Existing	71	65	72	70	0.9	N	Y	N	N	N	N/A	N/A	N/A
PW7a	3	Existing	76	66	76	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
LHa	1	Existing	72	61	72	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
PW7b	1	Existing	76	60	76	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW7b	2	Existing	76	61	76	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
PW7b	3	Existing	76	63	76	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
LHb	1	Existing	56	61	62	70	6.1	Y	N	N	N	N	N/A	N/A	N/A
PW8a	1	Existing	73	57	73	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW8a	2	Existing	74	58	74	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW8a	3	Existing	75	59	75	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
CMYT1a	1	Existing	67	61	68	70	0.9	N	N	N	N	N	N/A	N/A	N/A
PW8b	1	Existing	53	56	58	70	4.7	Y	N	N	N	N	N/A	N/A	N/A
PW8b	2	Existing	55	57	59	70	4.3	Y	N	N	N	N	N/A	N/A	N/A
PW8b	3	Existing	57	58	60	70	3.7	Y	N	N	N	N	N/A	N/A	N/A
CMYT1b	1	Existing	62	63	65	70	3.6	Y	N	N	N	N	N/A	N/A	N/A
PW8c	1	Existing	72	53	72	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW8c	2	Existing	74	54	74	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW8c	3	Existing	75	55	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
CMYT1c	1	Existing	53	63	63	70	9.8	Y	N	N	N	N	N/A	N/A	N/A
PW9a	1	Existing	70	54	70	70	0.1	N	N	N	N	N	N/A	N/A	N/A
PW9a	2	Existing	73	55	73	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW9a	3	Existing	75	56	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
CMYT2	1	Existing	42	62	62	70	20.4	Y	N	N	N	N	N/A	N/A	N/A
PW9b	1	Existing	42	56	56	70	14.1	Y	N	N	N	N	N/A	N/A	N/A
PW9b	2	Existing	46	57	58	70	11.7	Y	N	N	N	N	N/A	N/A	N/A
PW9b	3	Existing	51	58	59	70	8.0	Y	N	N	N	N	N/A	N/A	N/A
SWT1	1	Existing	60	62	64	70	3.9	Y	N	N	N	N	N/A	N/A	N/A
SWT1	2	Existing	63	63	66	70	3.0	Y	N	N	N	N	N/A	N/A	N/A
PW9c	1	Existing	73	54	73	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
PW9c	2	#N/A	74	55	74	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
PW9c	3	#N/A	74	56	75	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
SWT2a	1	#N/A	39	61	61	70	22.2	Y	N	N	N	N	N/A	N/A	N/A
SWT2a	2	#N/A	42	62	62	70	20.3	Y	N	N	N	N	N/A	N/A	N/A
PW10a	1	#N/A	72	57	72	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW10a	2	#N/A	74	59	74	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW10a	3	#N/A	76	60	76	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
SWT2b	1	#N/A	47	63	63	70	16.3	Y	N	N	N	N	N/A	N/A	N/A
SWT2b	2	#N/A	48	63	64	70	15.8	Y	N	N	N	N	N/A	N/A	N/A
PW10b	1	#N/A	62	59	64	70	1.6	Y	N	N	N	N	N/A	N/A	N/A
PW10b	2	#N/A	62	61	65	70	2.2	Y	N	N	N	N	N/A	N/A	N/A
PW10b	3	#N/A	63	62	65	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
SWT2c	1	#N/A	44	61	61	70	16.7	Y	N	N	N	N	N/A	N/A	N/A
SWT2c	2	#N/A	46	62	62	70	15.8	Y	N	N	N	N	N/A	N/A	N/A
SWT2c	1	#N/A	44	61	61	70	16.7	Y	N	N	N	N	N/A	N/A	N/A
SWT2c	2	#N/A	46	62	62	70	15.8	Y	N	N	N	N	N/A	N/A	N/A
PW10c	1	#N/A	76	58	76	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
PW10c	2	#N/A	77	59	77	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
PW10c	3	#N/A	77	60	77	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
SWT3a	1	Existing	36	64	64	70	28.2	Y	N	N	N	N	N/A	N/A	N/A
SWT3a	2	Existing	38	65	65	70	27.0	Y	N	N	N	N	N/A	N/A	N/A
SWT3a	3	Existing	40	65	65	70	25.7	Y	N	N	N	N	N/A	N/A	N/A
SWT3b	1	Existing	35	60	61	70	25.1	Y	N	N	N	N	N/A	N/A	N/A
SWT3b	2	Existing	37	61	61	70	23.3	Y	N	N	N	N	N/A	N/A	N/A
SWT3b	3	Existing	39	61	61	70	21.9	Y	N	N	N	N	N/A	N/A	N/A
SWT3c	1	Existing	45	61	62	70	16.2	Y	N	N	N	N	N/A	N/A	N/A
SWT3c	2	Existing	51	64	64	70	13.0	Y	N	N	N	N	N/A	N/A	N/A
SWT3c	3	Existing	53	65	65	70	11.9	Y	N	N	N	N	N/A	N/A	N/A
SWT4	1	Existing	49	69	69	70	19.6	Y	N	N	N	N	N/A	N/A	N/A
NTMV1	1	Existing	33	60	60	70	27.5	Y	N	N	N	N	N/A	N/A	N/A
NTMV1	2	Existing	36	61	61	70	24.9	Y	N	N	N	N	N/A	N/A	N/A
NTMV2	1	Existing	32	61	61	70	29.0	Y	N	N	N	N	N/A	N/A	N/A
NTMV3	1	Existing	25	52	52	70	27.5	Y	N	N	N	N	N/A	N/A	N/A
NTMV3	2	Existing	27	53	53	70	26.5	Y	N	N	N	N	N/A	N/A	N/A
NTMV4	1	Existing	22	64	64	70	42.1	Y	N	N	N	N	N/A	N/A	N/A
NTMV4	2	Existing	24	67	67	70	43.3	Y	N	N	N	N	N/A	N/A	N/A
NTMV5a	1	Existing	59	63	65	70	5.4	Y	N	N	N	N	N/A	N/A	N/A
NTMV5a	2	Existing	59	64	66	70	6.2	Y	N	N	N	N	N/A	N/A	N/A
NTMV5b	1	Existing	57	61	63	70	5.8	Y	N	N	N	N	N/A	N/A	N/A
NTMV5b	2	Existing	57	63	64	70	6.6	Y	N	N	N	N	N/A	N/A	N/A
NTMV5c	1	Existing	56	61	62	70	6.0	Y	N	N	N	N	N/A	N/A	N/A
NTMV5c	2	Existing	56	62	63	70	7.2	Y	N	N	N	N	N/A	N/A	N/A
CL1	1	Existing	27	63	63	70	36.2	Y	N	N	N	N	N/A	N/A	N/A
CL2a	1	Existing	29	65	65	70	36.3	Y	N	N	N	N	N/A	N/A	N/A
CL2b	1	Existing	37	65	65	70	28.0	Y	N	N	N	N	N/A	N/A	N/A
KLTS1a	1	Existing	0	62	62	70	61.9	Y	N	N	N	N	N/A	N/A	N/A
KLTS1a	2	Existing	0	63	63	70	63.3	Y	N	N	N	N	N/A	N/A	N/A
KLTS1b	1	Existing	31	59	59	70	27.9	Y	N	N	N	N	N/A	N/A	N/A
KLTS1b	2	Existing	32	64	64	70	32.2	Y	N	N	N	N	N/A	N/A	N/A
KLTS2	1	Existing	52	67	67	70	15.6	Y	N	N	N	N	N/A	N/A	N/A
KLTS3	1	Existing	40	65	65	70	25.1	Y	N	N	N	N	N/A	N/A	N/A
KLTS4	1	Existing	36	64	64	70	27.8	Y	N	N	N	N	N/A	N/A	N/A
KLTS4	2	Existing	38	65	65	70	27.0	Y	N	N	N	N	N/A	N/A	N/A
KLTN1a	1	Existing	55	68	68	70	12.7	Y	N	N	N	N	N/A	N/A	N/A
KLTN1b	1	Existing	60	66	67	70	7.3	Y	N	N	N	N	N/A	N/A	N/A
KLTN1c	1	Existing	55	53	57	70	2.2	Y	N	N	N	N	N/A	N/A	N/A
KLTN2a	1	Existing	56	66	66	70	9.9	Y	N	N	N	N	N/A	N/A	N/A
KLTN2b	1	Existing	55	66	67	70	11.5	Y	N	N	N	N	N/A	N/A	N/A
KLTN3a	1	Existing	54	61	62	70	8.1	Y	N	N	N	N	N/A	N/A	N/A
KLTN3a	2	Existing	54	63	64	70	9.5	Y	N	N	N	N	N/A	N/A	N/A
KLTN3b	1	Existing	55	60	61	70	6.2	Y	N	N	N	N	N/A	N/A	N/A
KLTN3b	2	Existing	55	61	62	70	6.5	Y	N	N	N	N	N/A	N/A	N/A
KLTN4a	1	Existing	61	64	65	70	4.7	Y	N	N	N	N	N/A	N/A	N/A
KLTN4a	2	Existing	61	66	67	70	6.1	Y	N	N	N	N	N/A	N/A	N/A
KLTN4b	1	Existing	63	61	65	70	2.1	Y	N	N	N	N	N/A	N/A	N/A
KLTN4b	2	Existing	63	63	66	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
KT1	1	Existing	69	61	69	70	0.6	N	N	N	N	N	N/A	N/A	N/A
KT1	2	Existing	69	62	70	70	0.7	N	N	N	N	N	N/A	N/A	N/A
KT2	1	Existing	69	63	70	70	0.9	N	N	N	N	N	N/A	N/A	N/A
KT3	1	Existing	67	63	69	70	1.5	Y	N	N	N	N	N/A	N/A	N/A
KTN1	1	Existing	70	58	70	70	0.3	N	N	N	N	N	N/A	N/A	N/A
KTN1	2	Existing	70	58	70	70	0.3	N	N	N	N	N	N/A	N/A	N/A
KTN1	3	Existing	70	58	70	70	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN1	4	Existing	70	59	71	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
KTN1	5	Existing	71	59	71	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN1	6	Existing	71	59	71	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN1	7	Existing	71	59	71	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
EPG1a	1	Existing	62	55	63	70	0.7	N	N	N	N	N	N/A	N/A	N/A
EPG1a	2	Existing	70	63	71	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
EPG1b	1	Existing	59	51	60	70	0.7	N	N	N	N	N	N/A	N/A	N/A
EPG1b	2	Existing	61	56	62	70	1.1	Y	N	N	N	N	N/A	N/A	N/A
EPG2a	1	Existing	71	48	71	70	0.0	N	Y	N	N	N	N/A	N/A	N/A

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
EPG2b	1	Existing	58	46	58	70	0.3	N	N	N	N	N	N/A	N/A	N/A
EPG2b	2	Existing	59	48	60	70	0.3	N	N	N	N	N	N/A	N/A	N/A
EPG3a	1	Existing	68	36	68	70	0.0	N	N	N	N	N	N/A	N/A	N/A
EPG3b	1	Existing	59	44	59	70	0.2	N	N	N	N	N	N/A	N/A	N/A
EPG3b	2	Existing	59	46	60	70	0.2	N	N	N	N	N	N/A	N/A	N/A
EPG4a	1	Existing	66	52	66	70	0.2	N	N	N	N	N	N/A	N/A	N/A
EPG4a	2	Existing	68	53	69	70	0.2	N	N	N	N	N	N/A	N/A	N/A
EPG4b	1	Existing	59	41	59	70	0.0	N	N	N	N	N	N/A	N/A	N/A
EPG4b	2	Existing	64	44	64	70	0.0	N	N	N	N	N	N/A	N/A	N/A
EPG5a	1	Existing	64	54	64	70	0.4	N	N	N	N	N	N/A	N/A	N/A
EPG5a	2	Existing	67	56	67	70	0.4	N	N	N	N	N	N/A	N/A	N/A
EPG5b	1	Existing	57	43	57	70	0.2	N	N	N	N	N	N/A	N/A	N/A
EPG5b	2	Existing	59	46	59	70	0.2	N	N	N	N	N	N/A	N/A	N/A
EPG6a	1	Existing	66	63	67	70	1.8	Y	N	N	N	N	N/A	N/A	N/A
EPG6a	2	Existing	69	63	70	70	1.0	Y	N	N	N	N	N/A	N/A	N/A
EPG6b	1	Existing	57	55	59	70	1.9	Y	N	N	N	N	N/A	N/A	N/A
EPG6b	2	Existing	62	60	64	70	2.1	Y	N	N	N	N	N/A	N/A	N/A
LHTWCa	1	Existing	60	36	60	65	0.0	N	N	N	N	N	N/A	N/A	N/A
LHTWCb	1	Existing	68	32	68	65	0.0	N	Y	N	N	N	N/A	N/A	N/A
VL	1	Existing	56	30	56	70	0.0	N	N	N	N	N	N/A	N/A	N/A
VL	2	Existing	60	36	60	70	0.0	N	N	N	N	N	N/A	N/A	N/A
MCLa	1	Existing	24	66	66	70	42.1	Y	N	N	N	N	N/A	N/A	N/A
MCLb	1	Existing	23	65	65	70	42.1	Y	N	N	N	N	N/A	N/A	N/A
MCLc	1	Existing	18	66	66	70	47.7	Y	N	N	N	N	N/A	N/A	N/A
KTN964_1	1	Planned	74	25	74	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	2	Planned	75	25	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	3	Planned	75	25	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	4	Planned	75	25	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	5	Planned	75	25	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	6	Planned	75	25	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	7	Planned	75	25	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	8	Planned	75	26	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	9	Planned	75	27	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	10	Planned	75	28	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	11	Planned	75	30	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	12	Planned	74	32	74	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	13	Planned	74	34	74	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_1	14	Planned	74	37	74	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	1	Planned	76	47	76	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	2	Planned	77	49	77	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	3	Planned	78	50	78	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	4	Planned	78	51	78	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	5	Planned	78	52	78	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	6	Planned	78	52	78	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	7	Planned	78	53	78	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	8	Planned	78	54	78	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	9	Planned	78	54	78	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	10	Planned	77	54	77	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	11	Planned	77	55	77	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	12	Planned	77	55	77	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	13	Planned	77	55	77	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_2	14	Planned	77	56	77	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	1	Planned	70	45	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN964_3	2	Planned	71	47	71	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	3	Planned	71	48	71	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	4	Planned	71	49	71	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	5	Planned	72	50	72	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	6	Planned	72	51	72	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	7	Planned	72	51	72	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	8	Planned	72	52	72	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	9	Planned	72	52	72	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	10	Planned	73	53	73	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	11	Planned	73	53	73	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	12	Planned	73	54	73	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	13	Planned	73	54	73	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
KTN964_3	14	Planned	73	54	73	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
NSW293_1	1	Planned	53	0	53	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	2	Planned	59	0	59	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	3	Planned	60	0	60	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	4	Planned	62	0	62	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	5	Planned	63	0	63	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	6	Planned	65	0	65	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	7	Planned	66	0	66	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	8	Planned	67	0	67	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	9	Planned	67	0	67	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	10	Planned	68	0	68	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	11	Planned	68	0	68	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	12	Planned	69	0	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	13	Planned	69	0	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	14	Planned	69	0	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	15	Planned	69	0	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	16	Planned	69	0	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	17	Planned	69	0	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	18	Planned	69	0	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	19	Planned	69	0	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	20	Planned	69	0	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	21	Planned	69	0	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	22	Planned	69	0	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	23	Planned	69	0	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	24	Planned	69	0	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	25	Planned	69	0	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	26	Planned	69	0	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	27	Planned	69	0	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	28	Planned	69	0	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	29	Planned	69	0	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_1	30	Planned	69	0	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW293_2	1	Planned	59	60	62	70	3.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_2	2	Planned	61	62	64	70	3.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_2	3	Planned	62	63	66	70	3.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_2	4	Planned	63	64	67	70	3.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_2	5	Planned	64	65	67	70	3.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_2	6	Planned	64	65	68	70	3.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_2	7	Planned	65	66	68	70	3.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_2	8	Planned	66	66	69	70	3.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_2	9	Planned	66	67	69	70	3.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_2	10	Planned	67	67	70	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_2	11	Planned	67	67	70	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_2	12	Planned	68	67	71	70	3.0	Y	Y	N	Y	Y	0.1	64.2	N
NSW293_2	13	Planned	68	68	71	70	2.8	Y	Y	N	Y	Y	0.4	64.5	N
NSW293_2	14	Planned	68	68	71	70	2.7	Y	Y	N	Y	Y	0.7	64.8	N
NSW293_2	15	Planned	69	68	71	70	2.7	Y	Y	N	Y	Y	0.9	65	N
NSW293_2	16	Planned	69	68	72	70	2.7	Y	Y	N	Y	Y	1.1	65.2	N
NSW293_2	17	Planned	69	68	72	70	2.6	Y	Y	N	Y	Y	1.3	65.4	N
NSW293_2	18	Planned	69	69	72	70	2.7	Y	Y	N	Y	Y	1.5	65.6	N
NSW293_2	19	Planned	69	69	72	70	2.6	Y	Y	N	Y	Y	1.6	65.7	N
NSW293_2	20	Planned	70	69	72	70	2.7	Y	Y	N	Y	Y	1.8	65.9	N

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Mitigated Scenario)

			WITH PROJECT (Year 2051)									AT-RECEIVER MITIGATION MEASURES			
Assessment Point		Existing/ Planned	Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]			Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]					
NSW293_2	21	Planned	70	69	72	70	2.7	Y	Y	N	Y	Y	1.9	66	N
NSW293_2	22	Planned	70	69	72	70	2.7	Y	Y	N	Y	Y	2.0	66.1	N
NSW293_2	23	Planned	70	69	73	70	2.7	Y	Y	N	Y	Y	2.1	66.2	N
NSW293_2	24	Planned	70	69	73	70	2.8	Y	Y	N	Y	Y	2.1	66.2	N
NSW293_2	25	Planned	70	69	73	70	2.7	Y	Y	N	Y	Y	2.1	66.2	N
NSW293_2	26	Planned	70	69	73	70	2.7	Y	Y	N	Y	Y	2.1	66.2	N
NSW293_2	27	Planned	70	69	73	70	2.8	Y	Y	N	Y	Y	2.2	66.3	N
NSW293_2	28	Planned	70	69	73	70	2.9	Y	Y	N	Y	Y	2.2	66.3	N
NSW293_2	29	Planned	70	69	73	70	2.9	Y	Y	N	Y	Y	2.2	66.3	N
NSW293_2	30	Planned	70	69	73	70	2.9	Y	Y	N	Y	Y	2.2	66.3	N
NSW293_2	31	Planned	70	69	73	70	2.9	Y	Y	N	Y	Y	2.2	66.3	N
NSW293_2	32	Planned	70	70	73	70	3.0	Y	Y	N	Y	Y	2.2	66.3	N
NSW293_2	33	Planned	70	70	73	70	3.0	Y	Y	N	Y	Y	2.2	66.3	N
NSW293_2	34	Planned	70	70	73	70	3.0	Y	Y	N	Y	Y	2.2	66.3	N
NSW293_2	35	Planned	70	70	73	70	3.0	Y	Y	N	Y	Y	2.1	66.2	N
NSW293_2	36	Planned	70	70	73	70	3.0	Y	Y	N	Y	Y	2.1	66.2	N
NSW293_2	37	Planned	70	70	73	70	3.0	Y	Y	N	Y	Y	2.1	66.2	N
NSW293_2	38	Planned	69	70	73	70	3.1	Y	Y	N	Y	Y	2.1	66.2	N
NSW293_2	39	Planned	69	70	73	70	3.1	Y	Y	N	Y	Y	2.1	66.2	N
NSW293_2	40	Planned	69	70	73	70	3.2	Y	Y	N	Y	Y	2.1	66.2	N
NSW293_2	41	Planned	69	70	73	70	3.2	Y	Y	N	Y	Y	2.1	66.2	N
NSW293_2	42	Planned	69	70	73	70	3.2	Y	Y	N	Y	Y	2.1	66.2	N
NSW293_2	43	Planned	69	70	73	70	3.3	Y	Y	N	Y	Y	2.1	66.2	N
NSW293_3	1	Planned	57	58	61	70	3.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_3	2	Planned	61	61	64	70	2.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_3	3	Planned	64	63	67	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_4	1	Planned	53	53	56	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_4	2	Planned	54	55	58	70	3.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_4	3	Planned	55	57	59	70	4.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5a	1	Planned	56	57	60	70	3.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5a	2	Planned	57	59	61	70	3.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5a	3	Planned	59	61	63	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5a	4	Planned	61	64	66	70	4.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5a	5	Planned	63	66	68	70	4.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5a	6	Planned	65	67	69	70	4.0	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5a	7	Planned	67	68	70	70	3.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5a	8	Planned	69	68	71	70	2.7	Y	Y	N	Y	Y	0.9	65.0	N
NSW293_5a	9	Planned	70	69	72	70	2.4	Y	Y	N	Y	Y	1.8	65.9	N
NSW293_5a	10	Planned	71	69	73	70	2.2	Y	Y	N	Y	Y	2.4	66.5	N
NSW293_5a	11	Planned	71	69	73	70	2.2	Y	Y	N	Y	Y	2.8	66.9	N
NSW293_5a	12	Planned	71	69	74	70	2.1	Y	Y	N	Y	Y	3.1	67.2	N
NSW293_5a	13	Planned	72	70	74	70	2.2	Y	Y	N	Y	Y	3.4	67.5	N
NSW293_5a	14	Planned	72	70	74	70	2.2	Y	Y	N	Y	Y	3.5	67.6	N
NSW293_5a	15	Planned	72	70	74	70	2.4	Y	Y	N	Y	Y	3.7	67.8	N
NSW293_5a	16	Planned	72	71	74	70	2.5	Y	Y	Y	Y	Y	3.8	67.9	N
NSW293_5a	17	Planned	72	71	74	70	2.6	Y	Y	Y	Y	Y	3.9	68.0	N
NSW293_5a	18	Planned	72	71	74	70	2.7	Y	Y	Y	Y	Y	4.0	68.1	N
NSW293_5a	19	Planned	72	71	74	70	2.8	Y	Y	Y	Y	Y	4.0	68.1	N
NSW293_5a	20	Planned	72	72	75	70	2.9	Y	Y	Y	Y	Y	4.1	68.2	N
NSW293_5a	21	Planned	72	72	75	70	3.1	Y	Y	Y	Y	Y	4.2	68.3	N
NSW293_5a	22	Planned	72	72	75	70	3.3	Y	Y	Y	Y	Y	4.4	68.5	N
NSW293_5a	23	Planned	71	72	75	70	3.5	Y	Y	Y	Y	Y	4.5	68.6	N
NSW293_5a	24	Planned	71	73	75	70	3.6	Y	Y	Y	Y	Y	4.6	68.7	N
NSW293_5a	25	Planned	71	73	75	70	3.8	Y	Y	Y	Y	Y	4.7	68.8	N
NSW293_5a	26	Planned	71	73	75	70	3.8	Y	Y	Y	Y	Y	4.7	68.8	N
NSW293_5a	27	Planned	71	73	75	70	3.9	Y	Y	Y	Y	Y	4.7	68.8	N
NSW293_5a	28	Planned	71	73	75	70	4.0	Y	Y	Y	Y	Y	4.7	68.8	N
NSW293_5a	29	Planned	71	73	75	70	4.0	Y	Y	Y	Y	Y	4.7	68.8	N
NSW293_5a	30	Planned	71	73	75	70	4.1	Y	Y	Y	Y	Y	4.7	68.8	N
NSW293_5a	31	Planned	71	73	75	70	4.1	Y	Y	Y	Y	Y	4.7	68.8	N
NSW293_5a	32	Planned	71	73	75	70	4.1	Y	Y	Y	Y	Y	4.6	68.7	N
NSW293_5a	33	Planned	71	73	75	70	4.1	Y	Y	Y	Y	Y	4.6	68.7	N
NSW293_5a	34	Planned	71	73	75	70	4.1	Y	Y	Y	Y	Y	4.5	68.6	N
NSW293_5a	35	Planned	71	73	75	70	4.2	Y	Y	Y	Y	Y	4.5	68.6	N
NSW293_5a	36	Planned	71	73	75	70	4.2	Y	Y	Y	Y	Y	4.5	68.6	N
NSW293_5a	37	Planned	71	73	75	70	4.2	Y	Y	Y	Y	Y	4.4	68.5	N
NSW293_5a	38	Planned	71	73	75	70	4.2	Y	Y	Y	Y	Y	4.4	68.5	N
NSW293_5a	39	Planned	71	73	75	70	4.3	Y	Y	Y	Y	Y	4.4	68.5	N
NSW293_5a	40	Planned	71	73	75	70	4.2	Y	Y	Y	Y	Y	4.3	68.4	N
NSW293_5a	41	Planned	70	73	75	70	4.3	Y	Y	Y	Y	Y	4.3	68.4	N
NSW293_5a	42	Planned	70	73	75	70	4.2	Y	Y	Y	Y	Y	4.2	68.3	N
NSW293_5a	43	Planned	70	73	75	70	4.2	Y	Y	Y	Y	Y	4.2	68.3	N
NSW293_5b	1	Planned	58	61	63	70	4.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5b	2	Planned	59	62	64	70	4.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5b	3	Planned	60	63	65	70	5.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5b	4	Planned	60	65	66	70	5.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5b	5	Planned	62	66	68	70	6.0	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5b	6	Planned	63	68	69	70	6.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5b	7	Planned	64	69	70	70	6.0	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5b	8	Planned	65	69	71	70	5.9	Y	Y	N	Y	Y	0.1	64.2	N
NSW293_5b	9	Planned	66	70	71	70	5.3	Y	Y	N	Y	Y	0.8	64.9	N
NSW293_5b	10	Planned	67	70	72	70	4.7	Y	Y	N	Y	Y	1.6	65.7	N
NSW293_5b	11	Planned	68	71	73	70	4.2	Y	Y	Y	Y	Y	2.2	66.3	N
NSW293_5b	12	Planned	69	71	73	70	4.2	Y	Y	Y	Y	Y	2.6	66.7	N
NSW293_5b	13	Planned	69	71	73	70	4.1	Y	Y	Y	Y	Y	2.8	66.9	N
NSW293_5b	14	Planned	69	71	73	70	4.2	Y	Y	Y	Y	Y	3.0	67.1	N
NSW293_5b	15	Planned	69	72	74	70	4.2	Y	Y	Y	Y	Y	3.2	67.3	N
NSW293_5b	16	Planned	70	72	74	70	4.0	Y	Y	Y	Y	Y	3.3	67.4	N
NSW293_5b	17	Planned	70	72	74	70	3.9	Y	Y	Y	Y	Y	3.5	67.6	N
NSW293_5b	18	Planned	71	72	74	70	3.7	Y	Y	Y	Y	Y	3.8	67.9	N
NSW293_5b	19	Planned	71	72	74	70	3.5	Y	Y	Y	Y	Y	4.0	68.1	N
NSW293_5b	20	Planned	71	72	75	70	3.5	Y	Y	Y	Y	Y	4.2	68.3	N
NSW293_5b	21	Planned	71	72	75	70	3.5	Y	Y	Y	Y	Y	4.4	68.5	N
NSW293_5b	22	Planned	71	72	75	70	3.4	Y	Y	Y	Y	Y	4.4	68.5	N
NSW293_5b	23	Planned	71	72	75	70	3.6	Y	Y	Y	Y	Y	4.5	68.6	N
NSW293_5b	24	Planned	71	72	75	70	3.5	Y	Y	Y	Y	Y	4.4	68.5	N
NSW293_5b	25	Planned	71	72	75	70	3.5	Y	Y	Y	Y	Y	4.4	68.5	N
NSW293_5b	26	Planned	71	72	75	70	3.6	Y	Y	Y	Y	Y	4.4	68.5	N
NSW293_5b	27	Planned	71	72	75	70	3.6	Y	Y	Y	Y	Y	4.4	68.5	N
NSW293_5b	28	Planned	71	72	75	70	3.6	Y	Y	Y	Y	Y	4.3	68.4	N
NSW293_5b	29	Planned	71	72	75	70	3.6	Y	Y	Y	Y	Y	4.3	68.4	N
NSW293_5b	30	Planned	71	72	75	70	3.6	Y	Y	Y	Y	Y	4.2	68.3	N
NSW293_5b	31	Planned	71	72	75	70	3.7	Y	Y	Y	Y	Y	4.2	68.3	N
NSW293_5b	32	Planned	71	72	75	70	3.6	Y	Y	Y	Y	Y	4.1	68.2	N
NSW293_5b	33	Planned	71	72	75	70	3.7	Y	Y	Y	Y	Y	4.1	68.2	N
NSW293_5b	34	Planned	71	72	74	70	3.7	Y	Y	Y	Y	Y	4.0	68.1	N
NSW293_5b	35	Planned	71	72	74	70	3.6	Y	Y	Y	Y	Y	3.9	68.0	N
NSW293_5b	36	Planned	71	72	74	70	3.7	Y	Y	Y	Y	Y	3.9	68.0	N
NSW293_5b	37	Planned	71	72	74	70	3.6	Y	Y	Y	Y	Y	3.8	67.9	N
NSW293_5b	38	Planned	71	72	74	70	3.7	Y	Y	Y	Y	Y	3.8	67.9	N
NSW293_5b	39	Planned	70	72	74	70	3.7	Y	Y	Y	Y	Y	3.7	67.8	N
NSW293_5b	40	Planned	70	72	74	70	3.7	Y	Y	Y	Y	Y	3.7	67.8	N
NSW293_5b	41	Planned	70	72	74	70	3.7	Y	Y	Y	Y	Y	3.6	67.7	N
NSW293_5b	42	Planned	70	72	74	70	3.8	Y	Y	Y	Y	Y	3.6	67.7	N
NSW293_5b	43	Planned	70	72	74	70	3.7	Y	Y	Y	Y	Y	3.5	67.6	N
NSW293_5c	1	Planned	58	56	61	70	2.2	Y	N	N	N	N	N/A	N/A	N/A

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Mitigated Scenario)

			WITH PROJECT (Year 2051)									AT-RECEIVER MITIGATION MEASURES			
Assessment Point		Existing/ Planned	Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]			Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]					
NSW293_5c	2	Planned	60	58	62	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5c	3	Planned	61	61	64	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5c	4	Planned	63	63	66	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5c	5	Planned	64	64	67	70	3.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5c	6	Planned	64	65	68	70	3.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5c	7	Planned	65	66	68	70	3.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5c	8	Planned	66	66	69	70	3.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5c	9	Planned	67	67	70	70	3.0	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5c	10	Planned	68	67	70	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_5c	11	Planned	68	67	71	70	2.6	Y	Y	N	Y	Y	0.5	64.6	N
NSW293_5c	12	Planned	69	68	71	70	2.4	Y	Y	N	Y	Y	0.9	65	N
NSW293_5c	13	Planned	69	68	72	70	2.4	Y	Y	N	Y	Y	1.2	65.3	N
NSW293_5c	14	Planned	70	68	72	70	2.4	Y	Y	N	Y	Y	1.5	65.6	N
NSW293_5c	15	Planned	70	68	72	70	2.3	Y	Y	N	Y	Y	1.7	65.8	N
NSW293_5c	16	Planned	70	69	72	70	2.3	Y	Y	N	Y	Y	1.9	66	N
NSW293_5c	17	Planned	70	69	73	70	2.3	Y	Y	N	Y	Y	2.1	66.2	N
NSW293_5c	18	Planned	70	69	73	70	2.4	Y	Y	N	Y	Y	2.2	66.3	N
NSW293_5c	19	Planned	70	69	73	70	2.4	Y	Y	N	Y	Y	2.3	66.4	N
NSW293_5c	20	Planned	70	69	73	70	2.5	Y	Y	N	Y	Y	2.4	66.5	N
NSW293_5c	21	Planned	70	69	73	70	2.5	Y	Y	N	Y	Y	2.4	66.5	N
NSW293_5c	22	Planned	70	69	73	70	2.5	Y	Y	N	Y	Y	2.4	66.5	N
NSW293_5c	23	Planned	70	69	73	70	2.5	Y	Y	N	Y	Y	2.4	66.5	N
NSW293_5c	24	Planned	70	69	73	70	2.6	Y	Y	N	Y	Y	2.5	66.6	N
NSW293_5c	25	Planned	70	69	73	70	2.7	Y	Y	N	Y	Y	2.5	66.6	N
NSW293_5c	26	Planned	70	70	73	70	2.7	Y	Y	N	Y	Y	2.5	66.6	N
NSW293_5c	27	Planned	70	70	73	70	2.7	Y	Y	N	Y	Y	2.5	66.6	N
NSW293_5c	28	Planned	70	70	73	70	2.8	Y	Y	N	Y	Y	2.5	66.6	N
NSW293_5c	29	Planned	70	70	73	70	2.8	Y	Y	N	Y	Y	2.5	66.6	N
NSW293_5c	30	Planned	70	70	73	70	2.9	Y	Y	N	Y	Y	2.5	66.6	N
NSW293_5c	31	Planned	70	70	73	70	2.9	Y	Y	N	Y	Y	2.5	66.6	N
NSW293_5c	32	Planned	70	70	73	70	3.0	Y	Y	N	Y	Y	2.6	66.7	N
NSW293_5c	33	Planned	70	70	73	70	3.1	Y	Y	N	Y	Y	2.6	66.7	N
NSW293_5c	34	Planned	70	70	73	70	3.1	Y	Y	N	Y	Y	2.6	66.7	N
NSW293_5c	35	Planned	70	70	73	70	3.2	Y	Y	N	Y	Y	2.7	66.8	N
NSW293_5c	36	Planned	70	70	73	70	3.3	Y	Y	N	Y	Y	2.7	66.8	N
NSW293_5c	37	Planned	70	70	73	70	3.4	Y	Y	N	Y	Y	2.7	66.8	N
NSW293_5c	38	Planned	70	70	73	70	3.4	Y	Y	N	Y	Y	2.7	66.8	N
NSW293_5c	39	Planned	70	70	73	70	3.4	Y	Y	N	Y	Y	2.7	66.8	N
NSW293_5c	40	Planned	70	71	73	70	3.5	Y	Y	Y	Y	Y	2.7	66.8	N
NSW293_5c	41	Planned	70	71	73	70	3.5	Y	Y	Y	Y	Y	2.7	66.8	N
NSW293_5c	42	Planned	70	71	73	70	3.5	Y	Y	Y	Y	Y	2.7	66.8	N
NSW293_5c	43	Planned	70	71	73	70	3.6	Y	Y	Y	Y	Y	2.7	66.8	N
NSW293_6a	1	Planned	52	55	57	70	4.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6a	2	Planned	54	56	58	70	4.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6a	3	Planned	56	58	60	70	4.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6a	4	Planned	58	62	64	70	5.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6a	5	Planned	60	64	66	70	5.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6a	6	Planned	62	66	67	70	5.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6a	7	Planned	63	66	68	70	4.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6a	8	Planned	65	67	69	70	3.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6a	9	Planned	67	67	70	70	3.0	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6a	10	Planned	69	68	71	70	2.6	Y	Y	N	Y	Y	0.9	65.0	N
NSW293_6a	11	Planned	69	68	72	70	2.4	Y	Y	N	Y	Y	1.3	65.4	N
NSW293_6a	12	Planned	70	69	72	70	2.5	Y	Y	N	Y	Y	1.6	65.7	N
NSW293_6a	13	Planned	70	69	72	70	2.6	Y	Y	N	Y	Y	1.9	66	N
NSW293_6a	14	Planned	70	69	73	70	2.6	Y	Y	N	Y	Y	2.1	66.2	N
NSW293_6a	15	Planned	70	69	73	70	2.6	Y	Y	N	Y	Y	2.3	66.4	N
NSW293_6a	16	Planned	70	70	73	70	2.7	Y	Y	N	Y	Y	2.5	66.6	N
NSW293_6a	17	Planned	70	70	73	70	2.8	Y	Y	N	Y	Y	2.7	66.8	N
NSW293_6a	18	Planned	70	70	73	70	2.9	Y	Y	N	Y	Y	2.9	67.0	N
NSW293_6a	19	Planned	70	71	74	70	3.1	Y	Y	Y	Y	Y	3.1	67.2	N
NSW293_6a	20	Planned	70	71	74	70	3.3	Y	Y	Y	Y	Y	3.3	67.4	N
NSW293_6a	21	Planned	70	71	74	70	3.4	Y	Y	Y	Y	Y	3.4	67.5	N
NSW293_6a	22	Planned	70	71	74	70	3.6	Y	Y	Y	Y	Y	3.5	67.6	N
NSW293_6a	23	Planned	70	72	74	70	3.6	Y	Y	Y	Y	Y	3.5	67.6	N
NSW293_6a	24	Planned	70	72	74	70	3.8	Y	Y	Y	Y	Y	3.6	67.7	N
NSW293_6a	25	Planned	70	72	74	70	3.8	Y	Y	Y	Y	Y	3.5	67.6	N
NSW293_6a	26	Planned	70	72	74	70	3.8	Y	Y	Y	Y	Y	3.5	67.6	N
NSW293_6a	27	Planned	70	72	74	70	3.9	Y	Y	Y	Y	Y	3.5	67.6	N
NSW293_6a	28	Planned	70	72	74	70	4.0	Y	Y	Y	Y	Y	3.5	67.6	N
NSW293_6a	29	Planned	70	72	74	70	4.0	Y	Y	Y	Y	Y	3.5	67.6	N
NSW293_6a	30	Planned	70	72	74	70	4.0	Y	Y	Y	Y	Y	3.4	67.5	N
NSW293_6a	31	Planned	70	72	74	70	4.1	Y	Y	Y	Y	Y	3.4	67.5	N
NSW293_6a	32	Planned	70	72	74	70	4.2	Y	Y	Y	Y	Y	3.4	67.5	N
NSW293_6a	33	Planned	70	72	74	70	4.1	Y	Y	Y	Y	Y	3.3	67.4	N
NSW293_6a	34	Planned	70	72	74	70	4.2	Y	Y	Y	Y	Y	3.3	67.4	N
NSW293_6a	35	Planned	69	72	74	70	4.3	Y	Y	Y	Y	Y	3.3	67.4	N
NSW293_6a	36	Planned	69	72	74	70	4.3	Y	Y	Y	Y	Y	3.2	67.3	N
NSW293_6a	37	Planned	69	72	74	70	4.2	Y	Y	Y	Y	Y	3.1	67.2	N
NSW293_6a	38	Planned	69	72	74	70	4.3	Y	Y	Y	Y	Y	3.1	67.2	N
NSW293_6a	39	Planned	69	71	74	70	4.4	Y	Y	Y	Y	Y	3.1	67.2	N
NSW293_6a	40	Planned	69	72	74	70	4.4	Y	Y	Y	Y	Y	3.1	67.2	N
NSW293_6a	41	Planned	69	72	73	70	4.4	Y	Y	Y	Y	Y	3.0	67.1	N
NSW293_6a	42	Planned	69	71	73	70	4.4	Y	Y	Y	Y	Y	3.0	67.1	N
NSW293_6a	43	Planned	69	71	73	70	4.4	Y	Y	Y	Y	Y	2.9	67.0	N
NSW293_6b	1	Planned	52	55	57	70	4.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6b	2	Planned	54	56	58	70	4.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6b	3	Planned	55	58	60	70	4.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6b	4	Planned	58	62	63	70	5.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6b	5	Planned	60	64	66	70	5.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6b	6	Planned	62	65	67	70	5.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6b	7	Planned	63	66	68	70	4.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6b	8	Planned	65	67	69	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6b	9	Planned	67	67	70	70	3.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6b	10	Planned	68	68	71	70	2.7	Y	Y	N	Y	Y	0.4	64.5	N
NSW293_6b	11	Planned	69	68	71	70	2.6	Y	Y	N	Y	Y	0.9	65	N
NSW293_6b	12	Planned	69	68	72	70	2.5	Y	Y	N	Y	Y	1.2	65.3	N
NSW293_6b	13	Planned	69	68	72	70	2.6	Y	Y	N	Y	Y	1.5	65.6	N
NSW293_6b	14	Planned	69	69	72	70	2.7	Y	Y	N	Y	Y	1.7	65.8	N
NSW293_6b	15	Planned	70	69	72	70	2.8	Y	Y	N	Y	Y	1.9	66	N
NSW293_6b	16	Planned	70	69	72	70	2.7	Y	Y	N	Y	Y	2.0	66.1	N
NSW293_6b	17	Planned	70	69	73	70	2.8	Y	Y	N	Y	Y	2.2	66.3	N
NSW293_6b	18	Planned	70	70	73	70	3.0	Y	Y	N	Y	Y	2.4	66.5	N
NSW293_6b	19	Planned	70	70	73	70	3.0	Y	Y	N	Y	Y	2.5	66.6	N
NSW293_6b	20	Planned	70	70	73	70	3.2	Y	Y	N	Y	Y	2.7	66.8	N
NSW293_6b	21	Planned	70	71	73	70	3.5	Y	Y	Y	Y	Y	2.9	67	N
NSW293_6b	22	Planned	70	71	73	70	3.6	Y	Y	Y	Y	Y	3.0	67.1	N
NSW293_6b	23	Planned	70	71	74	70	3.7	Y	Y	Y	Y	Y	3.1	67.2	N
NSW293_6b	24	Planned	70	71	74	70	3.8	Y	Y	Y	Y	Y	3.1	67.2	N
NSW293_6b	25	Planned	70	71	74	70	3.9	Y	Y	Y	Y	Y	3.1	67.2	N
NSW293_6b	26	Planned	70	71	74	70	3.9	Y	Y	Y	Y	Y	3.1	67.2	N
NSW293_6b	27	Planned	70	71	74	70	4.0	Y	Y	Y	Y	Y	3.1	67.2	N
NSW293_6b	28	Planned	70	71	74	70	4.0	Y	Y	Y	Y	Y	3.1	67.2	N
NSW293_6b	29	Planned	69	71	74	70	4.1	Y	Y	Y	Y	Y	3.1	67.2	N
NSW293_6b	30	Planned	69	71	74	70	4.2	Y	Y	Y	Y	Y	3.1	67.2	N
NSW293_6b	31	Planned	69	71	74	70	4.3	Y	Y	Y	Y	Y	3.1	67.2	N

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
NSW293_6b	32	Planned	69	71	74	70	4.3	Y	Y	Y	Y	Y	3.1	67.2	N
NSW293_6b	33	Planned	69	71	73	70	4.3	Y	Y	Y	Y	Y	3.0	67.1	N
NSW293_6b	34	Planned	69	71	73	70	4.3	Y	Y	Y	Y	Y	2.9	67	N
NSW293_6b	35	Planned	69	71	73	70	4.4	Y	Y	Y	Y	Y	2.9	67	N
NSW293_6b	36	Planned	69	71	73	70	4.4	Y	Y	Y	Y	Y	2.9	67	N
NSW293_6b	37	Planned	69	71	73	70	4.5	Y	Y	Y	Y	Y	2.9	67	N
NSW293_6b	38	Planned	69	71	73	70	4.4	Y	Y	Y	Y	Y	2.8	66.9	N
NSW293_6b	39	Planned	69	71	73	70	4.5	Y	Y	Y	Y	Y	2.8	66.9	N
NSW293_6b	40	Planned	69	71	73	70	4.5	Y	Y	Y	Y	Y	2.7	66.8	N
NSW293_6b	41	Planned	69	71	73	70	4.5	Y	Y	Y	Y	Y	2.7	66.8	N
NSW293_6b	42	Planned	69	71	73	70	4.6	Y	Y	Y	Y	Y	2.7	66.8	N
NSW293_6b	43	Planned	68	71	73	70	4.6	Y	Y	Y	Y	Y	2.6	66.7	N
NSW293_6c	1	Planned	43	47	48	70	5.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	2	Planned	44	49	50	70	6.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	3	Planned	45	50	51	70	6.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	4	Planned	46	52	53	70	7.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	5	Planned	47	54	55	70	8.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	6	Planned	48	56	57	70	9.0	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	7	Planned	49	58	58	70	9.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	8	Planned	50	58	59	70	8.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	9	Planned	52	59	60	70	7.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	10	Planned	54	59	60	70	6.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	11	Planned	55	60	61	70	5.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	12	Planned	56	60	61	70	5.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	13	Planned	56	60	61	70	4.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	14	Planned	57	60	62	70	4.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	15	Planned	57	60	62	70	4.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	16	Planned	58	60	62	70	4.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	17	Planned	58	60	62	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	18	Planned	59	60	62	70	3.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	19	Planned	59	60	63	70	3.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	20	Planned	60	60	63	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	21	Planned	60	60	63	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	22	Planned	60	60	63	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	23	Planned	60	60	63	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	24	Planned	60	60	63	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	25	Planned	60	60	63	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	26	Planned	60	60	63	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	27	Planned	60	60	63	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	28	Planned	60	60	63	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	29	Planned	60	60	63	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	30	Planned	60	60	63	70	3.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	31	Planned	60	60	63	70	3.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	32	Planned	60	61	63	70	3.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	33	Planned	60	61	63	70	3.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	34	Planned	60	61	63	70	3.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	35	Planned	59	61	63	70	3.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	36	Planned	59	61	63	70	3.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	37	Planned	59	61	63	70	3.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	38	Planned	59	61	63	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	39	Planned	59	61	63	70	4.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	40	Planned	59	62	64	70	4.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	41	Planned	59	62	64	70	4.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	42	Planned	59	62	64	70	4.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_6c	43	Planned	59	62	64	70	4.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_7	1	Planned	55	56	58	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_7	2	Planned	58	58	61	70	3.0	Y	N	N	N	N	N/A	N/A	N/A
NSW293_7	3	Planned	61	60	64	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_7	4	Planned	63	62	65	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_7	5	Planned	63	64	67	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_7	6	Planned	64	64	67	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_7	7	Planned	64	65	68	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_7	8	Planned	65	65	68	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_7	9	Planned	66	66	69	70	3.0	Y	N	N	N	N	N/A	N/A	N/A
NSW293_7	10	Planned	66	66	69	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_7	11	Planned	67	66	70	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_7	12	Planned	68	67	70	70	2.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_7	13	Planned	68	67	70	70	2.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_7	14	Planned	68	67	71	70	2.5	Y	Y	N	Y	Y	0.3	64.4	N
NSW293_7	15	Planned	68	67	71	70	2.5	Y	Y	N	Y	Y	0.5	64.6	N
NSW293_7	16	Planned	69	68	71	70	2.6	Y	Y	N	Y	Y	0.7	64.8	N
NSW293_7	17	Planned	69	68	71	70	2.5	Y	Y	N	Y	Y	0.9	65	N
NSW293_7	18	Planned	69	68	71	70	2.4	Y	Y	N	Y	Y	1.0	65.1	N
NSW293_7	19	Planned	69	68	72	70	2.5	Y	Y	N	Y	Y	1.2	65.3	N
NSW293_7	20	Planned	69	68	72	70	2.4	Y	Y	N	Y	Y	1.2	65.3	N
NSW293_7	21	Planned	69	68	72	70	2.5	Y	Y	N	Y	Y	1.3	65.4	N
NSW293_7	22	Planned	69	68	72	70	2.4	Y	Y	N	Y	Y	1.3	65.4	N
NSW293_7	23	Planned	69	68	72	70	2.4	Y	Y	N	Y	Y	1.3	65.4	N
NSW293_7	24	Planned	69	68	72	70	2.6	Y	Y	N	Y	Y	1.4	65.5	N
NSW293_7	25	Planned	69	68	72	70	2.6	Y	Y	N	Y	Y	1.4	65.5	N
NSW293_7	26	Planned	69	68	72	70	2.6	Y	Y	N	Y	Y	1.4	65.5	N
NSW293_7	27	Planned	69	68	72	70	2.6	Y	Y	N	Y	Y	1.4	65.5	N
NSW293_7	28	Planned	69	68	72	70	2.7	Y	Y	N	Y	Y	1.4	65.5	N
NSW293_7	29	Planned	69	68	72	70	2.7	Y	Y	N	Y	Y	1.4	65.5	N
NSW293_7	30	Planned	69	68	72	70	2.8	Y	Y	N	Y	Y	1.4	65.5	N
NSW293_7	31	Planned	69	69	72	70	2.8	Y	Y	N	Y	Y	1.4	65.5	N
NSW293_7	32	Planned	69	69	72	70	2.8	Y	Y	N	Y	Y	1.4	65.5	N
NSW293_7	33	Planned	69	69	72	70	2.9	Y	Y	N	Y	Y	1.4	65.5	N
NSW293_7	34	Planned	69	69	72	70	2.8	Y	Y	N	Y	Y	1.3	65.4	N
NSW293_7	35	Planned	69	69	72	70	2.9	Y	Y	N	Y	Y	1.4	65.5	N
NSW293_7	36	Planned	69	69	72	70	3.0	Y	Y	N	Y	Y	1.4	65.5	N
NSW293_7	37	Planned	69	69	72	70	3.0	Y	Y	N	Y	Y	1.4	65.5	N
NSW293_7	38	Planned	69	69	72	70	3.1	Y	Y	N	Y	Y	1.4	65.5	N
NSW293_7	39	Planned	69	69	72	70	3.1	Y	Y	N	Y	Y	1.4	65.5	N
NSW293_7	40	Planned	69	69	72	70	3.1	Y	Y	N	Y	Y	1.4	65.5	N
NSW293_7	41	Planned	69	69	72	70	3.2	Y	Y	N	Y	Y	1.4	65.5	N
NSW293_7	42	Planned	69	69	72	70	3.2	Y	Y	N	Y	Y	1.4	65.5	N
NSW293_7	43	Planned	69	69	72	70	3.2	Y	Y	N	Y	Y	1.3	65.4	N
NSW293_8	1	Planned	48	53	54	70	5.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	2	Planned	50	55	56	70	6.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	3	Planned	51	57	58	70	6.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	4	Planned	53	61	61	70	8.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	5	Planned	55	62	63	70	8.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	6	Planned	56	63	64	70	8.0	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	7	Planned	57	64	65	70	7.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	8	Planned	58	65	65	70	7.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	9	Planned	59	65	66	70	7.0	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	10	Planned	60	65	66	70	6.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	11	Planned	61	66	67	70	5.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	12	Planned	63	66	68	70	4.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	13	Planned	64	66	68	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	14	Planned	65	66	69	70	3.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	15	Planned	65	66	69	70	3.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	16	Planned	65	66	69	70	3.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	17	Planned	66	67	69	70	3.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	18	Planned	66	67	69	70	3.5	Y	N	N	N	N	N/A	N/A	N/A

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
NSW293_8	19	Planned	66	67	69	70	3.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	20	Planned	66	67	69	70	3.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	21	Planned	66	67	69	70	3.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	22	Planned	66	67	69	70	3.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	23	Planned	66	67	69	70	3.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	24	Planned	66	67	69	70	3.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	25	Planned	66	67	69	70	3.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	26	Planned	66	67	69	70	3.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	27	Planned	66	67	70	70	3.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	28	Planned	66	67	70	70	3.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	29	Planned	66	67	70	70	3.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	30	Planned	66	67	70	70	3.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	31	Planned	66	67	70	70	3.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	32	Planned	66	67	70	70	3.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	33	Planned	66	67	70	70	4.0	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	34	Planned	66	68	70	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	35	Planned	66	68	70	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	36	Planned	66	68	70	70	4.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	37	Planned	65	68	70	70	4.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	38	Planned	65	68	70	70	4.5	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	39	Planned	65	68	70	70	4.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	40	Planned	65	68	70	70	4.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	41	Planned	65	68	70	70	4.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	42	Planned	65	68	70	70	4.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_8	43	Planned	65	68	70	70	4.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	1	Planned	59	58	62	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	2	Planned	60	58	62	70	2.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	3	Planned	60	59	63	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	4	Planned	60	59	63	70	2.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	5	Planned	61	60	63	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	6	Planned	61	60	64	70	2.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	7	Planned	61	61	64	70	3.0	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	8	Planned	61	61	64	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	9	Planned	61	62	64	70	3.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	10	Planned	61	62	65	70	3.6	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	11	Planned	61	63	65	70	3.7	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	12	Planned	62	63	65	70	3.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	13	Planned	62	63	66	70	4.0	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	14	Planned	62	64	66	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	15	Planned	62	64	66	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	16	Planned	62	64	66	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	17	Planned	62	64	67	70	4.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	18	Planned	62	65	67	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	19	Planned	63	65	67	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	20	Planned	63	65	67	70	4.3	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	21	Planned	63	65	67	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	22	Planned	63	65	67	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	23	Planned	63	65	67	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	24	Planned	63	65	67	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	25	Planned	64	65	68	70	4.0	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	26	Planned	64	65	68	70	4.0	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	27	Planned	64	65	68	70	3.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	28	Planned	64	66	68	70	3.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	29	Planned	64	66	68	70	3.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	30	Planned	64	66	68	70	3.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	31	Planned	64	66	68	70	3.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	32	Planned	64	66	68	70	3.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	33	Planned	64	66	68	70	3.9	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	34	Planned	64	66	68	70	3.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	35	Planned	64	66	68	70	3.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	36	Planned	64	66	68	70	3.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	37	Planned	64	66	68	70	3.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	38	Planned	64	66	68	70	3.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	39	Planned	64	66	68	70	3.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	40	Planned	64	66	68	70	3.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	41	Planned	64	66	68	70	3.8	Y	N	N	N	N	N/A	N/A	N/A
NSW293_9	42	Planned	64	66	68	70	3.8	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	1	Planned	63	60	65	70	1.8	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	2	Planned	63	60	65	70	1.8	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	3	Planned	63	61	65	70	2.0	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	4	Planned	63	61	65	70	2.1	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	5	Planned	63	62	66	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	6	Planned	63	62	66	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	7	Planned	64	62	66	70	2.5	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	8	Planned	64	63	66	70	2.6	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	9	Planned	64	63	66	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	10	Planned	64	63	67	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	11	Planned	64	64	67	70	2.9	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	12	Planned	64	64	67	70	2.9	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	13	Planned	64	64	67	70	2.9	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	14	Planned	64	64	67	70	3.0	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	15	Planned	64	64	67	70	3.0	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	16	Planned	65	65	68	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	17	Planned	65	65	68	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	18	Planned	65	65	68	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	19	Planned	65	65	68	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	20	Planned	65	65	68	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	21	Planned	65	66	68	70	3.4	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	22	Planned	65	66	68	70	3.5	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	23	Planned	65	66	68	70	3.5	Y	N	N	N	N	N/A	N/A	N/A
LSPS1a	24	Planned	65	66	69	70	3.6	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	1	Planned	63	61	65	70	1.9	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	2	Planned	63	61	65	70	2.1	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	3	Planned	63	61	65	70	2.1	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	4	Planned	63	62	66	70	2.2	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	5	Planned	64	62	66	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	6	Planned	64	62	66	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	7	Planned	64	63	66	70	2.5	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	8	Planned	64	63	67	70	2.6	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	9	Planned	64	63	67	70	2.6	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	10	Planned	64	64	67	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	11	Planned	64	64	67	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	12	Planned	65	64	67	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	13	Planned	65	64	68	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	14	Planned	65	65	68	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	15	Planned	65	65	68	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	16	Planned	65	65	68	70	2.9	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	17	Planned	65	65	68	70	2.9	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	18	Planned	65	65	68	70	2.9	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	19	Planned	65	65	68	70	3.0	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	20	Planned	66	65	69	70	3.0	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	21	Planned	66	66	69	70	3.0	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	22	Planned	66	66	69	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	23	Planned	66	66	69	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
LSPS1b	24	Planned	66	66	69	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	1	Planned	61	56	62	70	1.1	Y	N	N	N	N	N/A	N/A	N/A

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
LSPS2	2	Planned	61	56	62	70	1.2	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	3	Planned	61	57	63	70	1.4	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	4	Planned	61	57	63	70	1.4	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	5	Planned	62	58	63	70	1.5	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	6	Planned	62	58	63	70	1.5	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	7	Planned	62	58	63	70	1.6	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	8	Planned	62	59	64	70	1.8	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	9	Planned	62	59	64	70	1.8	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	10	Planned	62	60	64	70	2.0	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	11	Planned	62	60	64	70	2.1	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	12	Planned	62	60	64	70	2.2	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	13	Planned	62	61	64	70	2.2	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	14	Planned	62	61	65	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	15	Planned	62	61	65	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	16	Planned	62	61	65	70	2.5	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	17	Planned	62	61	65	70	2.6	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	18	Planned	62	62	65	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	19	Planned	62	62	65	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	20	Planned	62	62	65	70	2.9	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	21	Planned	62	62	65	70	2.9	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	22	Planned	62	62	65	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	23	Planned	62	62	65	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
LSPS2	24	Planned	62	62	65	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
SP1	1	Planned	65	60	66	70	1.2	Y	N	N	N	N	N/A	N/A	N/A
SP1	2	Planned	65	60	67	70	1.2	Y	N	N	N	N	N/A	N/A	N/A
SP1	3	Planned	66	61	67	70	1.1	Y	N	N	N	N	N/A	N/A	N/A
SP1	4	Planned	66	61	67	70	1.2	Y	N	N	N	N	N/A	N/A	N/A
SP1	5	Planned	66	61	67	70	1.3	Y	N	N	N	N	N/A	N/A	N/A
SP1	6	Planned	66	61	67	70	1.2	Y	N	N	N	N	N/A	N/A	N/A
SP1	7	Planned	66	62	67	70	1.3	Y	N	N	N	N	N/A	N/A	N/A
SP1	8	Planned	66	62	68	70	1.3	Y	N	N	N	N	N/A	N/A	N/A
SP1	9	Planned	66	62	68	70	1.3	Y	N	N	N	N	N/A	N/A	N/A
SP1	10	Planned	66	62	68	70	1.4	Y	N	N	N	N	N/A	N/A	N/A
SP1	11	Planned	67	62	68	70	1.4	Y	N	N	N	N	N/A	N/A	N/A
SP1	12	Planned	67	63	68	70	1.5	Y	N	N	N	N	N/A	N/A	N/A
SP1	13	Planned	67	63	68	70	1.6	Y	N	N	N	N	N/A	N/A	N/A
SP1	14	Planned	67	63	68	70	1.6	Y	N	N	N	N	N/A	N/A	N/A
SP1	15	Planned	67	64	68	70	1.7	Y	N	N	N	N	N/A	N/A	N/A
SP1	16	Planned	67	64	69	70	1.7	Y	N	N	N	N	N/A	N/A	N/A
SP1	17	Planned	67	64	69	70	1.8	Y	N	N	N	N	N/A	N/A	N/A
SP1	18	Planned	67	64	69	70	1.8	Y	N	N	N	N	N/A	N/A	N/A
SP1	19	Planned	67	64	69	70	1.8	Y	N	N	N	N	N/A	N/A	N/A
SP1	20	Planned	67	64	69	70	1.9	Y	N	N	N	N	N/A	N/A	N/A
SP1	21	Planned	67	64	69	70	1.9	Y	N	N	N	N	N/A	N/A	N/A
SP1	22	Planned	67	65	69	70	1.9	Y	N	N	N	N	N/A	N/A	N/A
SP1	23	Planned	67	65	69	70	1.9	Y	N	N	N	N	N/A	N/A	N/A
SP1	24	Planned	67	65	69	70	2.0	Y	N	N	N	N	N/A	N/A	N/A
SP1	25	Planned	67	65	69	70	2.0	Y	N	N	N	N	N/A	N/A	N/A
SP1	26	Planned	67	65	69	70	1.9	Y	N	N	N	N	N/A	N/A	N/A
SP1	27	Planned	67	65	69	70	2.1	Y	N	N	N	N	N/A	N/A	N/A
SP1	28	Planned	67	65	69	70	2.1	Y	N	N	N	N	N/A	N/A	N/A
SP1	29	Planned	67	65	69	70	2.1	Y	N	N	N	N	N/A	N/A	N/A
SP1	30	Planned	67	65	69	70	2.0	Y	N	N	N	N	N/A	N/A	N/A
SP1	31	Planned	67	65	69	70	2.0	Y	N	N	N	N	N/A	N/A	N/A
SP1	32	Planned	67	65	69	70	2.1	Y	N	N	N	N	N/A	N/A	N/A
SP1	33	Planned	67	65	69	70	2.1	Y	N	N	N	N	N/A	N/A	N/A
SP1	34	Planned	67	65	69	70	2.2	Y	N	N	N	N	N/A	N/A	N/A
SP1	35	Planned	67	65	69	70	2.2	Y	N	N	N	N	N/A	N/A	N/A
SP1	36	Planned	67	65	69	70	2.2	Y	N	N	N	N	N/A	N/A	N/A
SP1	37	Planned	67	65	69	70	2.2	Y	N	N	N	N	N/A	N/A	N/A
SP1	38	Planned	67	65	69	70	2.2	Y	N	N	N	N	N/A	N/A	N/A
SP1	39	Planned	67	65	69	70	2.2	Y	N	N	N	N	N/A	N/A	N/A
SP1	40	Planned	67	65	69	70	2.2	Y	N	N	N	N	N/A	N/A	N/A
SP1	41	Planned	67	65	69	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
SP1	42	Planned	67	66	69	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
SP1	43	Planned	67	66	69	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
SP1	44	Planned	67	66	69	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
SP1	45	Planned	67	66	69	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
SP1	46	Planned	67	66	69	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
SP1	47	Planned	67	66	69	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
SP1	48	Planned	67	66	69	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
SP1	49	Planned	67	66	69	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
SP1	50	Planned	67	66	69	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
SP1_1	51	Planned	67	66	69	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
SP1_1	52	Planned	67	66	69	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
SP2a	1	Planned	67	64	69	70	1.8	Y	N	N	N	N	N/A	N/A	N/A
SP2a	2	Planned	68	65	69	70	1.7	Y	N	N	N	N	N/A	N/A	N/A
SP2a	3	Planned	68	65	70	70	1.8	Y	N	N	N	N	N/A	N/A	N/A
SP2a	4	Planned	68	65	70	70	1.9	Y	N	N	N	N	N/A	N/A	N/A
SP2a	5	Planned	68	65	70	70	2.0	Y	N	N	N	N	N/A	N/A	N/A
SP2a	6	Planned	68	66	70	70	2.0	Y	N	N	N	N	N/A	N/A	N/A
SP2a	7	Planned	68	66	70	70	2.1	Y	N	N	N	N	N/A	N/A	N/A
SP2a	8	Planned	68	66	70	70	2.1	Y	N	N	N	N	N/A	N/A	N/A
SP2a	9	Planned	68	67	71	70	2.3	Y	Y	N	Y	Y	0.1	64.5	N
SP2a	10	Planned	68	67	71	70	2.3	Y	Y	N	Y	Y	0.2	64.6	N
SP2a	11	Planned	68	67	71	70	2.4	Y	Y	N	Y	Y	0.3	64.7	N
SP2a	12	Planned	68	67	71	70	2.5	Y	Y	N	Y	Y	0.4	64.8	N
SP2a	13	Planned	68	67	71	70	2.5	Y	Y	N	Y	Y	0.5	64.9	N
SP2a	14	Planned	68	68	71	70	2.6	Y	Y	N	Y	Y	0.6	65.0	N
SP2a	15	Planned	68	68	71	70	2.7	Y	Y	N	Y	Y	0.7	65.1	N
SP2a	16	Planned	68	68	71	70	2.7	Y	Y	N	Y	Y	0.7	65.1	N
SP2a	17	Planned	68	68	71	70	2.8	Y	Y	N	Y	Y	0.8	65.2	N
SP2a	18	Planned	69	68	71	70	2.8	Y	Y	N	Y	Y	0.9	65.3	N
SP2a	19	Planned	69	68	71	70	2.8	Y	Y	N	Y	Y	0.9	65.3	N
SP2a	20	Planned	69	68	71	70	2.9	Y	Y	N	Y	Y	1.0	65.4	N
SP2a	21	Planned	69	68	71	70	2.9	Y	Y	N	Y	Y	1.0	65.4	N
SP2a	22	Planned	69	68	71	70	2.9	Y	Y	N	Y	Y	1.0	65.4	N
SP2a	23	Planned	69	68	72	70	3.0	Y	Y	N	Y	Y	1.1	65.5	N
SP2a	24	Planned	69	69	72	70	3.0	Y	Y	N	Y	Y	1.1	65.5	N
SP2a	25	Planned	69	69	72	70	3.1	Y	Y	N	Y	Y	1.2	65.6	N
SP2a	26	Planned	69	69	72	70	3.1	Y	Y	N	Y	Y	1.2	65.6	N
SP2a	27	Planned	69	69	72	70	3.2	Y	Y	N	Y	Y	1.3	65.7	N
SP2a	28	Planned	69	69	72	70	3.2	Y	Y	N	Y	Y	1.3	65.7	N
SP2a	29	Planned	69	69	72	70	3.3	Y	Y	N	Y	Y	1.4	65.8	N
SP2a	30	Planned	69	69	72	70	3.3	Y	Y	N	Y	Y	1.4	65.8	N
SP2a	31	Planned	68	69	72	70	3.4	Y	Y	N	Y	Y	1.4	65.8	N
SP2a	32	Planned	68	69	72	70	3.4	Y	Y	N	Y	Y	1.4	65.8	N
SP2a	33	Planned	68	69	72	70	3.5	Y	Y	N	Y	Y	1.5	65.9	N
SP2a	34	Planned	68	69	72	70	3.5	Y	Y	N	Y	Y	1.5	65.9	N
SP2a	35	Planned	68	69	72	70	3.5	Y	Y	N	Y	Y	1.5	65.9	N
SP2a	36	Planned	68	69	72	70	3.6	Y	Y	N	Y	Y	1.5	65.9	N
SP2a	37	Planned	68	69	72	70	3.6	Y	Y	N	Y	Y	1.5	65.9	N
SP2a	38	Planned	68	69	72	70	3.6	Y	Y	N	Y	Y	1.5	65.9	N
SP2a	39	Planned	68	69	72	70	3.6	Y	Y	N	Y	Y	1.5	65.9	N
SP2a	40	Planned	68	69	72	70	3.6	Y	Y	N	Y	Y	1.5	65.9	N
SP2a	41	Planned	68	69	72	70	3.7	Y	Y	N	Y	Y	1.5	65.9	N

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
SP2a	42	Planned	68	69	72	70	3.6	Y	Y	N	Y	Y	1.4	65.8	N
SP2a	43	Planned	68	69	72	70	3.6	Y	Y	N	Y	Y	1.4	65.8	N
SP2a	44	Planned	68	69	72	70	3.7	Y	Y	N	Y	Y	1.4	65.8	N
SP2a	45	Planned	68	69	72	70	3.7	Y	Y	N	Y	Y	1.4	65.8	N
SP2a	46	Planned	68	69	72	70	3.7	Y	Y	N	Y	Y	1.4	65.8	N
SP2a	47	Planned	68	69	72	70	3.8	Y	Y	N	Y	Y	1.4	65.8	N
SP2a	48	Planned	68	69	72	70	3.8	Y	Y	N	Y	Y	1.4	65.8	N
SP2a	49	Planned	68	69	72	70	3.7	Y	Y	N	Y	Y	1.3	65.7	N
SP2a	50	Planned	68	69	72	70	3.8	Y	Y	N	Y	Y	1.3	65.7	N
SP2a_1	51	Planned	68	69	72	70	3.8	Y	Y	N	Y	Y	1.3	65.7	N
SP2a_1	52	Planned	68	69	72	70	3.8	Y	Y	N	Y	Y	1.3	65.7	N
SP2b	1	Planned	67	67	70	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
SP2b	2	Planned	67	67	70	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
SP2b	3	Planned	67	68	70	70	3.4	Y	N	N	N	N	N/A	N/A	N/A
SP2b	4	Planned	67	68	71	70	3.6	Y	Y	N	Y	Y	0.2	64.6	N
SP2b	5	Planned	67	68	71	70	3.7	Y	Y	N	Y	Y	0.4	64.8	N
SP2b	6	Planned	67	69	71	70	3.8	Y	Y	N	Y	Y	0.6	65.0	N
SP2b	7	Planned	67	69	71	70	4.0	Y	Y	N	Y	Y	0.8	65.2	N
SP2b	8	Planned	67	69	72	70	4.3	Y	Y	N	Y	Y	1.1	65.5	N
SP2b	9	Planned	67	70	72	70	4.4	Y	Y	N	Y	Y	1.3	65.7	N
SP2b	10	Planned	67	70	72	70	4.6	Y	Y	N	Y	Y	1.5	65.9	N
SP2b	11	Planned	67	70	72	70	4.6	Y	Y	N	Y	Y	1.6	66.0	N
SP2b	12	Planned	67	70	72	70	4.8	Y	Y	N	Y	Y	1.8	66.2	N
SP2b	13	Planned	67	71	72	70	5.0	Y	Y	Y	Y	Y	2.0	66.4	N
SP2b	14	Planned	67	71	73	70	5.1	Y	Y	Y	Y	Y	2.1	66.5	N
SP2b	15	Planned	67	71	73	70	5.3	Y	Y	Y	Y	Y	2.3	66.7	N
SP2b	16	Planned	67	71	73	70	5.4	Y	Y	Y	Y	Y	2.4	66.8	N
SP2b	17	Planned	67	71	73	70	5.5	Y	Y	Y	Y	Y	2.5	66.9	N
SP2b	18	Planned	67	72	73	70	5.6	Y	Y	Y	Y	Y	2.6	67.0	N
SP2b	19	Planned	67	72	73	70	5.7	Y	Y	Y	Y	Y	2.7	67.1	N
SP2b	20	Planned	67	72	73	70	5.8	Y	Y	Y	Y	Y	2.8	67.2	N
SP2b	21	Planned	67	72	73	70	5.9	Y	Y	Y	Y	Y	2.9	67.3	N
SP2b	22	Planned	68	72	73	70	5.9	Y	Y	Y	Y	Y	3.0	67.4	N
SP2b	23	Planned	68	72	74	70	6.0	Y	Y	Y	Y	Y	3.1	67.5	N
SP2b	24	Planned	68	72	74	70	6.1	Y	Y	Y	Y	Y	3.2	67.6	N
SP2b	25	Planned	68	72	74	70	6.1	Y	Y	Y	Y	Y	3.2	67.6	N
SP2b	26	Planned	68	73	74	70	6.1	Y	Y	Y	Y	Y	3.3	67.7	N
SP2b	27	Planned	68	73	74	70	6.2	Y	Y	Y	Y	Y	3.4	67.8	N
SP2b	28	Planned	68	73	74	70	6.2	Y	Y	Y	Y	Y	3.4	67.8	N
SP2b	29	Planned	68	73	74	70	6.2	Y	Y	Y	Y	Y	3.5	67.9	N
SP2b	30	Planned	68	73	74	70	6.3	Y	Y	Y	Y	Y	3.6	68.0	N
SP2b	31	Planned	68	73	74	70	6.3	Y	Y	Y	Y	Y	3.6	68.0	N
SP2b	32	Planned	68	73	74	70	6.3	Y	Y	Y	Y	Y	3.6	68.0	N
SP2b	33	Planned	68	73	74	70	6.4	Y	Y	Y	Y	Y	3.7	68.1	N
SP2b	34	Planned	68	73	74	70	6.3	Y	Y	Y	Y	Y	3.7	68.1	N
SP2b	35	Planned	68	73	74	70	6.4	Y	Y	Y	Y	Y	3.7	68.1	N
SP2b	36	Planned	68	73	74	70	6.3	Y	Y	Y	Y	Y	3.7	68.1	N
SP2b	37	Planned	68	73	74	70	6.4	Y	Y	Y	Y	Y	3.8	68.2	N
SP2b	38	Planned	68	73	74	70	6.4	Y	Y	Y	Y	Y	3.8	68.2	N
SP2b	39	Planned	68	73	74	70	6.5	Y	Y	Y	Y	Y	3.8	68.2	N
SP2b	40	Planned	68	73	74	70	6.5	Y	Y	Y	Y	Y	3.8	68.2	N
SP2b	41	Planned	68	73	74	70	6.5	Y	Y	Y	Y	Y	3.8	68.2	N
SP2b	42	Planned	68	73	74	70	6.5	Y	Y	Y	Y	Y	3.8	68.2	N
SP2b	43	Planned	68	73	74	70	6.6	Y	Y	Y	Y	Y	3.8	68.2	N
SP2b	44	Planned	68	73	74	70	6.6	Y	Y	Y	Y	Y	3.8	68.2	N
SP2b	45	Planned	68	73	74	70	6.5	Y	Y	Y	Y	Y	3.7	68.1	N
SP2b	46	Planned	68	73	74	70	6.6	Y	Y	Y	Y	Y	3.7	68.1	N
SP2b	47	Planned	68	73	74	70	6.6	Y	Y	Y	Y	Y	3.7	68.1	N
SP2b	48	Planned	68	73	74	70	6.6	Y	Y	Y	Y	Y	3.7	68.1	N
SP2b	49	Planned	68	73	74	70	6.6	Y	Y	Y	Y	Y	3.7	68.1	N
SP2b	50	Planned	67	73	74	70	6.7	Y	Y	Y	Y	Y	3.7	68.1	N
SP2b_1	51	Planned	67	73	74	70	6.7	Y	Y	Y	Y	Y	3.7	68.1	N
SP2b_1	52	Planned	67	73	74	70	6.6	Y	Y	Y	Y	Y	3.6	68.0	N
SP3	1	Planned	67	67	70	70	3.0	Y	N	N	N	N	N/A	N/A	N/A
SP3	2	Planned	68	68	71	70	3.0	Y	Y	N	Y	Y	0.2	64.6	N
SP3	3	Planned	68	68	71	70	3.1	Y	Y	N	Y	Y	0.6	65.0	N
SP3	4	Planned	68	68	71	70	3.1	Y	Y	N	Y	Y	1.0	65.4	N
SP3	5	Planned	69	69	72	70	3.2	Y	Y	N	Y	Y	1.3	65.7	N
SP3	6	Planned	69	69	72	70	3.2	Y	Y	N	Y	Y	1.5	65.9	N
SP3	7	Planned	69	69	72	70	3.2	Y	Y	N	Y	Y	1.8	66.2	N
SP3	8	Planned	69	70	73	70	3.3	Y	Y	N	Y	Y	2.1	66.5	N
SP3	9	Planned	69	70	73	70	3.3	Y	Y	N	Y	Y	2.3	66.7	N
SP3	10	Planned	70	70	73	70	3.5	Y	Y	N	Y	Y	2.6	67.0	N
SP3	11	Planned	70	71	73	70	3.5	Y	Y	Y	Y	Y	2.7	67.1	N
SP3	12	Planned	70	71	73	70	3.7	Y	Y	Y	Y	Y	2.9	67.3	N
SP3	13	Planned	70	71	73	70	3.7	Y	Y	Y	Y	Y	3.0	67.4	N
SP3	14	Planned	70	71	74	70	3.8	Y	Y	Y	Y	Y	3.1	67.5	N
SP3	15	Planned	70	71	74	70	3.9	Y	Y	Y	Y	Y	3.2	67.6	N
SP3	16	Planned	70	72	74	70	4.2	Y	Y	Y	Y	Y	3.4	67.8	N
SP3	17	Planned	70	72	74	70	4.2	Y	Y	Y	Y	Y	3.4	67.8	N
SP3	18	Planned	70	72	74	70	4.3	Y	Y	Y	Y	Y	3.5	67.9	N
SP3	19	Planned	70	72	74	70	4.4	Y	Y	Y	Y	Y	3.6	68.0	N
SP3	20	Planned	70	72	74	70	4.5	Y	Y	Y	Y	Y	3.7	68.1	N
SP3	21	Planned	70	72	74	70	4.6	Y	Y	Y	Y	Y	3.8	68.2	N
SP3	22	Planned	70	72	74	70	4.6	Y	Y	Y	Y	Y	3.8	68.2	N
SP3	23	Planned	70	73	74	70	4.7	Y	Y	Y	Y	Y	3.9	68.3	N
SP3	24	Planned	70	73	74	70	4.8	Y	Y	Y	Y	Y	4.0	68.4	N
SP3	25	Planned	70	73	74	70	4.8	Y	Y	Y	Y	Y	4.0	68.4	N
SP3	26	Planned	70	73	75	70	4.8	Y	Y	Y	Y	Y	4.1	68.5	N
SP3	27	Planned	70	73	75	70	4.9	Y	Y	Y	Y	Y	4.2	68.6	N
SP3	28	Planned	70	73	75	70	4.9	Y	Y	Y	Y	Y	4.2	68.6	N
SP3	29	Planned	70	73	75	70	4.9	Y	Y	Y	Y	Y	4.2	68.6	N
SP3	30	Planned	70	73	75	70	5.0	Y	Y	Y	Y	Y	4.3	68.7	N
SP3	31	Planned	70	73	75	70	5.0	Y	Y	Y	Y	Y	4.3	68.7	N
SP3	32	Planned	70	73	75	70	5.0	Y	Y	Y	Y	Y	4.3	68.7	N
SP3	33	Planned	70	73	75	70	5.1	Y	Y	Y	Y	Y	4.4	68.8	N
SP3	34	Planned	70	73	75	70	5.1	Y	Y	Y	Y	Y	4.4	68.8	N
SP3	35	Planned	70	73	75	70	5.1	Y	Y	Y	Y	Y	4.4	68.8	N
SP3	36	Planned	70	73	75	70	5.1	Y	Y	Y	Y	Y	4.4	68.8	N
SP3	37	Planned	70	73	75	70	5.1	Y	Y	Y	Y	Y	4.4	68.8	N
SP3	38	Planned	70	73	75	70	5.1	Y	Y	Y	Y	Y	4.4	68.8	N
SP3	39	Planned	70	73	75	70	5.2	Y	Y	Y	Y	Y	4.4	68.8	N
SP3	40	Planned	70	73	75	70	5.2	Y	Y	Y	Y	Y	4.4	68.8	N
SP3	41	Planned	70	73	75	70	5.2	Y	Y	Y	Y	Y	4.4	68.8	N
SP3	42	Planned	70	73	75	70	5.2	Y	Y	Y	Y	Y	4.4	68.8	N
SP3	43	Planned	70	73	75	70	5.2	Y	Y	Y	Y	Y	4.4	68.8	N
SP3	44	Planned	70	73	75	70	5.3	Y	Y	Y	Y	Y	4.4	68.8	N
SP3	45	Planned	70	73	75	70	5.3	Y	Y	Y	Y	Y	4.4	68.8	N
SP3	46	Planned	70	73	75	70	5.3	Y	Y	Y	Y	Y	4.4	68.8	N
SP3	47	Planned	69	73	75	70	5.4	Y	Y	Y	Y	Y	4.4	68.8	N
SP3	48	Planned	69	73	75	70	5.4	Y	Y	Y	Y	Y	4.4	68.8	N
SP3	49	Planned	69	73	75	70	5.4	Y	Y	Y	Y	Y	4.4	68.8	N
SP3	50	Planned	69	73	75	70	5.5	Y	Y	Y	Y	Y	4.4	68.8	N
SP3_1	1	Planned	69	73	75	70	5.5	Y	Y	Y	Y	Y	4.4	68.8	N
SP3_1	2	Planned	69	73	75	70	5.5	Y	Y	Y	Y	Y	4.4	68.8	N
SP3_1	3	Planned	69	73	75	70	5.5	Y	Y	Y	Y	Y	4.3	68.7	N

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
SP3_1	4	Planned	69	73	75	70	5.5	Y	Y	Y	Y	Y	4.3	68.7	N
SP3_1	5	Planned	69	73	75	70	5.5	Y	Y	Y	Y	Y	4.3	68.7	N
SP4	1	Planned	63	65	67	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
SP4	2	Planned	64	66	68	70	3.9	Y	N	N	N	N	N/A	N/A	N/A
SP4	3	Planned	64	66	68	70	3.9	Y	N	N	N	N	N/A	N/A	N/A
SP4	4	Planned	65	67	69	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
SP4	5	Planned	65	67	69	70	4.3	Y	N	N	N	N	N/A	N/A	N/A
SP4	6	Planned	65	68	70	70	4.5	Y	N	N	N	N	N/A	N/A	N/A
SP4	7	Planned	65	68	70	70	4.7	Y	N	N	N	N	N/A	N/A	N/A
SP4	8	Planned	65	69	70	70	5.0	Y	N	N	N	N	N/A	N/A	N/A
SP4	9	Planned	66	69	71	70	5.2	Y	Y	N	Y	Y	0.3	64.7	N
SP4	10	Planned	66	70	71	70	5.4	Y	Y	N	Y	Y	0.6	65.0	N
SP4	11	Planned	66	70	71	70	5.6	Y	Y	N	Y	Y	0.9	65.3	N
SP4	12	Planned	66	70	72	70	5.7	Y	Y	N	Y	Y	1.1	65.5	N
SP4	13	Planned	66	70	72	70	5.8	Y	Y	N	Y	Y	1.3	65.7	N
SP4	14	Planned	66	71	72	70	5.9	Y	Y	Y	Y	Y	1.5	65.9	N
SP4	15	Planned	66	71	72	70	6.1	Y	Y	Y	Y	Y	1.7	66.1	N
SP4	16	Planned	66	71	72	70	6.1	Y	Y	Y	Y	Y	1.8	66.2	N
SP4	17	Planned	66	71	72	70	6.2	Y	Y	Y	Y	Y	1.9	66.3	N
SP4	18	Planned	66	71	72	70	6.2	Y	Y	Y	Y	Y	2.0	66.4	N
SP4	19	Planned	66	71	73	70	6.3	Y	Y	Y	Y	Y	2.1	66.5	N
SP4	20	Planned	66	71	73	70	6.3	Y	Y	Y	Y	Y	2.2	66.6	N
SP4	21	Planned	66	71	73	70	6.3	Y	Y	Y	Y	Y	2.2	66.6	N
SP4	22	Planned	66	72	73	70	6.3	Y	Y	Y	Y	Y	2.3	66.7	N
SP4	23	Planned	67	72	73	70	6.2	Y	Y	Y	Y	Y	2.3	66.7	N
SP4	24	Planned	67	72	73	70	6.1	Y	Y	Y	Y	Y	2.3	66.7	N
SP4	25	Planned	67	72	73	70	6.0	Y	Y	Y	Y	Y	2.3	66.7	N
SP4	26	Planned	67	72	73	70	6.0	Y	Y	Y	Y	Y	2.3	66.7	N
SP4	27	Planned	67	72	73	70	6.0	Y	Y	Y	Y	Y	2.4	66.8	N
SP4	28	Planned	67	72	73	70	5.9	Y	Y	Y	Y	Y	2.4	66.8	N
SP4	29	Planned	67	72	73	70	5.9	Y	Y	Y	Y	Y	2.4	66.8	N
SP4	30	Planned	67	72	73	70	5.9	Y	Y	Y	Y	Y	2.4	66.8	N
SP4	31	Planned	67	72	73	70	5.9	Y	Y	Y	Y	Y	2.4	66.8	N
SP4	32	Planned	67	71	73	70	5.9	Y	Y	Y	Y	Y	2.4	66.8	N
SP4	33	Planned	67	72	73	70	5.9	Y	Y	Y	Y	Y	2.4	66.8	N
SP4	34	Planned	67	72	73	70	5.9	Y	Y	Y	Y	Y	2.4	66.8	N
SP4	35	Planned	67	71	73	70	5.8	Y	Y	Y	Y	Y	2.3	66.7	N
SP4	36	Planned	67	71	73	70	5.9	Y	Y	Y	Y	Y	2.3	66.7	N
SP4	37	Planned	67	72	73	70	5.9	Y	Y	Y	Y	Y	2.3	66.7	N
SP4	38	Planned	67	71	73	70	5.9	Y	Y	Y	Y	Y	2.3	66.7	N
SP4	39	Planned	67	71	73	70	5.9	Y	Y	Y	Y	Y	2.3	66.7	N
SP4	40	Planned	67	71	73	70	5.9	Y	Y	Y	Y	Y	2.3	66.7	N
SP4	41	Planned	67	71	73	70	5.9	Y	Y	Y	Y	Y	2.2	66.6	N
SP4	42	Planned	67	71	73	70	6.0	Y	Y	Y	Y	Y	2.3	66.7	N
SP4	43	Planned	67	71	73	70	5.9	Y	Y	Y	Y	Y	2.2	66.6	N
SP4	44	Planned	67	71	73	70	6.0	Y	Y	Y	Y	Y	2.2	66.6	N
SP4	45	Planned	67	71	73	70	6.0	Y	Y	Y	Y	Y	2.2	66.6	N
SP4	46	Planned	67	71	73	70	6.1	Y	Y	Y	Y	Y	2.2	66.6	N
SP4	47	Planned	67	71	73	70	6.1	Y	Y	Y	Y	Y	2.2	66.6	N
SP4	48	Planned	67	71	73	70	6.1	Y	Y	Y	Y	Y	2.2	66.6	N
SP4	49	Planned	66	71	73	70	6.2	Y	Y	Y	Y	Y	2.2	66.6	N
SP4	50	Planned	66	71	73	70	6.1	Y	Y	Y	Y	Y	2.1	66.5	N
SP4_1	1	Planned	66	71	73	70	6.2	Y	Y	Y	Y	Y	2.1	66.5	N
SP5	1	Planned	72	61	72	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
SP5	2	Planned	72	61	73	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
SP5	3	Planned	72	62	73	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
SP5	4	Planned	73	62	73	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
SP5	5	Planned	73	63	73	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
SP5	6	Planned	73	64	73	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
SP5	7	Planned	73	64	73	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
SP5	8	Planned	73	65	74	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
SP5	9	Planned	73	66	74	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
SP5	10	Planned	73	66	74	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
SP5	11	Planned	73	67	74	70	0.9	N	Y	N	N	N	N/A	N/A	N/A
SP5	12	Planned	73	68	74	70	1.1	Y	Y	N	Y	Y	3.7	68.1	N
SP5	13	Planned	73	68	74	70	1.2	Y	Y	N	Y	Y	3.9	68.3	N
SP5	14	Planned	73	69	74	70	1.4	Y	Y	N	Y	Y	4.0	68.4	N
SP5	15	Planned	73	69	75	70	1.5	Y	Y	N	Y	Y	4.1	68.5	N
SP5	16	Planned	73	69	75	70	1.5	Y	Y	N	Y	Y	4.1	68.5	N
SP5	17	Planned	73	69	75	70	1.5	Y	Y	N	Y	Y	4.2	68.6	N
SP5	18	Planned	73	70	75	70	1.7	Y	Y	N	Y	Y	4.3	68.7	N
SP5	19	Planned	73	70	75	70	1.7	Y	Y	N	Y	Y	4.3	68.7	N
SP5	20	Planned	73	70	75	70	1.7	Y	Y	N	Y	Y	4.3	68.7	N
SP5	21	Planned	73	70	75	70	1.7	Y	Y	N	Y	Y	4.3	68.7	N
SP5	22	Planned	73	70	75	70	1.7	Y	Y	N	Y	Y	4.3	68.7	N
SP5	23	Planned	73	70	75	70	1.7	Y	Y	N	Y	Y	4.3	68.7	N
SP5	24	Planned	73	70	75	70	1.8	Y	Y	N	Y	Y	4.4	68.8	N
SP5	25	Planned	73	70	75	70	1.8	Y	Y	N	Y	Y	4.4	68.8	N
SP5	26	Planned	73	70	75	70	1.9	Y	Y	N	Y	Y	4.4	68.8	N
SP5	27	Planned	73	70	75	70	1.8	Y	Y	N	Y	Y	4.3	68.7	N
SP5	28	Planned	73	70	75	70	1.8	Y	Y	N	Y	Y	4.3	68.7	N
SP5	29	Planned	73	70	75	70	1.9	Y	Y	N	Y	Y	4.4	68.8	N
SP5	30	Planned	73	70	75	70	1.8	Y	Y	N	Y	Y	4.3	68.7	N
SP5	31	Planned	73	70	75	70	1.9	Y	Y	N	Y	Y	4.4	68.8	N
SP5	32	Planned	73	70	75	70	2.0	Y	Y	N	Y	Y	4.4	68.8	N
SP5	33	Planned	73	70	75	70	2.0	Y	Y	N	Y	Y	4.4	68.8	N
SP5	34	Planned	73	71	75	70	2.0	Y	Y	Y	Y	Y	4.4	68.8	N
SP5	35	Planned	73	71	75	70	2.0	Y	Y	Y	Y	Y	4.4	68.8	N
SP5	36	Planned	73	71	75	70	2.1	Y	Y	Y	Y	Y	4.4	68.8	N
SP5	37	Planned	73	71	75	70	2.1	Y	Y	Y	Y	Y	4.4	68.8	N
SP5	38	Planned	73	71	75	70	2.1	Y	Y	Y	Y	Y	4.4	68.8	N
SP5	39	Planned	73	71	75	70	2.3	Y	Y	Y	Y	Y	4.5	68.9	N
SP5	40	Planned	73	71	75	70	2.3	Y	Y	Y	Y	Y	4.5	68.9	N
SP5	41	Planned	73	71	75	70	2.3	Y	Y	Y	Y	Y	4.5	68.9	N
SP5	42	Planned	73	71	75	70	2.4	Y	Y	Y	Y	Y	4.5	68.9	N
SP5	43	Planned	73	71	75	70	2.4	Y	Y	Y	Y	Y	4.5	68.9	N
SP5	44	Planned	73	71	75	70	2.4	Y	Y	Y	Y	Y	4.5	68.9	N
SP5	45	Planned	72	71	75	70	2.5	Y	Y	Y	Y	Y	4.5	68.9	N
SP5	46	Planned	72	71	75	70	2.4	Y	Y	Y	Y	Y	4.4	68.8	N
SP5	47	Planned	72	71	75	70	2.5	Y	Y	Y	Y	Y	4.5	68.9	N
SP5	48	Planned	72	71	75	70	2.5	Y	Y	Y	Y	Y	4.4	68.8	N
SP5	49	Planned	72	71	75	70	2.5	Y	Y	Y	Y	Y	4.4	68.8	N
SP5	50	Planned	72	71	75	70	2.6	Y	Y	Y	Y	Y	4.4	68.8	N
SP6	1	Planned	71	61	71	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
SP6	2	Planned	71	61	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
SP6	3	Planned	72	62	72	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
SP6	4	Planned	72	62	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
SP6	5	Planned	72	63	73	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
SP6	6	Planned	72	63	73	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
SP6	7	Planned	73	64	73	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
SP6	8	Planned	73	64	73	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
SP6	9	Planned	73	65	73	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
SP6	10	Planned	73	65	74	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
SP6	11	Planned	73	65	74	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
SP6	12	Planned	73	65	74	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
SP6	13	Planned	73	66	74	70	0.7	N	Y	N	N	N	N/A	N/A	N/A

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
SP6	14	Planned	73	66	74	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
SP6	15	Planned	73	66	74	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
SP6	16	Planned	73	67	74	70	0.9	N	Y	N	N	N	N/A	N/A	N/A
SP6	17	Planned	73	67	74	70	0.9	N	Y	N	N	N	N/A	N/A	N/A
SP6	18	Planned	73	67	74	70	1.0	Y	Y	N	Y	Y	3.7	68.1	N
SP6	19	Planned	73	67	74	70	1.0	Y	Y	N	Y	Y	3.7	68.1	N
SP6	20	Planned	73	67	74	70	1.1	Y	Y	N	Y	Y	3.8	68.2	N
SP6	21	Planned	73	68	74	70	1.1	Y	Y	N	Y	Y	3.8	68.2	N
SP6	22	Planned	73	68	74	70	1.1	Y	Y	N	Y	Y	3.8	68.2	N
SP6	23	Planned	73	68	74	70	1.1	Y	Y	N	Y	Y	3.8	68.2	N
SP6	24	Planned	73	68	74	70	1.2	Y	Y	N	Y	Y	3.9	68.3	N
SP6	25	Planned	73	68	74	70	1.2	Y	Y	N	Y	Y	3.9	68.3	N
SP6	26	Planned	73	68	74	70	1.3	Y	Y	N	Y	Y	3.9	68.3	N
SP6	27	Planned	73	68	74	70	1.3	Y	Y	N	Y	Y	3.9	68.3	N
SP6	28	Planned	73	69	74	70	1.3	Y	Y	N	Y	Y	3.9	68.3	N
SP6	29	Planned	73	69	74	70	1.3	Y	Y	N	Y	Y	3.9	68.3	N
SP6	30	Planned	73	69	74	70	1.3	Y	Y	N	Y	Y	3.9	68.3	N
SP6	31	Planned	73	69	74	70	1.3	Y	Y	N	Y	Y	3.9	68.3	N
SP6	32	Planned	73	69	74	70	1.4	Y	Y	N	Y	Y	3.9	68.3	N
SP6	33	Planned	73	69	74	70	1.4	Y	Y	N	Y	Y	3.9	68.3	N
SP6	34	Planned	73	69	74	70	1.4	Y	Y	N	Y	Y	3.9	68.3	N
SP6	35	Planned	73	69	74	70	1.4	Y	Y	N	Y	Y	3.9	68.3	N
SP6	36	Planned	73	69	74	70	1.4	Y	Y	N	Y	Y	3.8	68.2	N
SP6	37	Planned	73	69	74	70	1.4	Y	Y	N	Y	Y	3.8	68.2	N
SP6	38	Planned	73	69	74	70	1.4	Y	Y	N	Y	Y	3.8	68.2	N
SP6	39	Planned	73	69	74	70	1.4	Y	Y	N	Y	Y	3.8	68.2	N
SP6	40	Planned	73	69	74	70	1.4	Y	Y	N	Y	Y	3.8	68.2	N
SP6	41	Planned	73	69	74	70	1.5	Y	Y	N	Y	Y	3.8	68.2	N
SP6	42	Planned	73	69	74	70	1.5	Y	Y	N	Y	Y	3.8	68.2	N
SP6	43	Planned	73	69	74	70	1.5	Y	Y	N	Y	Y	3.8	68.2	N
SP6	44	Planned	73	69	74	70	1.5	Y	Y	N	Y	Y	3.7	68.1	N
SP7	1	Planned	57	48	58	65	0.5	N	N	N	N	N	N/A	N/A	N/A
SP7	2	Planned	57	49	58	65	0.6	N	N	N	N	N	N/A	N/A	N/A
SP7	3	Planned	57	50	58	65	0.7	N	N	N	N	N	N/A	N/A	N/A
SP7	4	Planned	58	50	58	65	0.8	N	N	N	N	N	N/A	N/A	N/A
SP7	5	Planned	58	51	59	65	0.9	N	N	N	N	N	N/A	N/A	N/A
SP7	6	Planned	58	52	59	65	1.0	Y	N	N	N	N	N/A	N/A	N/A
SP7	7	Planned	58	52	59	65	1.1	Y	N	N	N	N	N/A	N/A	N/A
NSW9_1a	1	Planned	48	48	51	65	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW9_1a	2	Planned	53	52	55	65	2.7	Y	N	N	N	N	N/A	N/A	N/A
NSW9_1a	3	Planned	59	56	61	65	1.9	Y	N	N	N	N	N/A	N/A	N/A
NSW9_1a	4	Planned	63	57	64	65	1.0	Y	N	N	N	N	N/A	N/A	N/A
NSW9_1b	1	Planned	48	48	51	65	3.2	Y	N	N	N	N	N/A	N/A	N/A
NSW9_1b	2	Planned	51	52	55	65	3.2	Y	N	N	N	N	N/A	N/A	N/A
NSW9_1b	3	Planned	55	55	58	65	2.7	Y	N	N	N	N	N/A	N/A	N/A
NSW9_1b	4	Planned	60	56	61	65	1.5	Y	N	N	N	N	N/A	N/A	N/A
NSW9_1b	5	Planned	62	57	63	65	1.1	Y	N	N	N	N	N/A	N/A	N/A
NSW9_1b	6	Planned	63	57	64	65	1.2	Y	N	N	N	N	N/A	N/A	N/A
NSW9_1b	7	Planned	63	58	64	65	1.1	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2a	1	Planned	69	59	70	70	0.4	N	N	N	N	N	N/A	N/A	N/A
NSW9_2a	2	Planned	71	60	71	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
NSW9_2a	3	Planned	71	62	71	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
NSW9_2a	4	Planned	71	63	72	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
NSW9_2a	5	Planned	71	65	72	70	1.0	Y	Y	N	Y	Y	1.6	65.6	N
NSW9_2a	6	Planned	71	67	73	70	1.4	Y	Y	N	Y	Y	2.1	66.1	N
NSW9_2a	7	Planned	71	69	73	70	2.0	Y	Y	N	Y	Y	2.7	66.7	N
NSW9_2a	8	Planned	71	70	74	70	2.7	Y	Y	N	Y	Y	3.3	67.3	N
NSW9_2a	9	Planned	71	71	74	70	3.2	Y	Y	Y	Y	Y	3.9	67.9	N
NSW9_2a	10	Planned	71	72	75	70	3.4	Y	Y	Y	Y	Y	4.3	68.3	N
NSW9_2a	11	Planned	72	73	75	70	3.5	Y	Y	Y	Y	Y	4.6	68.6	N
NSW9_2a	12	Planned	72	73	75	70	3.7	Y	Y	Y	Y	Y	4.9	68.9	N
NSW9_2a	13	Planned	72	73	76	70	3.9	Y	Y	Y	Y	Y	5.1	69.1	N
NSW9_2a	14	Planned	72	73	76	70	3.9	Y	Y	Y	Y	Y	5.1	69.1	N
NSW9_2a	15	Planned	72	73	76	70	4.0	Y	Y	Y	Y	Y	5.2	69.2	N
NSW9_2a	16	Planned	72	74	76	70	4.1	Y	Y	Y	Y	Y	5.2	69.2	N
NSW9_2a	17	Planned	71	74	76	70	4.2	Y	Y	Y	Y	Y	5.2	69.2	N
NSW9_2a	18	Planned	71	74	76	70	4.2	Y	Y	Y	Y	Y	5.2	69.2	N
NSW9_2a	19	Planned	71	74	76	70	4.2	Y	Y	Y	Y	Y	5.1	69.1	N
NSW9_2a	20	Planned	71	74	76	70	4.4	Y	Y	Y	Y	Y	5.1	69.1	N
NSW9_2a	21	Planned	71	74	76	70	4.4	Y	Y	Y	Y	Y	5.1	69.1	N
NSW9_2a	22	Planned	71	74	75	70	4.4	Y	Y	Y	Y	Y	5.0	69.0	N
NSW9_2a	23	Planned	71	74	75	70	4.5	Y	Y	Y	Y	Y	5.0	69.0	N
NSW9_2a	24	Planned	71	73	75	70	4.5	Y	Y	Y	Y	Y	4.9	68.9	N
NSW9_2a	25	Planned	71	73	75	70	4.6	Y	Y	Y	Y	Y	4.9	68.9	N
NSW9_2a	26	Planned	71	73	75	70	4.6	Y	Y	Y	Y	Y	4.8	68.8	N
NSW9_2a	27	Planned	71	73	75	70	4.7	Y	Y	Y	Y	Y	4.8	68.8	N
NSW9_2a	28	Planned	70	73	75	70	4.8	Y	Y	Y	Y	Y	4.8	68.8	N
NSW9_2b	1	Planned	66	61	67	70	1.1	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2b	2	Planned	68	62	69	70	0.9	N	N	N	N	N	N/A	N/A	N/A
NSW9_2b	3	Planned	69	64	70	70	1.3	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2b	4	Planned	69	66	71	70	1.9	Y	Y	N	Y	Y	0.2	64.2	N
NSW9_2b	5	Planned	69	68	71	70	2.6	Y	Y	N	Y	Y	0.9	64.9	N
NSW9_2b	6	Planned	69	69	72	70	3.3	Y	Y	N	Y	Y	1.5	65.5	N
NSW9_2b	7	Planned	69	70	72	70	3.7	Y	Y	N	Y	Y	1.8	65.8	N
NSW9_2b	8	Planned	68	71	73	70	4.2	Y	Y	Y	Y	Y	2.2	66.2	N
NSW9_2b	9	Planned	68	71	73	70	4.5	Y	Y	Y	Y	Y	2.4	66.4	N
NSW9_2b	10	Planned	68	71	73	70	4.9	Y	Y	Y	Y	Y	2.6	66.6	N
NSW9_2b	11	Planned	68	72	73	70	5.1	Y	Y	Y	Y	Y	2.7	66.7	N
NSW9_2b	12	Planned	68	72	73	70	5.1	Y	Y	Y	Y	Y	2.6	66.6	N
NSW9_2b	13	Planned	68	72	73	70	5.3	Y	Y	Y	Y	Y	2.6	66.6	N
NSW9_2b	14	Planned	68	71	73	70	5.3	Y	Y	Y	Y	Y	2.5	66.5	N
NSW9_2b	15	Planned	68	71	73	70	5.4	Y	Y	Y	Y	Y	2.5	66.5	N
NSW9_2b	16	Planned	67	71	73	70	5.4	Y	Y	Y	Y	Y	2.4	66.4	N
NSW9_2b	17	Planned	67	71	73	70	5.5	Y	Y	Y	Y	Y	2.4	66.4	N
NSW9_2b	18	Planned	67	71	73	70	5.5	Y	Y	Y	Y	Y	2.3	66.3	N
NSW9_2b	19	Planned	67	71	73	70	5.6	Y	Y	Y	Y	Y	2.3	66.3	N
NSW9_2b	20	Planned	67	71	73	70	5.7	Y	Y	Y	Y	Y	2.2	66.2	N
NSW9_2b	21	Planned	67	71	73	70	5.8	Y	Y	Y	Y	Y	2.2	66.2	N
NSW9_2b	22	Planned	67	71	73	70	5.9	Y	Y	Y	Y	Y	2.2	66.2	N
NSW9_2b	23	Planned	67	71	73	70	6.0	Y	Y	Y	Y	Y	2.2	66.2	N
NSW9_2b	24	Planned	67	71	73	70	6.0	Y	Y	Y	Y	Y	2.1	66.1	N
NSW9_2b	25	Planned	66	71	73	70	6.1	Y	Y	Y	Y	Y	2.1	66.1	N
NSW9_2b	26	Planned	66	71	73	70	6.2	Y	Y	Y	Y	Y	2.1	66.1	N
NSW9_2b	27	Planned	66	71	73	70	6.3	Y	Y	Y	Y	Y	2.1	66.1	N
NSW9_2b	28	Planned	66	71	73	70	6.4	Y	Y	Y	Y	Y	2.1	66.1	N
NSW9_2c	1	Planned	65	60	66	70	1.1	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2c	2	Planned	68	61	68	70	0.8	N	N	N	N	N	N/A	N/A	N/A
NSW9_2c	3	Planned	68	62	69	70	0.9	N	N	N	N	N	N/A	N/A	N/A
NSW9_2c	4	Planned	68	63	69	70	1.1	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2c	5	Planned	68	64	70	70	1.3	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2c	6	Planned	69	65	70	70	1.6	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2c	7	Planned	69	66	71	70	2.0	Y	Y	N	Y	Y	0.2	64.2	N
NSW9_2c	8	Planned	69	68	71	70	2.6	Y	Y	N	Y	Y	0.9	64.9	N
NSW9_2c	9	Planned	69	70	72	70	3.2	Y	Y	N	Y	Y	2.0	66.0	N
NSW9_2c	10	Planned	70	71	73	70	3.6	Y	Y	Y	Y	Y	3.0	67.0	N
NSW9_2c	11	Planned	70	72	74	70	3.7	Y	Y	Y	Y	Y	3.6	67.6	N

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Mitigated Scenario)

			WITH PROJECT (Year 2051)									AT-RECEIVER MITIGATION MEASURES			
Assessment Point		Existing/ Planned	Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]			Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]					
NSW9_2c	12	Planned	71	72	74	70	3.7	Y	Y	Y	Y	Y	4.0	68.0	N
NSW9_2c	13	Planned	71	72	75	70	3.6	Y	Y	Y	Y	Y	4.3	68.3	N
NSW9_2c	14	Planned	71	73	75	70	3.7	Y	Y	Y	Y	Y	4.6	68.6	N
NSW9_2c	15	Planned	71	73	75	70	3.7	Y	Y	Y	Y	Y	4.7	68.7	N
NSW9_2c	16	Planned	72	73	75	70	3.8	Y	Y	Y	Y	Y	4.9	68.9	N
NSW9_2c	17	Planned	71	73	75	70	4.0	Y	Y	Y	Y	Y	5.0	69.0	N
NSW9_2c	18	Planned	71	73	75	70	4.0	Y	Y	Y	Y	Y	5.0	69.0	N
NSW9_2c	19	Planned	71	73	75	70	4.0	Y	Y	Y	Y	Y	5.0	69.0	N
NSW9_2c	20	Planned	71	73	76	70	4.1	Y	Y	Y	Y	Y	5.1	69.1	N
NSW9_2c	21	Planned	71	73	76	70	4.2	Y	Y	Y	Y	Y	5.1	69.1	N
NSW9_2c	22	Planned	71	73	76	70	4.2	Y	Y	Y	Y	Y	5.1	69.1	N
NSW9_2c	23	Planned	71	74	76	70	4.3	Y	Y	Y	Y	Y	5.1	69.1	N
NSW9_2c	24	Planned	71	74	76	70	4.4	Y	Y	Y	Y	Y	5.1	69.1	N
NSW9_2c	25	Planned	71	74	76	70	4.4	Y	Y	Y	Y	Y	5.1	69.1	N
NSW9_2c	26	Planned	71	74	76	70	4.5	Y	Y	Y	Y	Y	5.1	69.1	N
NSW9_2c	27	Planned	71	74	75	70	4.5	Y	Y	Y	Y	Y	5.0	69	N
NSW9_2c	28	Planned	71	74	75	70	4.5	Y	Y	Y	Y	Y	5.0	69	N
NSW9_2d	1	Planned	66	62	68	70	1.4	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2d	2	Planned	67	63	69	70	1.5	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2d	3	Planned	68	65	70	70	1.7	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2d	4	Planned	68	66	70	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2d	5	Planned	68	68	71	70	2.8	Y	Y	N	Y	Y	0.6	64.6	N
NSW9_2d	6	Planned	68	70	72	70	3.7	Y	Y	N	Y	Y	1.7	65.7	N
NSW9_2d	7	Planned	69	71	73	70	4.3	Y	Y	Y	Y	Y	2.4	66.4	N
NSW9_2d	8	Planned	69	72	73	70	4.8	Y	Y	Y	Y	Y	2.9	66.9	N
NSW9_2d	9	Planned	68	72	74	70	5.2	Y	Y	Y	Y	Y	3.2	67.2	N
NSW9_2d	10	Planned	68	73	74	70	5.6	Y	Y	Y	Y	Y	3.6	67.6	N
NSW9_2d	11	Planned	68	73	74	70	5.9	Y	Y	Y	Y	Y	3.8	67.8	N
NSW9_2d	12	Planned	68	73	75	70	6.3	Y	Y	Y	Y	Y	4.1	68.1	N
NSW9_2d	13	Planned	68	74	75	70	6.5	Y	Y	Y	Y	Y	4.2	68.2	N
NSW9_2d	14	Planned	68	74	75	70	6.7	Y	Y	Y	Y	Y	4.3	68.3	N
NSW9_2d	15	Planned	68	74	75	70	6.7	Y	Y	Y	Y	Y	4.3	68.3	N
NSW9_2d	16	Planned	68	74	75	70	6.8	Y	Y	Y	Y	Y	4.3	68.3	N
NSW9_2d	17	Planned	68	74	75	70	6.9	Y	Y	Y	Y	Y	4.3	68.3	N
NSW9_2d	18	Planned	68	74	75	70	6.9	Y	Y	Y	Y	Y	4.3	68.3	N
NSW9_2d	19	Planned	68	74	75	70	7.0	Y	Y	Y	Y	Y	4.3	68.3	N
NSW9_2d	20	Planned	68	74	75	70	7.0	Y	Y	Y	Y	Y	4.3	68.3	N
NSW9_2d	21	Planned	68	74	75	70	7.0	Y	Y	Y	Y	Y	4.2	68.2	N
NSW9_2d	22	Planned	68	74	75	70	7.1	Y	Y	Y	Y	Y	4.2	68.2	N
NSW9_2d	23	Planned	68	74	75	70	7.1	Y	Y	Y	Y	Y	4.2	68.2	N
NSW9_2d	24	Planned	67	74	75	70	7.1	Y	Y	Y	Y	Y	4.1	68.1	N
NSW9_2d	25	Planned	67	74	75	70	7.2	Y	Y	Y	Y	Y	4.1	68.1	N
NSW9_2d	26	Planned	67	74	75	70	7.3	Y	Y	Y	Y	Y	4.1	68.1	N
NSW9_2d	27	Planned	67	74	75	70	7.3	Y	Y	Y	Y	Y	4.1	68.1	N
NSW9_2d	28	Planned	67	74	74	70	7.3	Y	Y	Y	Y	Y	4.0	68.0	N
NSW9_2e	1	Planned	63	56	64	70	0.9	N	N	N	N	N	N/A	N/A	N/A
NSW9_2e	2	Planned	63	57	64	70	0.9	N	N	N	N	N	N/A	N/A	N/A
NSW9_2e	3	Planned	64	58	65	70	1.0	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2e	4	Planned	64	59	65	70	1.0	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2e	5	Planned	64	60	66	70	1.2	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2e	6	Planned	65	61	66	70	1.4	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2e	7	Planned	65	62	67	70	1.7	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2e	8	Planned	65	63	67	70	2.1	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2e	9	Planned	66	65	69	70	2.6	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2e	10	Planned	68	67	70	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2e	11	Planned	68	68	71	70	2.8	Y	Y	N	Y	Y	0.8	64.8	N
NSW9_2e	12	Planned	69	69	72	70	2.9	Y	Y	N	Y	Y	1.5	65.5	N
NSW9_2e	13	Planned	70	69	73	70	3.0	Y	Y	N	Y	Y	2.1	66.1	N
NSW9_2e	14	Planned	70	70	73	70	2.9	Y	Y	N	Y	Y	2.5	66.5	N
NSW9_2e	15	Planned	70	70	73	70	3.0	Y	Y	N	Y	Y	2.8	66.8	N
NSW9_2e	16	Planned	70	71	74	70	3.1	Y	Y	Y	Y	Y	3.1	67.1	N
NSW9_2e	17	Planned	71	71	74	70	3.2	Y	Y	Y	Y	Y	3.3	67.3	N
NSW9_2e	18	Planned	71	71	74	70	3.3	Y	Y	Y	Y	Y	3.4	67.4	N
NSW9_2e	19	Planned	71	71	74	70	3.4	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_2e	20	Planned	71	72	74	70	3.5	Y	Y	Y	Y	Y	3.6	67.6	N
NSW9_2e	21	Planned	71	72	74	70	3.6	Y	Y	Y	Y	Y	3.7	67.7	N
NSW9_2e	22	Planned	71	72	74	70	3.7	Y	Y	Y	Y	Y	3.8	67.8	N
NSW9_2e	23	Planned	71	72	74	70	3.7	Y	Y	Y	Y	Y	3.8	67.8	N
NSW9_2f	1	Planned	64	59	65	70	1.4	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2f	2	Planned	65	60	66	70	1.3	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2f	3	Planned	65	62	67	70	1.6	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2f	4	Planned	65	63	67	70	2.1	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2f	5	Planned	65	65	68	70	2.9	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2f	6	Planned	65	66	69	70	3.3	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2f	7	Planned	65	67	70	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2f	8	Planned	66	68	70	70	4.6	Y	N	N	N	N	N/A	N/A	N/A
NSW9_2f	9	Planned	66	69	71	70	4.9	Y	Y	N	Y	Y	0.3	64.3	N
NSW9_2f	10	Planned	66	70	71	70	5.2	Y	Y	N	Y	Y	0.7	64.7	N
NSW9_2f	11	Planned	66	70	71	70	5.5	Y	Y	N	Y	Y	1.0	65.0	N
NSW9_2f	12	Planned	66	70	72	70	5.9	Y	Y	N	Y	Y	1.3	65.3	N
NSW9_2f	13	Planned	66	71	72	70	6.2	Y	Y	Y	Y	Y	1.5	65.5	N
NSW9_2f	14	Planned	66	71	72	70	6.4	Y	Y	Y	Y	Y	1.7	65.7	N
NSW9_2f	15	Planned	66	71	72	70	6.6	Y	Y	Y	Y	Y	1.8	65.8	N
NSW9_2f	16	Planned	66	71	72	70	6.6	Y	Y	Y	Y	Y	1.8	65.8	N
NSW9_2f	17	Planned	66	71	72	70	6.7	Y	Y	Y	Y	Y	1.8	65.8	N
NSW9_2f	18	Planned	65	71	72	70	6.8	Y	Y	Y	Y	Y	1.8	65.8	N
NSW9_2f	19	Planned	65	71	72	70	6.8	Y	Y	Y	Y	Y	1.8	65.8	N
NSW9_2f	20	Planned	65	71	72	70	6.7	Y	Y	Y	Y	Y	1.7	65.7	N
NSW9_2f	21	Planned	65	71	72	70	6.8	Y	Y	Y	Y	Y	1.7	65.7	N
NSW9_2f	22	Planned	65	71	72	70	6.8	Y	Y	Y	Y	Y	1.7	65.7	N
NSW9_2f	23	Planned	65	71	72	70	6.7	Y	Y	Y	Y	Y	1.6	65.6	N
NSW9_2f	24	Planned	65	71	72	70	6.8	Y	Y	Y	Y	Y	1.6	65.6	N
NSW9_2f	25	Planned	65	71	72	70	6.9	Y	Y	Y	Y	Y	1.6	65.6	N
NSW9_2f	26	Planned	65	71	72	70	6.8	Y	Y	Y	Y	Y	1.5	65.5	N
NSW9_2f	27	Planned	65	71	72	70	6.9	Y	Y	Y	Y	Y	1.5	65.5	N
NSW9_2f	28	Planned	65	71	72	70	7.0	Y	Y	Y	Y	Y	1.5	65.5	N
NSW9_3a	1	Planned	60	62	64	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3a	2	Planned	66	64	68	70	2.4	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3a	3	Planned	68	66	70	70	1.9	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3a	4	Planned	69	68	71	70	2.5	Y	Y	N	Y	Y	0.9	64.9	N
NSW9_3a	5	Planned	69	69	72	70	2.8	Y	Y	N	Y	Y	1.3	65.3	N
NSW9_3a	6	Planned	69	69	72	70	3.2	Y	Y	N	Y	Y	1.6	65.6	N
NSW9_3a	7	Planned	69	70	72	70	3.6	Y	Y	N	Y	Y	1.9	65.9	N
NSW9_3a	8	Planned	69	71	73	70	4.2	Y	Y	Y	Y	Y	2.3	66.3	N
NSW9_3a	9	Planned	69	71	73	70	4.7	Y	Y	Y	Y	Y	2.8	66.8	N
NSW9_3a	10	Planned	68	72	74	70	5.2	Y	Y	Y	Y	Y	3.1	67.1	N
NSW9_3a	11	Planned	68	72	74	70	5.4	Y	Y	Y	Y	Y	3.2	67.2	N
NSW9_3a	12	Planned	68	72	74	70	5.6	Y	Y	Y	Y	Y	3.3	67.3	N
NSW9_3a	13	Planned	68	72	74	70	5.7	Y	Y	Y	Y	Y	3.3	67.3	N
NSW9_3a	14	Planned	68	73	74	70	5.9	Y	Y	Y	Y	Y	3.4	67.4	N
NSW9_3a	15	Planned	68	73	74	70	6.0	Y	Y	Y	Y	Y	3.4	67.4	N
NSW9_3a	16	Planned	68	73	74	70	6.2	Y	Y	Y	Y	Y	3.4	67.4	N
NSW9_3a	17	Planned	68	73	74	70	6.4	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_3a	18	Planned	67	73	74	70	6.5	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_3a	19	Planned	67	73	74	70	6.6	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_3a	20	Planned	67	73	74	70	6.7	Y	Y	Y	Y	Y	3.5	67.5	N

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Mitigated Scenario)

			WITH PROJECT (Year 2051)									AT-RECEIVER MITIGATION MEASURES			
Assessment Point		Existing/ Planned	Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]			Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]					
NSW9_3a	21	Planned	67	73	74	70	6.8	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_3a	22	Planned	67	73	74	70	6.9	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_3a	23	Planned	67	73	74	70	7.0	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_3a	24	Planned	67	73	74	70	7.1	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_3a	25	Planned	67	73	74	70	7.2	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_3a	26	Planned	67	73	74	70	7.3	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_3a	27	Planned	67	73	74	70	7.4	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_3a	28	Planned	66	73	74	70	7.5	Y	Y	Y	Y	Y	3.5	67.5	N
NSW9_3b	1	Planned	59	62	64	70	5.3	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3b	2	Planned	64	65	67	70	3.9	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3b	3	Planned	68	67	71	70	2.6	Y	Y	N	Y	Y	0.1	64.1	N
NSW9_3b	4	Planned	69	69	72	70	2.8	Y	Y	N	Y	Y	1.6	65.6	N
NSW9_3b	5	Planned	69	70	73	70	3.2	Y	Y	N	Y	Y	2.1	66.1	N
NSW9_3b	6	Planned	69	70	73	70	3.5	Y	Y	N	Y	Y	2.3	66.3	N
NSW9_3b	7	Planned	69	71	73	70	3.8	Y	Y	Y	Y	Y	2.5	66.5	N
NSW9_3b	8	Planned	69	71	73	70	4.2	Y	Y	Y	Y	Y	2.7	66.7	N
NSW9_3b	9	Planned	69	71	73	70	4.5	Y	Y	Y	Y	Y	2.9	66.9	N
NSW9_3b	10	Planned	69	72	73	70	4.6	Y	Y	Y	Y	Y	2.9	66.9	N
NSW9_3b	11	Planned	69	72	73	70	4.8	Y	Y	Y	Y	Y	2.9	66.9	N
NSW9_3b	12	Planned	68	72	73	70	4.9	Y	Y	Y	Y	Y	2.9	66.9	N
NSW9_3b	13	Planned	68	72	73	70	4.9	Y	Y	Y	Y	Y	2.8	66.8	N
NSW9_3b	14	Planned	68	72	73	70	4.9	Y	Y	Y	Y	Y	2.7	66.7	N
NSW9_3b	15	Planned	68	72	73	70	5.0	Y	Y	Y	Y	Y	2.7	66.7	N
NSW9_3b	16	Planned	68	72	73	70	5.2	Y	Y	Y	Y	Y	2.7	66.7	N
NSW9_3b	17	Planned	68	72	73	70	5.2	Y	Y	Y	Y	Y	2.6	66.6	N
NSW9_3b	18	Planned	68	72	73	70	5.3	Y	Y	Y	Y	Y	2.6	66.6	N
NSW9_3b	19	Planned	68	72	73	70	5.4	Y	Y	Y	Y	Y	2.6	66.6	N
NSW9_3b	20	Planned	68	72	73	70	5.5	Y	Y	Y	Y	Y	2.6	66.6	N
NSW9_3b	21	Planned	67	72	73	70	5.7	Y	Y	Y	Y	Y	2.6	66.6	N
NSW9_3b	22	Planned	67	72	73	70	5.8	Y	Y	Y	Y	Y	2.6	66.6	N
NSW9_3b	23	Planned	67	72	73	70	5.9	Y	Y	Y	Y	Y	2.6	66.6	N
NSW9_3b	24	Planned	67	72	73	70	5.9	Y	Y	Y	Y	Y	2.5	66.5	N
NSW9_3b	25	Planned	67	72	73	70	6.0	Y	Y	Y	Y	Y	2.5	66.5	N
NSW9_3b	26	Planned	67	72	73	70	6.1	Y	Y	Y	Y	Y	2.5	66.5	N
NSW9_3b	27	Planned	67	72	73	70	6.2	Y	Y	Y	Y	Y	2.5	66.5	N
NSW9_3b	28	Planned	67	72	73	70	6.3	Y	Y	Y	Y	Y	2.5	66.5	N
NSW9_3c	1	Planned	55	61	62	70	6.8	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3c	2	Planned	59	62	64	70	5.1	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3c	3	Planned	61	64	66	70	4.4	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3c	4	Planned	63	65	67	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3c	5	Planned	64	67	69	70	4.4	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3c	6	Planned	66	68	70	70	4.4	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3c	7	Planned	67	69	71	70	4.2	Y	Y	N	Y	Y	0.3	64.3	N
NSW9_3c	8	Planned	67	69	71	70	4.4	Y	Y	N	Y	Y	0.8	64.8	N
NSW9_3c	9	Planned	67	70	72	70	4.6	Y	Y	N	Y	Y	1.1	65.1	N
NSW9_3c	10	Planned	67	70	72	70	4.9	Y	Y	N	Y	Y	1.4	65.4	N
NSW9_3c	11	Planned	67	71	72	70	5.2	Y	Y	Y	Y	Y	1.8	65.8	N
NSW9_3c	12	Planned	67	71	73	70	5.6	Y	Y	Y	Y	Y	2.1	66.1	N
NSW9_3c	13	Planned	67	71	73	70	5.8	Y	Y	Y	Y	Y	2.2	66.2	N
NSW9_3c	14	Planned	67	72	73	70	5.9	Y	Y	Y	Y	Y	2.3	66.3	N
NSW9_3c	15	Planned	67	72	73	70	6.1	Y	Y	Y	Y	Y	2.4	66.4	N
NSW9_3c	16	Planned	67	72	73	70	6.1	Y	Y	Y	Y	Y	2.4	66.4	N
NSW9_3c	17	Planned	67	72	73	70	6.3	Y	Y	Y	Y	Y	2.5	66.5	N
NSW9_3c	18	Planned	67	72	73	70	6.2	Y	Y	Y	Y	Y	2.4	66.4	N
NSW9_3c	19	Planned	67	72	73	70	6.3	Y	Y	Y	Y	Y	2.4	66.4	N
NSW9_3c	20	Planned	67	72	73	70	6.3	Y	Y	Y	Y	Y	2.4	66.4	N
NSW9_3c	21	Planned	66	72	73	70	6.4	Y	Y	Y	Y	Y	2.4	66.4	N
NSW9_3c	22	Planned	66	72	73	70	6.5	Y	Y	Y	Y	Y	2.4	66.4	N
NSW9_3c	23	Planned	66	72	73	70	6.5	Y	Y	Y	Y	Y	2.4	66.4	N
NSW9_3c	24	Planned	66	72	73	70	6.6	Y	Y	Y	Y	Y	2.4	66.4	N
NSW9_3c	25	Planned	66	72	73	70	6.7	Y	Y	Y	Y	Y	2.4	66.4	N
NSW9_3c	26	Planned	66	72	73	70	6.7	Y	Y	Y	Y	Y	2.4	66.4	N
NSW9_3c	27	Planned	66	72	73	70	6.8	Y	Y	Y	Y	Y	2.4	66.4	N
NSW9_3c	28	Planned	66	72	73	70	6.9	Y	Y	Y	Y	Y	2.4	66.4	N
NSW9_3d	1	Planned	51	57	58	70	7.4	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	2	Planned	52	59	60	70	7.7	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	3	Planned	53	61	61	70	8.2	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	4	Planned	55	62	63	70	8.1	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	5	Planned	57	64	65	70	7.9	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	6	Planned	59	65	66	70	7.0	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	7	Planned	61	66	67	70	5.7	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	8	Planned	63	66	68	70	5.0	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	9	Planned	64	67	69	70	4.7	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	10	Planned	64	67	69	70	4.7	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	11	Planned	64	68	69	70	4.9	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	12	Planned	64	68	69	70	5.1	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	13	Planned	64	68	70	70	5.2	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	14	Planned	64	68	70	70	5.3	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	15	Planned	64	68	70	70	5.3	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	16	Planned	64	68	70	70	5.3	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	17	Planned	64	68	70	70	5.4	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	18	Planned	64	68	70	70	5.4	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	19	Planned	64	68	69	70	5.4	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	20	Planned	64	68	69	70	5.5	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	21	Planned	64	68	69	70	5.5	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	22	Planned	64	68	69	70	5.5	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	23	Planned	64	68	69	70	5.6	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	24	Planned	64	68	69	70	5.7	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	25	Planned	64	68	69	70	5.8	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	26	Planned	64	68	69	70	5.7	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	27	Planned	64	68	69	70	5.8	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3d	28	Planned	63	68	69	70	5.9	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3e	1	Planned	58	61	63	70	4.7	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3e	2	Planned	62	63	65	70	3.6	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3e	3	Planned	63	64	66	70	3.5	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3e	4	Planned	64	66	68	70	3.9	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3e	5	Planned	65	67	69	70	3.9	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3e	6	Planned	66	68	70	70	4.4	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3e	7	Planned	66	69	71	70	4.7	Y	Y	N	Y	Y	0.5	64.5	N
NSW9_3e	8	Planned	67	70	71	70	4.7	Y	Y	N	Y	Y	1.0	65.0	N
NSW9_3e	9	Planned	67	70	72	70	4.8	Y	Y	N	Y	Y	1.4	65.4	N
NSW9_3e	10	Planned	67	71	72	70	5.1	Y	Y	Y	Y	Y	1.7	65.7	N
NSW9_3e	11	Planned	67	71	72	70	5.3	Y	Y	Y	Y	Y	2.0	66.0	N
NSW9_3e	12	Planned	67	71	73	70	5.6	Y	Y	Y	Y	Y	2.3	66.3	N
NSW9_3e	13	Planned	67	72	73	70	6.0	Y	Y	Y	Y	Y	2.6	66.6	N
NSW9_3e	14	Planned	67	72	73	70	6.1	Y	Y	Y	Y	Y	2.7	66.7	N
NSW9_3e	15	Planned	67	72	73	70	6.2	Y	Y	Y	Y	Y	2.8	66.8	N
NSW9_3e	16	Planned	67	72	73	70	6.4	Y	Y	Y	Y	Y	2.9	66.9	N
NSW9_3e	17	Planned	67	72	73	70	6.4	Y	Y	Y	Y	Y	2.9	66.9	N
NSW9_3e	18	Planned	67	72	73	70	6.5	Y	Y	Y	Y	Y	2.9	66.9	N
NSW9_3e	19	Planned	67	72	73	70	6.5	Y	Y	Y	Y	Y	2.9	66.9	N
NSW9_3e	20	Planned	67	72	73	70	6.6	Y	Y	Y	Y	Y	2.9	66.9	N
NSW9_3e	21	Planned	67	72	73	70	6.6	Y	Y	Y	Y	Y	2.9	66.9	N
NSW9_3e	22	Planned	67	72	73	70	6.6	Y	Y	Y	Y	Y	2.9	66.9	N
NSW9_3e	23	Planned	67	72	73	70	6.6	Y	Y	Y	Y	Y	2.8	66.8	N
NSW9_3e	24	Planned	67	72	73	70	6.8	Y	Y	Y	Y	Y	2.9	66.9	N

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
NSW9_3e	25	Planned	67	72	73	70	6.7	Y	Y	Y	Y	Y	2.8	66.8	N
NSW9_3e	26	Planned	66	72	73	70	6.8	Y	Y	Y	Y	Y	2.8	66.8	N
NSW9_3e	27	Planned	66	72	73	70	6.8	Y	Y	Y	Y	Y	2.8	66.8	N
NSW9_3e	28	Planned	66	72	73	70	6.9	Y	Y	Y	Y	Y	2.8	66.8	N
NSW9_3f	1	Planned	51	58	59	70	7.5	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	2	Planned	52	59	60	70	7.7	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	3	Planned	53	61	61	70	7.8	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	4	Planned	55	62	63	70	8.2	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	5	Planned	56	63	64	70	8.2	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	6	Planned	57	65	65	70	8.4	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	7	Planned	58	66	67	70	8.3	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	8	Planned	60	67	67	70	7.5	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	9	Planned	61	67	68	70	6.7	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	10	Planned	63	68	69	70	5.8	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	11	Planned	64	68	69	70	5.4	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	12	Planned	65	68	70	70	5.1	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	13	Planned	65	69	70	70	5.1	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	14	Planned	65	69	70	70	5.2	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	15	Planned	65	69	71	70	5.2	Y	Y	N	Y	Y	0.1	64.1	N
NSW9_3f	16	Planned	65	69	71	70	5.3	Y	Y	N	Y	Y	0.2	64.2	N
NSW9_3f	17	Planned	65	69	71	70	5.3	Y	Y	N	Y	Y	0.2	64.2	N
NSW9_3f	18	Planned	65	69	71	70	5.3	Y	Y	N	Y	Y	0.2	64.2	N
NSW9_3f	19	Planned	65	69	71	70	5.4	Y	Y	N	Y	Y	0.2	64.2	N
NSW9_3f	20	Planned	65	69	71	70	5.4	Y	Y	N	Y	Y	0.2	64.2	N
NSW9_3f	21	Planned	65	69	71	70	5.3	Y	Y	N	Y	Y	0.1	64.1	N
NSW9_3f	22	Planned	65	69	71	70	5.4	Y	Y	N	Y	Y	0.2	64.2	N
NSW9_3f	23	Planned	65	69	71	70	5.4	Y	Y	N	Y	Y	0.1	64.1	N
NSW9_3f	24	Planned	65	69	71	70	5.4	Y	Y	N	Y	Y	0.1	64.1	N
NSW9_3f	25	Planned	65	69	71	70	5.4	Y	Y	N	Y	Y	0.1	64.1	N
NSW9_3f	26	Planned	65	69	71	70	5.5	Y	Y	N	Y	Y	0.1	64.1	N
NSW9_3f	27	Planned	65	69	70	70	5.4	Y	N	N	N	N	N/A	N/A	N/A
NSW9_3f	28	Planned	65	69	70	70	5.5	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1a	1	Planned	62	67	68	70	6.5	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1a	2	Planned	67	69	71	70	4.6	Y	Y	N	Y	Y	0.7	64.7	N
NSW8_1a	3	Planned	70	71	74	70	3.3	Y	Y	Y	Y	Y	3.1	67.1	N
NSW8_1a	4	Planned	71	72	74	70	3.2	Y	Y	Y	Y	Y	4.0	68.0	N
NSW8_1a	5	Planned	71	72	75	70	3.3	Y	Y	Y	Y	Y	4.2	68.2	N
NSW8_1a	6	Planned	71	72	75	70	3.4	Y	Y	Y	Y	Y	4.2	68.2	N
NSW8_1a	7	Planned	71	72	75	70	3.7	Y	Y	Y	Y	Y	4.4	68.4	N
NSW8_1a	8	Planned	71	73	75	70	3.9	Y	Y	Y	Y	Y	4.5	68.5	N
NSW8_1a	9	Planned	71	73	75	70	4.3	Y	Y	Y	Y	Y	4.7	68.7	N
NSW8_1a	10	Planned	71	73	75	70	4.5	Y	Y	Y	Y	Y	4.8	68.8	N
NSW8_1a	11	Planned	71	74	75	70	4.8	Y	Y	Y	Y	Y	5.0	69.0	N
NSW8_1a	12	Planned	70	74	75	70	5.0	Y	Y	Y	Y	Y	5.0	69.0	N
NSW8_1a	13	Planned	70	74	75	70	5.1	Y	Y	Y	Y	Y	5.0	69.0	N
NSW8_1a	14	Planned	70	74	75	70	5.2	Y	Y	Y	Y	Y	5.0	69.0	N
NSW8_1a	15	Planned	70	74	75	70	5.3	Y	Y	Y	Y	Y	5.0	69.0	N
NSW8_1a	16	Planned	70	74	75	70	5.4	Y	Y	Y	Y	Y	5.0	69.0	N
NSW8_1a	17	Planned	70	74	75	70	5.5	Y	Y	Y	Y	Y	4.9	68.9	N
NSW8_1a	18	Planned	70	74	75	70	5.6	Y	Y	Y	Y	Y	4.9	68.9	N
NSW8_1a	19	Planned	70	74	75	70	5.8	Y	Y	Y	Y	Y	5.0	69.0	N
NSW8_1a	20	Planned	70	74	75	70	5.9	Y	Y	Y	Y	Y	5.0	69.0	N
NSW8_1a	21	Planned	69	74	75	70	6.0	Y	Y	Y	Y	Y	4.9	68.9	N
NSW8_1a	22	Planned	69	74	75	70	6.1	Y	Y	Y	Y	Y	4.9	68.9	N
NSW8_1a	23	Planned	69	74	75	70	6.2	Y	Y	Y	Y	Y	4.9	68.9	N
NSW8_1a	24	Planned	69	74	75	70	6.3	Y	Y	Y	Y	Y	4.9	68.9	N
NSW8_1a	25	Planned	69	74	75	70	6.4	Y	Y	Y	Y	Y	4.9	68.9	N
NSW8_1a	26	Planned	69	74	75	70	6.5	Y	Y	Y	Y	Y	4.9	68.9	N
NSW8_1a	27	Planned	69	74	75	70	6.6	Y	Y	Y	Y	Y	4.9	68.9	N
NSW8_1a	28	Planned	69	74	75	70	6.7	Y	Y	Y	Y	Y	4.9	68.9	N
NSW8_1a	29	Planned	69	74	75	70	6.8	Y	Y	Y	Y	Y	4.9	68.9	N
NSW8_1b	1	Planned	63	63	66	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1b	2	Planned	67	66	69	70	2.6	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1b	3	Planned	68	68	71	70	2.9	Y	Y	N	Y	Y	0.8	64.8	N
NSW8_1b	4	Planned	70	69	72	70	2.8	Y	Y	N	Y	Y	2.0	66.0	N
NSW8_1b	5	Planned	71	70	73	70	2.6	Y	Y	N	Y	Y	2.9	66.9	N
NSW8_1b	6	Planned	71	70	74	70	2.5	Y	Y	N	Y	Y	3.3	67.3	N
NSW8_1b	7	Planned	71	70	74	70	2.5	Y	Y	N	Y	Y	3.3	67.3	N
NSW8_1b	8	Planned	71	70	74	70	2.5	Y	Y	N	Y	Y	3.4	67.4	N
NSW8_1b	9	Planned	71	70	74	70	2.6	Y	Y	N	Y	Y	3.4	67.4	N
NSW8_1b	10	Planned	71	70	74	70	2.7	Y	Y	N	Y	Y	3.4	67.4	N
NSW8_1b	11	Planned	71	70	74	70	2.6	Y	Y	N	Y	Y	3.3	67.3	N
NSW8_1b	12	Planned	71	70	74	70	2.7	Y	Y	N	Y	Y	3.3	67.3	N
NSW8_1b	13	Planned	71	70	74	70	2.8	Y	Y	N	Y	Y	3.3	67.3	N
NSW8_1b	14	Planned	71	70	74	70	2.8	Y	Y	N	Y	Y	3.2	67.2	N
NSW8_1b	15	Planned	71	70	74	70	2.9	Y	Y	N	Y	Y	3.2	67.2	N
NSW8_1b	16	Planned	71	71	74	70	2.9	Y	Y	Y	Y	Y	3.1	67.1	N
NSW8_1b	17	Planned	71	71	74	70	3.0	Y	Y	Y	Y	Y	3.1	67.1	N
NSW8_1b	18	Planned	70	71	74	70	3.1	Y	Y	Y	Y	Y	3.1	67.1	N
NSW8_1b	19	Planned	70	71	74	70	3.2	Y	Y	Y	Y	Y	3.1	67.1	N
NSW8_1b	20	Planned	70	71	74	70	3.4	Y	Y	Y	Y	Y	3.2	67.2	N
NSW8_1b	21	Planned	70	71	74	70	3.4	Y	Y	Y	Y	Y	3.1	67.1	N
NSW8_1b	22	Planned	70	71	74	70	3.5	Y	Y	Y	Y	Y	3.1	67.1	N
NSW8_1b	23	Planned	70	71	74	70	3.6	Y	Y	Y	Y	Y	3.1	67.1	N
NSW8_1b	24	Planned	70	71	74	70	3.8	Y	Y	Y	Y	Y	3.2	67.2	N
NSW8_1b	25	Planned	70	71	74	70	3.8	Y	Y	Y	Y	Y	3.2	67.2	N
NSW8_1b	26	Planned	70	72	74	70	4.1	Y	Y	Y	Y	Y	3.3	67.3	N
NSW8_1b	27	Planned	70	72	74	70	4.1	Y	Y	Y	Y	Y	3.3	67.3	N
NSW8_1b	28	Planned	70	72	74	70	4.2	Y	Y	Y	Y	Y	3.3	67.3	N
NSW8_1b	29	Planned	69	72	74	70	4.4	Y	Y	Y	Y	Y	3.4	67.4	N
NSW8_1c	1	Planned	55	64	64	70	8.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1c	2	Planned	57	66	66	70	9.4	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1c	3	Planned	58	67	68	70	9.3	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1c	4	Planned	60	69	70	70	9.4	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1c	5	Planned	62	70	71	70	8.5	Y	Y	N	Y	Y	0.3	64.3	N
NSW8_1c	6	Planned	65	71	72	70	7.1	Y	Y	Y	Y	Y	1.3	65.3	N
NSW8_1c	7	Planned	66	71	72	70	6.1	Y	Y	Y	Y	Y	2.0	66	N
NSW8_1c	8	Planned	68	71	73	70	5.2	Y	Y	Y	Y	Y	2.6	66.6	N
NSW8_1c	9	Planned	69	72	73	70	4.8	Y	Y	Y	Y	Y	2.9	66.9	N
NSW8_1c	10	Planned	69	72	74	70	4.8	Y	Y	Y	Y	Y	3.2	67.2	N
NSW8_1c	11	Planned	69	72	74	70	4.9	Y	Y	Y	Y	Y	3.4	67.4	N
NSW8_1c	12	Planned	69	72	74	70	5.0	Y	Y	Y	Y	Y	3.6	67.6	N
NSW8_1c	13	Planned	69	73	74	70	5.3	Y	Y	Y	Y	Y	3.8	67.8	N
NSW8_1c	14	Planned	69	73	74	70	5.4	Y	Y	Y	Y	Y	3.9	67.9	N
NSW8_1c	15	Planned	69	73	74	70	5.5	Y	Y	Y	Y	Y	3.9	67.9	N
NSW8_1c	16	Planned	69	73	74	70	5.5	Y	Y	Y	Y	Y	3.9	67.9	N
NSW8_1c	17	Planned	69	73	74	70	5.6	Y	Y	Y	Y	Y	3.9	67.9	N
NSW8_1c	18	Planned	69	73	74	70	5.6	Y	Y	Y	Y	Y	3.9	67.9	N
NSW8_1c	19	Planned	69	73	74	70	5.7	Y	Y	Y	Y	Y	3.9	67.9	N
NSW8_1c	20	Planned	69	73	74	70	5.7	Y	Y	Y	Y	Y	3.9	67.9	N
NSW8_1c	21	Planned	69	73	74	70	5.8	Y	Y	Y	Y	Y	3.9	67.9	N
NSW8_1c	22	Planned	68	73	74	70	5.8	Y	Y	Y	Y	Y	3.8	67.8	N
NSW8_1c	23	Planned	68	73	74	70	5.8	Y	Y	Y	Y	Y	3.8	67.8	N
NSW8_1c	24	Planned	68	73	74	70	5.9	Y	Y	Y	Y	Y	3.8	67.8	N
NSW8_1c	25	Planned	68	73	74	70	6.0	Y	Y	Y	Y	Y	3.8	67.8	N
NSW8_1c	26	Planned	68	73	74	70	6.0	Y	Y	Y	Y	Y	3.7	67.7	N

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
NSW8_1c	27	Planned	68	73	74	70	6.0	Y	Y	Y	Y	Y	3.7	67.7	N
NSW8_1c	28	Planned	68	73	74	70	6.1	Y	Y	Y	Y	Y	3.7	67.7	N
NSW8_1c	29	Planned	68	73	74	70	6.2	Y	Y	Y	Y	Y	3.7	67.7	N
NSW8_1d	1	Planned	55	56	59	70	3.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	2	Planned	57	58	60	70	3.5	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	3	Planned	59	59	62	70	3.4	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	4	Planned	61	61	64	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	5	Planned	62	63	65	70	3.3	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	6	Planned	63	64	67	70	3.4	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	7	Planned	64	65	67	70	3.3	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	8	Planned	65	65	68	70	3.2	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	9	Planned	66	66	69	70	3.0	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	10	Planned	66	66	69	70	2.9	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	11	Planned	66	66	69	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	12	Planned	66	66	69	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	13	Planned	66	66	69	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	14	Planned	67	66	69	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	15	Planned	67	66	69	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	16	Planned	67	66	69	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	17	Planned	67	66	69	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	18	Planned	67	66	69	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	19	Planned	66	66	69	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	20	Planned	66	66	69	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	21	Planned	66	66	69	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	22	Planned	66	66	69	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	23	Planned	66	66	69	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	24	Planned	66	66	69	70	2.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	25	Planned	66	66	69	70	3.0	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	26	Planned	66	66	69	70	2.9	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	27	Planned	66	66	69	70	3.0	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	28	Planned	66	66	69	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1d	29	Planned	66	66	69	70	3.1	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1e	1	Planned	54	62	63	70	8.9	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1e	2	Planned	55	64	64	70	9.3	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1e	3	Planned	56	66	66	70	9.9	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1e	4	Planned	57	67	67	70	9.7	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1e	5	Planned	59	68	69	70	10.0	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1e	6	Planned	60	69	70	70	9.7	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1e	7	Planned	62	70	71	70	8.8	Y	Y	N	Y	Y	0.2	64.2	N
NSW8_1e	8	Planned	64	70	71	70	7.5	Y	Y	N	Y	Y	0.8	64.8	N
NSW8_1e	9	Planned	65	71	72	70	6.6	Y	Y	Y	Y	Y	1.4	65.4	N
NSW8_1e	10	Planned	66	71	72	70	5.8	Y	Y	Y	Y	Y	1.8	65.8	N
NSW8_1e	11	Planned	67	71	73	70	5.4	Y	Y	Y	Y	Y	2.2	66.2	N
NSW8_1e	12	Planned	68	71	73	70	5.3	Y	Y	Y	Y	Y	2.5	66.5	N
NSW8_1e	13	Planned	68	72	73	70	5.3	Y	Y	Y	Y	Y	2.7	66.7	N
NSW8_1e	14	Planned	68	72	73	70	5.4	Y	Y	Y	Y	Y	2.9	66.9	N
NSW8_1e	15	Planned	68	72	74	70	5.5	Y	Y	Y	Y	Y	3.1	67.1	N
NSW8_1e	16	Planned	68	72	74	70	5.7	Y	Y	Y	Y	Y	3.2	67.2	N
NSW8_1e	17	Planned	68	72	74	70	5.7	Y	Y	Y	Y	Y	3.2	67.2	N
NSW8_1e	18	Planned	68	72	74	70	5.7	Y	Y	Y	Y	Y	3.2	67.2	N
NSW8_1e	19	Planned	68	72	74	70	5.7	Y	Y	Y	Y	Y	3.2	67.2	N
NSW8_1e	20	Planned	68	72	74	70	5.7	Y	Y	Y	Y	Y	3.2	67.2	N
NSW8_1e	21	Planned	68	72	74	70	5.8	Y	Y	Y	Y	Y	3.2	67.2	N
NSW8_1e	22	Planned	68	72	74	70	5.8	Y	Y	Y	Y	Y	3.2	67.2	N
NSW8_1e	23	Planned	68	72	74	70	5.8	Y	Y	Y	Y	Y	3.2	67.2	N
NSW8_1e	24	Planned	68	72	74	70	5.8	Y	Y	Y	Y	Y	3.1	67.1	N
NSW8_1e	25	Planned	68	72	74	70	5.8	Y	Y	Y	Y	Y	3.1	67.1	N
NSW8_1e	26	Planned	68	72	74	70	5.9	Y	Y	Y	Y	Y	3.1	67.1	N
NSW8_1e	27	Planned	68	72	73	70	5.9	Y	Y	Y	Y	Y	3.0	67.0	N
NSW8_1e	28	Planned	68	72	73	70	5.9	Y	Y	Y	Y	Y	3.0	67.0	N
NSW8_1e	29	Planned	67	72	73	70	6.0	Y	Y	Y	Y	Y	3.0	67.0	N
NSW8_1f	1	Planned	53	57	59	70	5.4	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	2	Planned	55	59	60	70	5.1	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	3	Planned	57	60	62	70	4.5	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	4	Planned	59	61	63	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	5	Planned	60	63	65	70	4.3	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	6	Planned	61	64	66	70	4.7	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	7	Planned	61	65	67	70	5.2	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	8	Planned	62	66	68	70	5.3	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	9	Planned	63	66	68	70	5.2	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	10	Planned	63	67	68	70	5.0	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	11	Planned	64	67	69	70	4.9	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	12	Planned	64	67	69	70	4.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	13	Planned	65	67	69	70	4.5	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	14	Planned	65	67	69	70	4.5	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	15	Planned	65	67	69	70	4.3	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	16	Planned	65	68	70	70	4.3	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	17	Planned	65	67	70	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	18	Planned	66	67	70	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	19	Planned	66	67	70	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	20	Planned	66	67	70	70	4.0	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	21	Planned	66	68	70	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	22	Planned	66	67	70	70	4.0	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	23	Planned	66	68	70	70	4.0	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	24	Planned	66	68	70	70	4.0	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	25	Planned	66	68	70	70	4.0	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	26	Planned	66	68	70	70	4.0	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	27	Planned	66	68	70	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	28	Planned	66	68	70	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW8_1f	29	Planned	66	68	70	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NSW8_2a	1	Planned	59	66	67	70	7.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_2a	2	Planned	67	70	72	70	4.6	Y	Y	N	Y	Y	1.2	65.2	N
NSW8_2a	3	Planned	69	72	73	70	4.6	Y	Y	Y	Y	Y	2.9	66.9	N
NSW8_2a	4	Planned	69	72	74	70	5.0	Y	Y	Y	Y	Y	3.5	67.5	N
NSW8_2a	5	Planned	69	73	74	70	5.2	Y	Y	Y	Y	Y	3.8	67.8	N
NSW8_2a	6	Planned	69	73	74	70	5.0	Y	Y	Y	Y	Y	4.0	68	N
NSW8_2a	7	Planned	70	73	75	70	4.8	Y	Y	Y	Y	Y	4.1	68.1	N
NSW8_2a	8	Planned	70	73	75	70	4.8	Y	Y	Y	Y	Y	4.2	68.2	N
NSW8_2a	9	Planned	70	73	75	70	4.8	Y	Y	Y	Y	Y	4.2	68.2	N
NSW8_2a	10	Planned	70	73	75	70	4.8	Y	Y	Y	Y	Y	4.2	68.2	N
NSW8_2a	11	Planned	70	73	75	70	4.9	Y	Y	Y	Y	Y	4.2	68.2	N
NSW8_2a	12	Planned	70	73	75	70	5.0	Y	Y	Y	Y	Y	4.2	68.2	N
NSW8_2a	13	Planned	70	73	75	70	5.2	Y	Y	Y	Y	Y	4.3	68.3	N
NSW8_2a	14	Planned	70	73	75	70	5.2	Y	Y	Y	Y	Y	4.3	68.3	N
NSW8_2a	15	Planned	69	73	75	70	5.4	Y	Y	Y	Y	Y	4.3	68.3	N
NSW8_2a	16	Planned	69	73	75	70	5.5	Y	Y	Y	Y	Y	4.4	68.4	N
NSW8_2a	17	Planned	69	73	75	70	5.7	Y	Y	Y	Y	Y	4.4	68.4	N
NSW8_2a	18	Planned	69	74	75	70	5.9	Y	Y	Y	Y	Y	4.5	68.5	N
NSW8_2a	19	Planned	69	74	75	70	6.0	Y	Y	Y	Y	Y	4.5	68.5	N
NSW8_2a	20	Planned	69	74	75	70	6.0	Y	Y	Y	Y	Y	4.4	68.4	N
NSW8_2a	21	Planned	69	74	75	70	6.1	Y	Y	Y	Y	Y	4.4	68.4	N
NSW8_2a	22	Planned	69	74	75	70	6.3	Y	Y	Y	Y	Y	4.5	68.5	N
NSW8_2a	23	Planned	69	74	75	70	6.4	Y	Y	Y	Y	Y	4.5	68.5	N
NSW8_2a	24	Planned	68	74	75	70	6.6	Y	Y	Y	Y	Y	4.6	68.6	N
NSW8_2a	25	Planned	68	74	75	70	6.7	Y	Y	Y	Y	Y	4.6	68.6	N
NSW8_2a	26	Planned	68	74	75	70	6.8	Y	Y	Y	Y	Y	4.6	68.6	N

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
NSW8_2a	27	Planned	68	74	75	70	6.9	Y	Y	Y	Y	Y	4.6	68.6	N
NSW8_2a	28	Planned	68	74	75	70	7.0	Y	Y	Y	Y	Y	4.6	68.6	N
NSW8_2a	29	Planned	68	74	75	70	7.1	Y	Y	Y	Y	Y	4.6	68.6	N
NSW8_2b	1	Planned	74	61	74	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	2	Planned	76	63	76	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	3	Planned	77	64	77	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	4	Planned	77	65	77	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	5	Planned	77	66	77	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	6	Planned	77	67	78	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	7	Planned	77	67	78	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	8	Planned	77	67	78	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	9	Planned	77	68	78	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	10	Planned	77	68	78	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	11	Planned	77	68	78	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	12	Planned	77	68	78	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	13	Planned	77	68	78	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	14	Planned	77	68	77	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	15	Planned	77	68	77	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	16	Planned	77	68	77	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	17	Planned	77	68	77	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	18	Planned	77	68	77	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	19	Planned	76	68	77	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	20	Planned	76	68	77	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	21	Planned	76	68	77	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	22	Planned	76	68	77	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	23	Planned	76	68	77	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	24	Planned	76	68	77	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	25	Planned	76	68	77	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	26	Planned	76	68	76	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	27	Planned	76	68	76	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	28	Planned	76	68	76	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2b	29	Planned	75	68	76	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2c	1	Planned	56	59	61	70	4.8	Y	N	N	N	N	N/A	N/A	N/A
NSW8_2c	2	Planned	63	61	65	70	2.3	Y	N	N	N	N	N/A	N/A	N/A
NSW8_2c	3	Planned	64	63	66	70	2.7	Y	N	N	N	N	N/A	N/A	N/A
NSW8_2c	4	Planned	64	64	67	70	3.4	Y	N	N	N	N	N/A	N/A	N/A
NSW8_2c	5	Planned	64	66	68	70	4.1	Y	N	N	N	N	N/A	N/A	N/A
NSW8_2c	6	Planned	64	67	69	70	4.7	Y	N	N	N	N	N/A	N/A	N/A
NSW8_2c	7	Planned	64	68	69	70	5.1	Y	N	N	N	N	N/A	N/A	N/A
NSW8_2c	8	Planned	64	68	70	70	5.5	Y	N	N	N	N	N/A	N/A	N/A
NSW8_2c	9	Planned	64	69	70	70	5.6	Y	N	N	N	N	N/A	N/A	N/A
NSW8_2c	10	Planned	64	69	70	70	5.7	Y	N	N	N	N	N/A	N/A	N/A
NSW8_2c	11	Planned	65	69	70	70	5.6	Y	N	N	N	N	N/A	N/A	N/A
NSW8_2c	12	Planned	65	69	70	70	5.7	Y	N	N	N	N	N/A	N/A	N/A
NSW8_2c	13	Planned	65	69	70	70	5.7	Y	N	N	N	N	N/A	N/A	N/A
NSW8_2c	14	Planned	65	69	71	70	5.6	Y	Y	N	Y	Y	0.1	64.1	N
NSW8_2c	15	Planned	65	69	71	70	5.5	Y	Y	N	Y	Y	0.1	64.1	N
NSW8_2c	16	Planned	65	69	71	70	5.4	Y	Y	N	Y	Y	0.2	64.2	N
NSW8_2c	17	Planned	65	69	71	70	5.3	Y	Y	N	Y	Y	0.2	64.2	N
NSW8_2c	18	Planned	65	69	71	70	5.3	Y	Y	N	Y	Y	0.3	64.3	N
NSW8_2c	19	Planned	66	69	71	70	5.3	Y	Y	N	Y	Y	0.4	64.4	N
NSW8_2c	20	Planned	66	69	71	70	5.3	Y	Y	N	Y	Y	0.4	64.4	N
NSW8_2c	21	Planned	66	69	71	70	5.3	Y	Y	N	Y	Y	0.5	64.5	N
NSW8_2c	22	Planned	66	69	71	70	5.3	Y	Y	N	Y	Y	0.5	64.5	N
NSW8_2c	23	Planned	66	69	71	70	5.3	Y	Y	N	Y	Y	0.5	64.5	N
NSW8_2c	24	Planned	66	69	71	70	5.3	Y	Y	N	Y	Y	0.5	64.5	N
NSW8_2c	25	Planned	66	70	71	70	5.3	Y	Y	N	Y	Y	0.5	64.5	N
NSW8_2c	26	Planned	66	70	71	70	5.3	Y	Y	N	Y	Y	0.5	64.5	N
NSW8_2c	27	Planned	66	70	71	70	5.3	Y	Y	N	Y	Y	0.5	64.5	N
NSW8_2d	1	Planned	73	61	73	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	2	Planned	73	62	73	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	3	Planned	73	62	73	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	4	Planned	73	63	74	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	5	Planned	73	64	74	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	6	Planned	73	65	74	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	7	Planned	74	65	74	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	8	Planned	74	66	74	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	9	Planned	74	66	74	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	10	Planned	74	66	75	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	11	Planned	74	66	75	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	12	Planned	74	67	75	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	13	Planned	74	67	75	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	14	Planned	74	67	75	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	15	Planned	74	67	75	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	16	Planned	74	67	75	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	17	Planned	74	67	75	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	18	Planned	74	67	75	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	19	Planned	74	67	75	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	20	Planned	74	67	75	70	0.7	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	21	Planned	74	67	75	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	22	Planned	74	67	75	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	23	Planned	74	67	75	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	24	Planned	74	67	75	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	25	Planned	74	67	75	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	26	Planned	74	67	75	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
NSW8_2d	27	Planned	74	67	75	70	0.8	N	Y	N	N	N	N/A	N/A	N/A
NSW8_3a	1	Planned	72	64	73	70	0.6	N	Y	N	N	N	N/A	N/A	N/A
NSW8_3a	2	Planned	72	66	73	70	0.9	N	Y	N	N	N	N/A	N/A	N/A
NSW8_3a	3	Planned	72	69	74	70	1.7	Y	Y	N	Y	Y	3.4	65	N
NSW8_3b	1	Planned	76	58	76	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
NSW8_3b	2	Planned	76	60	76	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
NSW8_3b	3	Planned	76	62	76	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
NSW7_1	1	Planned	45	42	47	70	1.9	Y	N	N	N	N	N/A	N/A	N/A
NSW7_1	2	Planned	47	44	49	70	1.8	Y	N	N	N	N	N/A	N/A	N/A
NSW7_1	3	Planned	50	46	51	70	1.6	Y	N	N	N	N	N/A	N/A	N/A
NSW7_1	4	Planned	53	49	54	70	1.5	Y	N	N	N	N	N/A	N/A	N/A
NSW7_1	5	Planned	56	53	58	70	1.5	Y	N	N	N	N	N/A	N/A	N/A
NSW7_1	6	Planned	61	55	62	70	0.8	N	N	N	N	N	N/A	N/A	N/A
NSW7_1	7	Planned	66	56	66	70	0.4	N	N	N	N	N	N/A	N/A	N/A
NSW7_1	8	Planned	67	56	68	70	0.4	N	N	N	N	N	N/A	N/A	N/A
NSW7_1	9	Planned	68	56	68	70	0.3	N	N	N	N	N	N/A	N/A	N/A
NSW7_1	10	Planned	68	57	68	70	0.4	N	N	N	N	N	N/A	N/A	N/A
NSW7_1	11	Planned	68	57	68	70	0.4	N	N	N	N	N	N/A	N/A	N/A
NSW7_1	12	Planned	68	58	68	70	0.4	N	N	N	N	N	N/A	N/A	N/A
NSW7_1	13	Planned	68	58	68	70	0.5	N	N	N	N	N	N/A	N/A	N/A
NSW7_1	14	Planned	68	59	68	70	0.5	N	N	N	N	N	N/A	N/A	N/A
NSW7_1	15	Planned	68	59	68	70	0.5	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	1	Planned	63	51	63	70	0.3	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	2	Planned	63	52	63	70	0.3	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	3	Planned	63	52	64	70	0.3	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	4	Planned	64	53	65	70	0.3	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	5	Planned	65	53	65	70	0.2	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	6	Planned	66	53	66	70	0.2	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	7	Planned	66	53	66	70	0.3	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	8	Planned	66	54	67	70	0.2	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	9	Planned	67	54	67	70	0.2	N	N	N	N	N	N/A	N/A	N/A

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
NSW7_2	10	Planned	67	54	67	70	0.2	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	11	Planned	67	55	67	70	0.3	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	12	Planned	67	55	67	70	0.3	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	13	Planned	67	56	67	70	0.3	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	14	Planned	67	56	67	70	0.4	N	N	N	N	N	N/A	N/A	N/A
NSW7_2	15	Planned	67	57	67	70	0.4	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	1	Planned	61	53	61	70	0.7	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	2	Planned	61	54	62	70	0.8	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	3	Planned	62	54	62	70	0.7	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	4	Planned	62	55	63	70	0.8	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	5	Planned	63	56	64	70	0.8	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	6	Planned	64	57	65	70	0.8	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	7	Planned	65	58	66	70	0.8	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	8	Planned	66	59	67	70	0.7	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	9	Planned	67	59	68	70	0.7	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	10	Planned	68	60	68	70	0.6	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	11	Planned	68	60	69	70	0.7	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	12	Planned	69	61	69	70	0.6	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	13	Planned	69	61	70	70	0.7	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	14	Planned	69	61	70	70	0.5	N	N	N	N	N	N/A	N/A	N/A
NSW7_3	15	Planned	70	61	70	70	0.6	N	N	N	N	N	N/A	N/A	N/A
NSW348	1	Planned	74	56	74	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
NSW348	2	Planned	74	56	74	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
NSW348	3	Planned	74	57	74	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
NSW349	1	Planned	75	55	75	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
NSW349	2	Planned	75	56	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
NSW349	3	Planned	75	56	75	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
NSW314_1	1	Planned	57	37	57	70	0.1	N	N	N	N	N	N/A	N/A	N/A
NSW314_1	2	Planned	58	40	58	70	0.0	N	N	N	N	N	N/A	N/A	N/A
NSW314_1	3	Planned	60	45	60	70	0.1	N	N	N	N	N	N/A	N/A	N/A
NSW314_2	1	Planned	55	42	55	70	0.2	N	N	N	N	N	N/A	N/A	N/A
NSW314_2	2	Planned	60	50	60	70	0.4	N	N	N	N	N	N/A	N/A	N/A
NSW314_2	3	Planned	67	55	67	70	0.2	N	N	N	N	N	N/A	N/A	N/A
NTM1	1	Planned	65	67	69	70	4.2	Y	N	N	N	N	N/A	N/A	N/A
NTM1	2	Planned	65	67	69	70	4.3	Y	N	N	N	N	N/A	N/A	N/A
NTM1	3	Planned	65	68	70	70	4.6	Y	N	N	N	N	N/A	N/A	N/A
NTM1	4	Planned	65	68	70	70	4.8	Y	N	N	N	N	N/A	N/A	N/A
NTM1	5	Planned	65	68	70	70	5.0	Y	N	N	N	N	N/A	N/A	N/A
NTM1	6	Planned	65	68	70	70	5.2	Y	N	N	N	N	N/A	N/A	N/A
NTM1	7	Planned	65	69	70	70	5.5	Y	N	N	N	N	N/A	N/A	N/A
NTM1	8	Planned	65	69	70	70	5.7	Y	N	N	N	N	N/A	N/A	N/A
NTM1	9	Planned	64	69	70	70	5.9	Y	N	N	N	N	N/A	N/A	N/A
NTM1	10	Planned	64	69	70	70	6.0	Y	N	N	N	N	N/A	N/A	N/A
NTM1	11	Planned	64	69	71	70	6.3	Y	Y	N	Y	Y	0.1	64.5	N
NTM1	12	Planned	64	70	71	70	6.4	Y	Y	N	Y	Y	0.2	64.6	N
NTM1	13	Planned	64	70	71	70	6.6	Y	Y	N	Y	Y	0.3	64.7	N
NTM1	14	Planned	64	70	71	70	6.8	Y	Y	N	Y	Y	0.4	64.8	N
NTM1	15	Planned	64	70	71	70	6.9	Y	Y	N	Y	Y	0.4	64.8	N
NTM1	16	Planned	64	70	71	70	7.0	Y	Y	N	Y	Y	0.4	64.8	N
NTM1	17	Planned	64	70	71	70	7.2	Y	Y	N	Y	Y	0.5	64.9	N
NTM1	18	Planned	64	70	71	70	7.2	Y	Y	N	Y	Y	0.5	64.9	N
NTM1	19	Planned	64	70	71	70	7.3	Y	Y	N	Y	Y	0.5	64.9	N
NTM1	20	Planned	64	70	71	70	7.5	Y	Y	N	Y	Y	0.6	65.0	N
NTM1	21	Planned	63	70	71	70	7.6	Y	Y	N	Y	Y	0.6	65.0	N
NTM1	22	Planned	63	70	71	70	7.7	Y	Y	N	Y	Y	0.6	65.0	N
NTM1	23	Planned	63	70	71	70	7.8	Y	Y	N	Y	Y	0.6	65.0	N
NTM1	24	Planned	63	70	71	70	7.9	Y	Y	N	Y	Y	0.6	65.0	N
NTM1	25	Planned	63	70	71	70	7.9	Y	Y	N	Y	Y	0.6	65.0	N
NTM1	26	Planned	63	70	71	70	8.0	Y	Y	N	Y	Y	0.6	65.0	N
NTM1	27	Planned	63	70	71	70	8.1	Y	Y	N	Y	Y	0.6	65.0	N
NTM1	28	Planned	63	70	71	70	8.2	Y	Y	N	Y	Y	0.6	65.0	N
NTM1	29	Planned	63	70	71	70	8.3	Y	Y	N	Y	Y	0.6	65.0	N
NTM1	30	Planned	63	70	71	70	8.3	Y	Y	N	Y	Y	0.6	65.0	N
NTM1	31	Planned	63	70	71	70	8.4	Y	Y	N	Y	Y	0.6	65.0	N
NTM1	32	Planned	63	70	71	70	8.5	Y	Y	N	Y	Y	0.6	65.0	N
NTM1	33	Planned	63	70	71	70	8.5	Y	Y	N	Y	Y	0.6	65.0	N
NTM1	34	Planned	62	70	71	70	8.6	Y	Y	N	Y	Y	0.6	65.0	N
NTM1	35	Planned	62	70	71	70	8.6	Y	Y	N	Y	Y	0.5	64.9	N
NTM1	36	Planned	62	70	71	70	8.7	Y	Y	N	Y	Y	0.5	64.9	N
NTM1	37	Planned	62	70	71	70	8.7	Y	Y	N	Y	Y	0.5	64.9	N
NTM1	38	Planned	62	70	71	70	8.8	Y	Y	N	Y	Y	0.5	64.9	N
NTM1	39	Planned	62	70	71	70	8.9	Y	Y	N	Y	Y	0.5	64.9	N
NTM1	40	Planned	62	70	71	70	8.9	Y	Y	N	Y	Y	0.5	64.9	N
NTM1	41	Planned	62	70	71	70	9.0	Y	Y	N	Y	Y	0.5	64.9	N
NTM1	42	Planned	62	70	71	70	8.9	Y	Y	N	Y	Y	0.4	64.8	N
NTM1	43	Planned	62	70	71	70	9.0	Y	Y	N	Y	Y	0.4	64.8	N
NTM1	44	Planned	62	70	71	70	9.1	Y	Y	N	Y	Y	0.4	64.8	N
NTM1	45	Planned	62	70	71	70	9.1	Y	Y	N	Y	Y	0.4	64.8	N
NTM1	46	Planned	62	70	71	70	9.2	Y	Y	N	Y	Y	0.4	64.8	N
NTM1	47	Planned	62	70	71	70	9.2	Y	Y	N	Y	Y	0.4	64.8	N
NTM2	1	Planned	70	68	72	70	2.0	Y	Y	N	Y	Y	1.6	66.0	N
NTM2	2	Planned	70	68	72	70	2.2	Y	Y	N	Y	Y	1.5	65.9	N
NTM2	3	Planned	70	68	72	70	2.5	Y	Y	N	Y	Y	1.6	66.0	N
NTM2	4	Planned	69	69	72	70	2.7	Y	Y	N	Y	Y	1.6	66.0	N
NTM2	5	Planned	69	69	72	70	2.9	Y	Y	N	Y	Y	1.6	66.0	N
NTM2	6	Planned	69	69	72	70	3.2	Y	Y	N	Y	Y	1.7	66.1	N
NTM2	7	Planned	69	70	72	70	3.4	Y	Y	N	Y	Y	1.7	66.1	N
NTM2	8	Planned	69	70	72	70	3.7	Y	Y	N	Y	Y	1.8	66.2	N
NTM2	9	Planned	68	70	72	70	4.0	Y	Y	N	Y	Y	1.9	66.3	N
NTM2	10	Planned	68	70	72	70	4.3	Y	Y	N	Y	Y	2.0	66.4	N
NTM2	11	Planned	68	71	72	70	4.4	Y	Y	Y	Y	Y	2.0	66.4	N
NTM2	12	Planned	68	71	73	70	4.7	Y	Y	Y	Y	Y	2.1	66.5	N
NTM2	13	Planned	68	71	73	70	4.8	Y	Y	Y	Y	Y	2.1	66.5	N
NTM2	14	Planned	68	71	73	70	5.0	Y	Y	Y	Y	Y	2.1	66.5	N
NTM2	15	Planned	67	71	73	70	5.1	Y	Y	Y	Y	Y	2.1	66.5	N
NTM2	16	Planned	67	71	73	70	5.4	Y	Y	Y	Y	Y	2.2	66.6	N
NTM2	17	Planned	67	71	73	70	5.5	Y	Y	Y	Y	Y	2.2	66.6	N
NTM2	18	Planned	67	71	73	70	5.6	Y	Y	Y	Y	Y	2.1	66.5	N
NTM2	19	Planned	67	71	73	70	5.7	Y	Y	Y	Y	Y	2.1	66.5	N
NTM2	20	Planned	67	71	73	70	5.8	Y	Y	Y	Y	Y	2.1	66.5	N
NTM2	21	Planned	67	71	73	70	6.0	Y	Y	Y	Y	Y	2.1	66.5	N
NTM2	22	Planned	66	71	73	70	6.1	Y	Y	Y	Y	Y	2.1	66.5	N
NTM2	23	Planned	66	71	73	70	6.2	Y	Y	Y	Y	Y	2.1	66.5	N
NTM2	24	Planned	66	71	73	70	6.3	Y	Y	Y	Y	Y	2.1	66.5	N
NTM3	1	Planned	68	68	71	70	2.6	Y	Y	N	Y	Y	0.6	65	N
NTM3	2	Planned	68	68	71	70	2.8	Y	Y	N	Y	Y	0.6	65	N
NTM3	3	Planned	68	68	71	70	2.9	Y	Y	N	Y	Y	0.5	64.9	N
NTM3	4	Planned	68	68	71	70	3.1	Y	Y	N	Y	Y	0.5	64.9	N
NTM3	5	Planned	68	68	71	70	3.4	Y	Y	N	Y	Y	0.6	65	N
NTM3	6	Planned	67	69	71	70	3.6	Y	Y	N	Y	Y	0.6	65	N
NTM3	7	Planned	67	69	71	70	3.7	Y	Y	N	Y	Y	0.6	65	N
NTM3	8	Planned	67	69	71	70	4.0	Y	Y	N	Y	Y	0.7	65.1	N
NTM3	9	Planned	67	69	71	70	4.2	Y	Y	N	Y	Y	0.7	65.1	N
NTM3	10	Planned	67	69	71	70	4.3	Y	Y	N	Y	Y	0.7	65.1	N
NTM3	11	Planned	67	69	71	70	4.6	Y	Y	N	Y	Y	0.8	65.2	N
NTM3	12	Planned	67	69	71	70	4.7	Y	Y	N	Y	Y	0.8	65.2	N

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
NTM3	13	Planned	66	70	71	70	4.9	Y	Y	N	Y	Y	0.9	65.3	N
NTM3	14	Planned	66	70	71	70	5.1	Y	Y	N	Y	Y	0.9	65.3	N
NTM3	15	Planned	66	70	71	70	5.2	Y	Y	N	Y	Y	0.9	65.3	N
NTM3	16	Planned	66	70	71	70	5.3	Y	Y	N	Y	Y	0.9	65.3	N
NTM3	17	Planned	66	70	71	70	5.5	Y	Y	N	Y	Y	0.9	65.3	N
NTM3	18	Planned	66	70	71	70	5.6	Y	Y	N	Y	Y	0.9	65.3	N
NTM3	19	Planned	66	70	71	70	5.7	Y	Y	N	Y	Y	0.9	65.3	N
NTM3	20	Planned	66	70	71	70	5.8	Y	Y	N	Y	Y	0.9	65.3	N
NTM3	21	Planned	65	70	71	70	5.9	Y	Y	N	Y	Y	0.9	65.3	N
NTM3	22	Planned	65	70	71	70	6.1	Y	Y	N	Y	Y	0.9	65.3	N
NTM3	23	Planned	65	70	71	70	6.2	Y	Y	N	Y	Y	0.9	65.3	N
NTM3	24	Planned	65	70	71	70	6.3	Y	Y	N	Y	Y	0.9	65.3	N
NTM4	1	Planned	68	60	69	70	0.7	N	N	N	N	N	N/A	N/A	N/A
NTM4	2	Planned	68	60	68	70	0.7	N	N	N	N	N	N/A	N/A	N/A
NTM4	3	Planned	68	60	68	70	0.7	N	N	N	N	N	N/A	N/A	N/A
NTM4	4	Planned	67	60	68	70	0.7	N	N	N	N	N	N/A	N/A	N/A
NTM4	5	Planned	67	60	68	70	0.7	N	N	N	N	N	N/A	N/A	N/A
NTM4	6	Planned	67	60	68	70	0.8	N	N	N	N	N	N/A	N/A	N/A
NTM4	7	Planned	67	60	68	70	0.8	N	N	N	N	N	N/A	N/A	N/A
NTM4	8	Planned	67	60	68	70	0.9	N	N	N	N	N	N/A	N/A	N/A
NTM4	9	Planned	67	60	67	70	0.9	N	N	N	N	N	N/A	N/A	N/A
NTM4	10	Planned	66	60	67	70	1.0	Y	N	N	N	N	N/A	N/A	N/A
NTM4	11	Planned	66	60	67	70	0.9	N	N	N	N	N	N/A	N/A	N/A
NTM4	12	Planned	66	60	67	70	1.0	Y	N	N	N	N	N/A	N/A	N/A
NTM4	13	Planned	66	60	67	70	1.0	Y	N	N	N	N	N/A	N/A	N/A
NTM4	14	Planned	66	60	67	70	1.0	Y	N	N	N	N	N/A	N/A	N/A
NTM4	15	Planned	66	60	67	70	1.1	Y	N	N	N	N	N/A	N/A	N/A
NTM4	16	Planned	66	60	67	70	1.1	Y	N	N	N	N	N/A	N/A	N/A
NTM4	17	Planned	65	60	67	70	1.1	Y	N	N	N	N	N/A	N/A	N/A
NTM4	18	Planned	65	60	66	70	1.2	Y	N	N	N	N	N/A	N/A	N/A
NTM4	19	Planned	65	60	66	70	1.3	Y	N	N	N	N	N/A	N/A	N/A
NTM4	20	Planned	65	60	66	70	1.3	Y	N	N	N	N	N/A	N/A	N/A
NTM4	21	Planned	65	60	66	70	1.3	Y	N	N	N	N	N/A	N/A	N/A
NTM4	22	Planned	65	60	66	70	1.4	Y	N	N	N	N	N/A	N/A	N/A
NTM4	23	Planned	65	60	66	70	1.3	Y	N	N	N	N	N/A	N/A	N/A
NTM4	24	Planned	65	60	66	70	1.5	Y	N	N	N	N	N/A	N/A	N/A
NTM4	25	Planned	64	60	66	70	1.5	Y	N	N	N	N	N/A	N/A	N/A
NTM4	26	Planned	64	61	66	70	1.5	Y	N	N	N	N	N/A	N/A	N/A
NTM4	27	Planned	64	61	66	70	1.5	Y	N	N	N	N	N/A	N/A	N/A
NTM4	28	Planned	64	61	66	70	1.6	Y	N	N	N	N	N/A	N/A	N/A
NTM4	29	Planned	64	61	66	70	1.6	Y	N	N	N	N	N/A	N/A	N/A
NTM4	30	Planned	64	60	66	70	1.6	Y	N	N	N	N	N/A	N/A	N/A
NTM4	31	Planned	64	61	66	70	1.7	Y	N	N	N	N	N/A	N/A	N/A
NTM4	32	Planned	64	61	65	70	1.7	Y	N	N	N	N	N/A	N/A	N/A
NTM4	33	Planned	64	61	65	70	1.7	Y	N	N	N	N	N/A	N/A	N/A
NTM4	34	Planned	64	61	65	70	1.7	Y	N	N	N	N	N/A	N/A	N/A
NTM4	35	Planned	64	61	65	70	1.7	Y	N	N	N	N	N/A	N/A	N/A
NTM4	36	Planned	63	61	65	70	1.8	Y	N	N	N	N	N/A	N/A	N/A
NTM4	37	Planned	63	60	65	70	1.8	Y	N	N	N	N	N/A	N/A	N/A
NTM4	38	Planned	63	60	65	70	1.9	Y	N	N	N	N	N/A	N/A	N/A
NTM4	39	Planned	63	61	65	70	1.8	Y	N	N	N	N	N/A	N/A	N/A
NTM4	40	Planned	63	60	65	70	1.9	Y	N	N	N	N	N/A	N/A	N/A
NTM4	41	Planned	63	60	65	70	1.9	Y	N	N	N	N	N/A	N/A	N/A
NTM4	42	Planned	63	60	65	70	2.0	Y	N	N	N	N	N/A	N/A	N/A
NTM5	1	Planned	54	62	63	70	9.0	Y	N	N	N	N	N/A	N/A	N/A
NTM5	2	Planned	54	63	64	70	9.7	Y	N	N	N	N	N/A	N/A	N/A
NTM5	3	Planned	54	64	64	70	10.4	Y	N	N	N	N	N/A	N/A	N/A
NTM5	4	Planned	54	65	65	70	11.2	Y	N	N	N	N	N/A	N/A	N/A
NTM5	5	Planned	54	65	66	70	12.0	Y	N	N	N	N	N/A	N/A	N/A
NTM5	6	Planned	53	66	66	70	12.6	Y	N	N	N	N	N/A	N/A	N/A
NTM5	7	Planned	53	66	66	70	13.1	Y	N	N	N	N	N/A	N/A	N/A
NTM5	8	Planned	53	67	67	70	13.4	Y	N	N	N	N	N/A	N/A	N/A
NTM5	9	Planned	53	67	67	70	13.7	Y	N	N	N	N	N/A	N/A	N/A
NTM5	10	Planned	53	67	67	70	14.1	Y	N	N	N	N	N/A	N/A	N/A
NTM5	11	Planned	53	67	67	70	14.3	Y	N	N	N	N	N/A	N/A	N/A
NTM5	12	Planned	53	67	67	70	14.5	Y	N	N	N	N	N/A	N/A	N/A
NTM5	13	Planned	53	67	68	70	14.7	Y	N	N	N	N	N/A	N/A	N/A
NTM5	14	Planned	53	67	68	70	14.7	Y	N	N	N	N	N/A	N/A	N/A
NTM5	15	Planned	53	68	68	70	14.9	Y	N	N	N	N	N/A	N/A	N/A
NTM5	16	Planned	53	68	68	70	14.9	Y	N	N	N	N	N/A	N/A	N/A
NTM5	17	Planned	53	68	68	70	15.1	Y	N	N	N	N	N/A	N/A	N/A
NTM5	18	Planned	53	68	68	70	15.2	Y	N	N	N	N	N/A	N/A	N/A
NTM5	19	Planned	53	68	68	70	15.2	Y	N	N	N	N	N/A	N/A	N/A
NTM5	20	Planned	52	68	68	70	15.4	Y	N	N	N	N	N/A	N/A	N/A
NTM6	1	Planned	51	61	62	70	10.6	Y	N	N	N	N	N/A	N/A	N/A
NTM6	2	Planned	51	62	62	70	11.3	Y	N	N	N	N	N/A	N/A	N/A
NTM6	3	Planned	51	63	63	70	12.1	Y	N	N	N	N	N/A	N/A	N/A
NTM6	4	Planned	51	64	64	70	12.7	Y	N	N	N	N	N/A	N/A	N/A
NTM6	5	Planned	51	64	64	70	13.3	Y	N	N	N	N	N/A	N/A	N/A
NTM6	6	Planned	51	64	65	70	13.8	Y	N	N	N	N	N/A	N/A	N/A
NTM6	7	Planned	51	65	65	70	14.2	Y	N	N	N	N	N/A	N/A	N/A
NTM6	8	Planned	51	65	65	70	14.5	Y	N	N	N	N	N/A	N/A	N/A
NTM6	9	Planned	51	65	65	70	14.8	Y	N	N	N	N	N/A	N/A	N/A
NTM6	10	Planned	50	65	66	70	15.1	Y	N	N	N	N	N/A	N/A	N/A
NTM6	11	Planned	50	65	66	70	15.3	Y	N	N	N	N	N/A	N/A	N/A
NTM6	12	Planned	50	66	66	70	15.4	Y	N	N	N	N	N/A	N/A	N/A
NTM6	13	Planned	50	66	66	70	15.6	Y	N	N	N	N	N/A	N/A	N/A
NTM6	14	Planned	50	66	66	70	15.7	Y	N	N	N	N	N/A	N/A	N/A
NTM6	15	Planned	50	66	66	70	15.8	Y	N	N	N	N	N/A	N/A	N/A
NTM6	16	Planned	50	66	66	70	16.0	Y	N	N	N	N	N/A	N/A	N/A
NTM6	17	Planned	50	66	66	70	16.1	Y	N	N	N	N	N/A	N/A	N/A
NTM6	18	Planned	50	66	66	70	16.2	Y	N	N	N	N	N/A	N/A	N/A
NTM6	19	Planned	50	66	66	70	16.4	Y	N	N	N	N	N/A	N/A	N/A
NTM6	20	Planned	50	66	66	70	16.5	Y	N	N	N	N	N/A	N/A	N/A
NTM6	21	Planned	50	66	66	70	16.6	Y	N	N	N	N	N/A	N/A	N/A
NTM6	22	Planned	50	66	66	70	16.7	Y	N	N	N	N	N/A	N/A	N/A
NTM6	23	Planned	50	66	67	70	16.8	Y	N	N	N	N	N/A	N/A	N/A
NTM6	24	Planned	50	66	67	70	16.9	Y	N	N	N	N	N/A	N/A	N/A
NTM6	25	Planned	50	67	67	70	17.0	Y	N	N	N	N	N/A	N/A	N/A
NTM6	26	Planned	50	67	67	70	17.1	Y	N	N	N	N	N/A	N/A	N/A
NTM6	27	Planned	50	67	67	70	17.1	Y	N	N	N	N	N/A	N/A	N/A
NTM7	1	Planned	45	53	53	70	8.6	Y	N	N	N	N	N/A	N/A	N/A
NTM7	2	Planned	46	53	54	70	8.4	Y	N	N	N	N	N/A	N/A	N/A
NTM7	3	Planned	46	54	54	70	8.7	Y	N	N	N	N	N/A	N/A	N/A
NTM7	4	Planned	46	54	55	70	9.1	Y	N	N	N	N	N/A	N/A	N/A
NTM7	5	Planned	46	55	55	70	9.6	Y	N	N	N	N	N/A	N/A	N/A
NTM7	6	Planned	46	55	56	70	10.0	Y	N	N	N	N	N/A	N/A	N/A
NTM7	7	Planned	46	56	56	70	10.5	Y	N	N	N	N	N/A	N/A	N/A
NTM7	8	Planned	46	56	57	70	11.1	Y	N	N	N	N	N/A	N/A	N/A
NTM7	9	Planned	46	57	57	70	11.8	Y	N	N	N	N	N/A	N/A	N/A
NTM7	10	Planned	46	58	58	70	12.4	Y	N	N	N	N	N/A	N/A	N/A
NTM7	11	Planned	46	58	59	70	12.9	Y	N	N	N	N	N/A	N/A	N/A
NTM7	12	Planned	46	59	59	70	13.3	Y	N	N	N	N	N/A	N/A	N/A
NTM7	13	Planned	46	59	59	70	13.6	Y	N	N	N	N	N/A	N/A	N/A
NTM7	14	Planned	46	59	60	70	13.9	Y	N	N	N	N	N/A	N/A	N/A
NTM7	15	Planned	46	60	60	70	14.2	Y	N	N	N	N	N/A	N/A	N/A

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)				Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
NTM7	16	Planned	46	60	60	70	14.4	Y	N	N	N	N	N/A	N/A	N/A
NTM7	17	Planned	46	60	60	70	14.6	Y	N	N	N	N	N/A	N/A	N/A
NTM7	18	Planned	46	61	61	70	14.9	Y	N	N	N	N	N/A	N/A	N/A
NTM7	19	Planned	46	61	61	70	15.2	Y	N	N	N	N	N/A	N/A	N/A
NTM7	20	Planned	46	61	61	70	15.5	Y	N	N	N	N	N/A	N/A	N/A
NTM7	21	Planned	46	61	62	70	15.6	Y	N	N	N	N	N/A	N/A	N/A
NTM7	22	Planned	46	62	62	70	15.8	Y	N	N	N	N	N/A	N/A	N/A
NTM7	23	Planned	46	62	62	70	16.0	Y	N	N	N	N	N/A	N/A	N/A
NTM7	24	Planned	46	62	62	70	16.2	Y	N	N	N	N	N/A	N/A	N/A
NTM7	25	Planned	46	62	62	70	16.4	Y	N	N	N	N	N/A	N/A	N/A
NTM7	26	Planned	46	62	63	70	16.6	Y	N	N	N	N	N/A	N/A	N/A
NTM7	27	Planned	46	63	63	70	16.8	Y	N	N	N	N	N/A	N/A	N/A
NTM8	1	Planned	45	60	60	70	15.1	Y	N	N	N	N	N/A	N/A	N/A
NTM8	2	Planned	46	61	61	70	15.2	Y	N	N	N	N	N/A	N/A	N/A
NTM8	3	Planned	46	62	62	70	16.2	Y	N	N	N	N	N/A	N/A	N/A
NTM8	4	Planned	46	63	63	70	17.2	Y	N	N	N	N	N/A	N/A	N/A
NTM8	5	Planned	46	64	64	70	17.7	Y	N	N	N	N	N/A	N/A	N/A
NTM8	6	Planned	46	64	64	70	18.2	Y	N	N	N	N	N/A	N/A	N/A
NTM8	7	Planned	46	64	65	70	18.6	Y	N	N	N	N	N/A	N/A	N/A
NTM8	8	Planned	46	65	65	70	18.8	Y	N	N	N	N	N/A	N/A	N/A
NTM8	9	Planned	46	65	65	70	19.1	Y	N	N	N	N	N/A	N/A	N/A
NTM8	10	Planned	46	65	65	70	19.4	Y	N	N	N	N	N/A	N/A	N/A
NTM8	11	Planned	46	65	65	70	19.5	Y	N	N	N	N	N/A	N/A	N/A
NTM8	12	Planned	46	66	66	70	19.7	Y	N	N	N	N	N/A	N/A	N/A
NTM8	13	Planned	46	66	66	70	19.9	Y	N	N	N	N	N/A	N/A	N/A
NTM8	14	Planned	46	66	66	70	20.1	Y	N	N	N	N	N/A	N/A	N/A
NTM8	15	Planned	46	66	66	70	20.2	Y	N	N	N	N	N/A	N/A	N/A
NTM8	16	Planned	46	66	66	70	20.3	Y	N	N	N	N	N/A	N/A	N/A
NTM8	17	Planned	46	66	67	70	20.4	Y	N	N	N	N	N/A	N/A	N/A
NTM8	18	Planned	46	67	67	70	20.5	Y	N	N	N	N	N/A	N/A	N/A
NTM8	19	Planned	46	67	67	70	20.7	Y	N	N	N	N	N/A	N/A	N/A
NTM8	20	Planned	46	67	67	70	20.9	Y	N	N	N	N	N/A	N/A	N/A
NTM8	21	Planned	46	67	67	70	21.1	Y	N	N	N	N	N/A	N/A	N/A
NTM8	22	Planned	46	67	67	70	21.2	Y	N	N	N	N	N/A	N/A	N/A
NTM8	23	Planned	46	68	68	70	21.4	Y	N	N	N	N	N/A	N/A	N/A
NTM8	24	Planned	46	68	68	70	21.6	Y	N	N	N	N	N/A	N/A	N/A
NTM8	25	Planned	46	68	68	70	21.9	Y	N	N	N	N	N/A	N/A	N/A
NTM8	26	Planned	46	68	68	70	22.1	Y	N	N	N	N	N/A	N/A	N/A
NTM8	27	Planned	46	68	68	70	22.3	Y	N	N	N	N	N/A	N/A	N/A
NTM9	1	Planned	37	54	54	70	17.1	Y	N	N	N	N	N/A	N/A	N/A
NTM9	2	Planned	37	55	55	70	17.6	Y	N	N	N	N	N/A	N/A	N/A
NTM9	3	Planned	38	57	57	70	19.1	Y	N	N	N	N	N/A	N/A	N/A
NTM9	4	Planned	38	59	59	70	21.0	Y	N	N	N	N	N/A	N/A	N/A
NTM9	5	Planned	38	61	61	70	23.3	Y	N	N	N	N	N/A	N/A	N/A
NTM9	6	Planned	38	62	62	70	24.3	Y	N	N	N	N	N/A	N/A	N/A
NTM9	7	Planned	38	62	63	70	24.7	Y	N	N	N	N	N/A	N/A	N/A
NTM9	8	Planned	38	63	63	70	24.8	Y	N	N	N	N	N/A	N/A	N/A
NTM9	9	Planned	38	63	63	70	24.9	Y	N	N	N	N	N/A	N/A	N/A
NTM9	10	Planned	38	63	63	70	25.0	Y	N	N	N	N	N/A	N/A	N/A
NTM9	11	Planned	38	63	63	70	25.0	Y	N	N	N	N	N/A	N/A	N/A
NTM9	12	Planned	38	63	63	70	25.1	Y	N	N	N	N	N/A	N/A	N/A
NTM9	13	Planned	38	63	63	70	25.1	Y	N	N	N	N	N/A	N/A	N/A
NTM9	14	Planned	38	63	63	70	25.1	Y	N	N	N	N	N/A	N/A	N/A
NTM9	15	Planned	38	63	63	70	25.0	Y	N	N	N	N	N/A	N/A	N/A
NTM9	16	Planned	38	63	63	70	24.9	Y	N	N	N	N	N/A	N/A	N/A
NTM9	17	Planned	38	63	63	70	24.7	Y	N	N	N	N	N/A	N/A	N/A
NTM9	18	Planned	39	63	63	70	24.6	Y	N	N	N	N	N/A	N/A	N/A
NTM9	19	Planned	39	63	63	70	24.7	Y	N	N	N	N	N/A	N/A	N/A
NTM9	20	Planned	39	63	63	70	24.6	Y	N	N	N	N	N/A	N/A	N/A
NTM9	21	Planned	39	63	63	70	24.6	Y	N	N	N	N	N/A	N/A	N/A
NTM9	22	Planned	39	63	63	70	24.7	Y	N	N	N	N	N/A	N/A	N/A
NTM9	23	Planned	39	63	63	70	24.8	Y	N	N	N	N	N/A	N/A	N/A
NTM9	24	Planned	39	63	63	70	24.8	Y	N	N	N	N	N/A	N/A	N/A
NTM9	25	Planned	39	63	63	70	24.9	Y	N	N	N	N	N/A	N/A	N/A
NTM9	26	Planned	39	63	63	70	24.9	Y	N	N	N	N	N/A	N/A	N/A
NTM9	27	Planned	39	63	63	70	24.9	Y	N	N	N	N	N/A	N/A	N/A
NTM10	1	Planned	0	57	57	70	57.1	Y	N	N	N	N	N/A	N/A	N/A
NTM10	2	Planned	0	60	60	70	59.5	Y	N	N	N	N	N/A	N/A	N/A
NTM10	3	Planned	0	63	63	70	62.9	Y	N	N	N	N	N/A	N/A	N/A
NTM10	4	Planned	0	66	66	70	66.0	Y	N	N	N	N	N/A	N/A	N/A
NTM10	5	Planned	0	67	67	70	66.7	Y	N	N	N	N	N/A	N/A	N/A
NTM10	6	Planned	0	67	67	70	67.0	Y	N	N	N	N	N/A	N/A	N/A
NTM10	7	Planned	0	67	67	70	67.1	Y	N	N	N	N	N/A	N/A	N/A
NTM10	8	Planned	0	67	67	70	67.2	Y	N	N	N	N	N/A	N/A	N/A
NTM10	9	Planned	0	67	67	70	67.2	Y	N	N	N	N	N/A	N/A	N/A
NTM10	10	Planned	0	67	67	70	67.3	Y	N	N	N	N	N/A	N/A	N/A
NTM10	11	Planned	0	67	67	70	67.4	Y	N	N	N	N	N/A	N/A	N/A
NTM10	12	Planned	0	68	68	70	67.5	Y	N	N	N	N	N/A	N/A	N/A
NTM10	13	Planned	0	68	68	70	67.6	Y	N	N	N	N	N/A	N/A	N/A
NTM10	14	Planned	0	68	68	70	67.6	Y	N	N	N	N	N/A	N/A	N/A
NTM10	15	Planned	0	68	68	70	67.8	Y	N	N	N	N	N/A	N/A	N/A
NTM10	16	Planned	0	68	68	70	67.8	Y	N	N	N	N	N/A	N/A	N/A
NTM10	17	Planned	0	68	68	70	67.9	Y	N	N	N	N	N/A	N/A	N/A
NTM10	18	Planned	0	68	68	70	68.0	Y	N	N	N	N	N/A	N/A	N/A
NTM10	19	Planned	0	68	68	70	68.0	Y	N	N	N	N	N/A	N/A	N/A
NTM10	20	Planned	0	68	68	70	68.1	Y	N	N	N	N	N/A	N/A	N/A
NTM10	21	Planned	0	68	68	70	68.2	Y	N	N	N	N	N/A	N/A	N/A
NTM10	22	Planned	0	68	68	70	68.3	Y	N	N	N	N	N/A	N/A	N/A
NTM10	23	Planned	0	68	68	70	68.3	Y	N	N	N	N	N/A	N/A	N/A
NTM10	24	Planned	0	68	68	70	68.4	Y	N	N	N	N	N/A	N/A	N/A
NTM10	25	Planned	0	69	69	70	68.5	Y	N	N	N	N	N/A	N/A	N/A
NTM10	26	Planned	0	69	69	70	68.6	Y	N	N	N	N	N/A	N/A	N/A
NTM10	27	Planned	0	69	69	70	68.7	Y	N	N	N	N	N/A	N/A	N/A
NTM11	1	Planned	32	56	56	70	23.4	Y	N	N	N	N	N/A	N/A	N/A
NTM11	2	Planned	32	58	58	70	25.4	Y	N	N	N	N	N/A	N/A	N/A
NTM11	3	Planned	32	61	61	70	28.7	Y	N	N	N	N	N/A	N/A	N/A
NTM11	4	Planned	32	64	64	70	31.6	Y	N	N	N	N	N/A	N/A	N/A
NTM11	5	Planned	32	65	65	70	32.9	Y	N	N	N	N	N/A	N/A	N/A
NTM11	6	Planned	32	66	66	70	33.4	Y	N	N	N	N	N/A	N/A	N/A
NTM11	7	Planned	32	66	66	70	33.6	Y	N	N	N	N	N/A	N/A	N/A
NTM11	8	Planned	32	66	66	70	33.8	Y	N	N	N	N	N/A	N/A	N/A
NTM11	9	Planned	32	66	66	70	33.8	Y	N	N	N	N	N/A	N/A	N/A
NTM11	10	Planned	32	66	66	70	34.0	Y	N	N	N	N	N/A	N/A	N/A
NTM11	11	Planned	32	66	66	70	34.1	Y	N	N	N	N	N/A	N/A	N/A
NTM11	12	Planned	32	66	66	70	34.3	Y	N	N	N	N	N/A	N/A	N/A
NTM11	13	Planned	32	66	66	70	34.3	Y	N	N	N	N	N/A	N/A	N/A
NTM11	14	Planned	32	67	67	70	34.5	Y	N	N	N	N	N/A	N/A	N/A
NTM11	15	Planned	32	67	67	70	34.6	Y	N	N	N	N	N/A	N/A	N/A
NTM11	16	Planned	32	67	67	70	34.8	Y	N	N	N	N	N/A	N/A	N/A
NTM11	17	Planned	32	67	67	70	34.9	Y	N	N	N	N	N/A	N/A	N/A
NTM11	18	Planned	32	67	67	70	35.0	Y	N	N	N	N	N/A	N/A	N/A
NTM11	19	Planned	32	67	67	70	35.2	Y	N	N	N	N	N/A	N/A	N/A
NTM11	20	Planned	32	67	67	70	35.4	Y	N	N	N	N	N/A	N/A	N/A
NTM11	21	Planned	32	68	68	70	35.5	Y	N	N	N	N	N/A	N/A	N/A
NTM11	22	Planned	32	68	68	70	35.6	Y	N	N	N	N	N/A	N/A	N/A
NTM11	23	Planned	32	68	68	70	35.9	Y	N	N	N	N	N/A	N/A	N/A

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Mitigated Scenario)

			WITH PROJECT (Year 2051)								AT-RECEIVER MITIGATION MEASURES			
Assessment Point		Existing/ Planned	Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]	Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]			Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]					
NTM11	24	Planned	32	68	68	70	35.9	Y	N	N	N	N	N/A	N/A	N/A
NTM11	25	Planned	32	68	68	70	36.0	Y	N	N	N	N	N/A	N/A	N/A
NTM11	26	Planned	32	68	68	70	36.2	Y	N	N	N	N	N/A	N/A	N/A
NTM11	27	Planned	32	68	68	70	36.3	Y	N	N	N	N	N/A	N/A	N/A
NTM12	1	Planned	3	54	54	70	50.9	Y	N	N	N	N	N/A	N/A	N/A
NTM12	2	Planned	3	55	55	70	52.3	Y	N	N	N	N	N/A	N/A	N/A
NTM12	3	Planned	3	57	57	70	54.3	Y	N	N	N	N	N/A	N/A	N/A
NTM12	4	Planned	3	60	60	70	56.9	Y	N	N	N	N	N/A	N/A	N/A
NTM12	5	Planned	3	62	62	70	59.4	Y	N	N	N	N	N/A	N/A	N/A
NTM12	6	Planned	3	63	63	70	60.3	Y	N	N	N	N	N/A	N/A	N/A
NTM12	7	Planned	3	63	63	70	60.7	Y	N	N	N	N	N/A	N/A	N/A
NTM12	8	Planned	3	64	64	70	60.9	Y	N	N	N	N	N/A	N/A	N/A
NTM12	9	Planned	3	64	64	70	61.0	Y	N	N	N	N	N/A	N/A	N/A
NTM12	10	Planned	3	64	64	70	61.1	Y	N	N	N	N	N/A	N/A	N/A
NTM12	11	Planned	3	64	64	70	61.3	Y	N	N	N	N	N/A	N/A	N/A
NTM12	12	Planned	3	64	64	70	61.3	Y	N	N	N	N	N/A	N/A	N/A
NTM12	13	Planned	3	64	64	70	61.5	Y	N	N	N	N	N/A	N/A	N/A
NTM12	14	Planned	3	64	64	70	61.7	Y	N	N	N	N	N/A	N/A	N/A
NTM12	15	Planned	3	64	64	70	61.8	Y	N	N	N	N	N/A	N/A	N/A
NTM12	16	Planned	3	65	65	70	62.0	Y	N	N	N	N	N/A	N/A	N/A
NTM12	17	Planned	3	65	65	70	62.2	Y	N	N	N	N	N/A	N/A	N/A
NTM12	18	Planned	2	65	65	70	62.4	Y	N	N	N	N	N/A	N/A	N/A
NTM12	19	Planned	2	65	65	70	62.6	Y	N	N	N	N	N/A	N/A	N/A
NTM12	20	Planned	2	65	65	70	62.9	Y	N	N	N	N	N/A	N/A	N/A
NTM12	21	Planned	2	66	66	70	63.1	Y	N	N	N	N	N/A	N/A	N/A
NTM12	22	Planned	2	66	66	70	63.2	Y	N	N	N	N	N/A	N/A	N/A
NTM12	23	Planned	2	66	66	70	63.5	Y	N	N	N	N	N/A	N/A	N/A
NTM12	24	Planned	2	66	66	70	63.7	Y	N	N	N	N	N/A	N/A	N/A
NTM12	25	Planned	2	66	66	70	63.8	Y	N	N	N	N	N/A	N/A	N/A
NTM12	26	Planned	2	66	66	70	63.9	Y	N	N	N	N	N/A	N/A	N/A
NTM12	27	Planned	3	66	66	70	63.4	Y	N	N	N	N	N/A	N/A	N/A
KTSIS1	1	Planned	33	51	51	70	18.0	Y	N	N	N	N	N/A	N/A	N/A
KTSIS1	2	Planned	33	53	53	70	19.3	Y	N	N	N	N	N/A	N/A	N/A
KTSIS1	3	Planned	34	54	54	70	20.5	Y	N	N	N	N	N/A	N/A	N/A
KTSIS1	4	Planned	35	56	56	70	21.5	Y	N	N	N	N	N/A	N/A	N/A
KTSIS2	1	Planned	24	43	43	70	18.5	Y	N	N	N	N	N/A	N/A	N/A
KTSIS2	2	Planned	25	44	44	70	19.0	Y	N	N	N	N	N/A	N/A	N/A
KTSIS2	3	Planned	25	45	45	70	19.4	Y	N	N	N	N	N/A	N/A	N/A
KTSIS2	4	Planned	26	46	46	70	19.8	Y	N	N	N	N	N/A	N/A	N/A
KTSIS2	5	Planned	27	47	47	70	20.0	Y	N	N	N	N	N/A	N/A	N/A
KTSIS2	6	Planned	28	48	48	70	19.7	Y	N	N	N	N	N/A	N/A	N/A
KTSIS2	7	Planned	30	49	49	70	19.2	Y	N	N	N	N	N/A	N/A	N/A
KTSIS2	8	Planned	32	50	50	70	18.5	Y	N	N	N	N	N/A	N/A	N/A
KTSIS2	9	Planned	34	52	52	70	18.1	Y	N	N	N	N	N/A	N/A	N/A
KTSIS2	10	Planned	37	56	56	70	18.9	Y	N	N	N	N	N/A	N/A	N/A
KTN2	1	Planned	65	50	65	65	0.2	N	Y	N	N	N	N/A	N/A	N/A
KTN2	2	Planned	65	53	66	65	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN2	3	Planned	66	54	66	65	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN2	4	Planned	66	54	66	65	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN2	5	Planned	67	55	67	65	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN2	6	Planned	67	56	67	65	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN2	7	Planned	67	57	68	65	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN2	8	Planned	68	57	68	65	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN3	1	Planned	43	30	43	65	0.3	N	N	N	N	N	N/A	N/A	N/A
KTN3	2	Planned	43	30	44	65	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN3	3	Planned	44	32	44	65	0.3	N	N	N	N	N	N/A	N/A	N/A
KTN3	4	Planned	45	33	45	65	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN3	5	Planned	46	34	47	65	0.3	N	N	N	N	N	N/A	N/A	N/A
KTN3	6	Planned	48	36	48	65	0.3	N	N	N	N	N	N/A	N/A	N/A
KTN3	7	Planned	50	38	50	65	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN3	8	Planned	52	41	52	65	0.3	N	N	N	N	N	N/A	N/A	N/A
KTN4	1	Planned	62	37	62	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	2	Planned	63	38	63	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	3	Planned	64	39	64	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	4	Planned	65	40	65	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	5	Planned	66	41	66	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	6	Planned	67	41	67	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	7	Planned	67	41	67	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	8	Planned	68	41	68	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	9	Planned	68	41	68	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	10	Planned	69	41	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	11	Planned	69	41	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	12	Planned	69	41	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	13	Planned	70	41	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	14	Planned	70	41	70	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN4	15	Planned	70	41	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN4	16	Planned	71	41	71	70	0.0	N	Y	N	N	N	N/A	N/A	N/A
KTN5	1	Planned	70	34	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	2	Planned	70	35	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	3	Planned	70	36	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	4	Planned	70	37	70	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	5	Planned	69	38	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	6	Planned	69	39	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	7	Planned	69	41	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	8	Planned	69	43	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	9	Planned	69	45	69	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	10	Planned	68	46	68	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	11	Planned	68	47	68	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN5	12	Planned	68	48	68	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	13	Planned	68	49	68	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	14	Planned	68	49	68	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN5	15	Planned	68	50	68	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN5	16	Planned	68	50	68	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN5	17	Planned	68	50	68	70	0.0	N	N	N	N	N	N/A	N/A	N/A
KTN5	18	Planned	67	51	68	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN5	19	Planned	67	51	68	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN5	20	Planned	67	51	68	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN5	21	Planned	67	51	68	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN5	22	Planned	67	51	68	70	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN5	23	Planned	68	52	68	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN5	24	Planned	68	52	68	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN5	25	Planned	68	52	68	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN5	26	Planned	68	52	68	70	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN6	1	Planned	71	61	71	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	2	Planned	71	62	72	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
KTN6	3	Planned	71	62	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	4	Planned	71	62	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	5	Planned	71	61	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	6	Planned	71	61	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	7	Planned	71	61	72	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
KTN6	8	Planned	71	61	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	9	Planned	71	61	71	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	10	Planned	71	61	71	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	11	Planned	71	61	71	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	12	Planned	71	61	71	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	13	Planned	71	61	71	70	0.4	N	Y	N	N	N	N/A	N/A	N/A

Appendix 2.2
Predicted Road Traffic Noise Levels at Representative NAPs for PM Peak Hour (Mitigated Scenario)

Assessment Point		Existing/ Planned	WITH PROJECT (Year 2051)			Noise Criteria dB(A)	Check Direct Mitigation				Mitigation Measures by Project Road Required (Y/N)	AT-RECEIVER MITIGATION MEASURES			
			Existing Road, dB(A) [A]	Project Roads, dB(A)	Overall Noise Level, dB(A) [C]		Project Road Contribution dB(A) [D=C-A]	Project Road Contribution ≥ 1.0 dB(A) [D ≥ 1.0 dB(A)]	Overall > Criteria [C > Criteria]	New Road > Criteria [B > Criteria]		At-receiver Mitigation Measures at Planned Development Required (Y/N)	Minimum Redution Required, dB(A)	Noise Level after at-receiver Mitigation Measures, dB(A) [1]	Exceedance after at-receiver Mitigation Measures
ID	Floor			Project Road, dB(A) [B]											
KTN6	14	Planned	71	61	71	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	15	Planned	71	61	71	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
KTN6	16	Planned	71	62	72	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
KTN6	17	Planned	71	62	72	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
KTN6	18	Planned	71	62	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	19	Planned	71	62	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	20	Planned	71	62	72	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
KTN6	21	Planned	72	62	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	22	Planned	72	62	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	23	Planned	72	62	72	70	0.5	N	Y	N	N	N	N/A	N/A	N/A
KTN6	24	Planned	72	62	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	25	Planned	72	62	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	26	Planned	72	62	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	27	Planned	72	62	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	28	Planned	72	62	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	29	Planned	72	62	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	30	Planned	72	61	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	31	Planned	72	61	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	32	Planned	72	61	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	33	Planned	72	61	72	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	34	Planned	72	61	72	70	0.3	N	Y	N	N	N	N/A	N/A	N/A
KTN6	35	Planned	72	61	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN6	36	Planned	72	61	72	70	0.4	N	Y	N	N	N	N/A	N/A	N/A
KTN7	1	Planned	72	55	72	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
KTN7	2	Planned	71	56	72	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
KTN7	3	Planned	71	56	71	70	0.1	N	Y	N	N	N	N/A	N/A	N/A
KTN7	4	Planned	71	56	71	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
KTN7	5	Planned	71	56	71	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
KTN7	6	Planned	71	56	71	70	0.2	N	Y	N	N	N	N/A	N/A	N/A
KTN7	7	Planned	70	56	70	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN7	8	Planned	70	56	70	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN7	9	Planned	70	56	70	70	0.1	N	N	N	N	N	N/A	N/A	N/A
KTN7	10	Planned	70	56	70	70	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN7	11	Planned	69	56	70	70	0.3	N	N	N	N	N	N/A	N/A	N/A
KTN7	12	Planned	69	56	70	70	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN7	13	Planned	69	56	69	70	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN7	14	Planned	69	57	69	70	0.3	N	N	N	N	N	N/A	N/A	N/A
KTN7	15	Planned	69	57	69	70	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN7	16	Planned	69	57	69	70	0.3	N	N	N	N	N	N/A	N/A	N/A
KTN7	17	Planned	69	57	69	70	0.2	N	N	N	N	N	N/A	N/A	N/A
KTN7	18	Planned	68	57	69	70	0.3	N	N	N	N	N	N/A	N/A	N/A
KTN7	19	Planned	68	57	69	70	0.3	N	N	N	N	N	N/A	N/A	N/A
KTN7	20	Planned	68	57	68	70	0.3	N	N	N	N	N	N/A	N/A	N/A
KTN7	21	Planned	68	57	68	70	0.4	N	N	N	N	N	N/A	N/A	N/A
KTN7	22	Planned	68	57	68	70	0.4	N	N	N	N	N	N/A	N/A	N/A
KTN7	23	Planned	68	57	68	70	0.4	N	N	N	N	N	N/A	N/A	N/A
KTN7	24	Planned	68	58	68	70	0.4	N	N	N	N	N	N/A	N/A	N/A
KTN7	25	Planned	68	58	68	70	0.4	N	N	N	N	N	N/A	N/A	N/A
KTN7	26	Planned	67	58	68	70	0.4	N	N	N	N	N	N/A	N/A	N/A
KTN7	27	Planned	67	58	68	70	0.5	N	N	N	N	N	N/A	N/A	N/A
KTN7	28	Planned	67	58	68	70	0.5	N	N	N	N	N	N/A	N/A	N/A
KTN7	29	Planned	67	58	68	70	0.5	N	N	N	N	N	N/A	N/A	N/A
KTN7	30	Planned	67	58	68	70	0.5	N	N	N	N	N	N/A	N/A	N/A
KTN7	31	Planned	67	58	67	70	0.5	N	N	N	N	N	N/A	N/A	N/A
KTN7	32	Planned	67	58	67	70	0.6	N	N	N	N	N	N/A	N/A	N/A
KTN7	33	Planned	67	58	67	70	0.6	N	N	N	N	N	N/A	N/A	N/A
KTN7	34	Planned	67	58	67	70	0.6	N	N	N	N	N	N/A	N/A	N/A
KTN7	35	Planned	67	58	67	70	0.7	N	N	N	N	N	N/A	N/A	N/A
KTN7	36	Planned	66	58	67	70	0.7	N	N	N	N	N	N/A	N/A	N/A
KTN7	37	Planned	66	58	67	70	0.6	N	N	N	N	N	N/A	N/A	N/A
KTN7	38	Planned	66	58	67	70	0.6	N	N	N	N	N	N/A	N/A	N/A

Appendix 2.3

Implementation Schedule of Proposed Road Traffic Noise Mitigation Measures

Appendix 2.3 Implementation Schedule of the Proposed Road Traffic Noise Mitigation Measures

EIA Ref.: AEIAR-276/2026 **EM&A Ref.: N/A**										
Location	**Noise Mitigation Measures ID[1]**	**Implemented on Road Section**	**Figure in this RTNMP**	**Type of Noise Mitigation Measures**	**Height above Road level (m)**	**Approximate Length (m)**	**NSRs to be Protected**	**When to Implement?**	**Implementation Party**	**Environmental Performance Required**
NM Highway near East and North of Tung Shing Lei	V01 (ST)	Realigned Tsing Long Highway	Figure 2.2.1	Vertical Noise Barrier	3	115	TSL1-2 (Existing)	Before commencement of NMH - ST	HyD	Please refer to Table 2.4
	V02 (TSW)	NMH	Figure 2.2.1	Vertical Noise Barrier	5	145	NSW293 (Planned)	Before population intake of the planned development and commencement of NMH - TSW	HyD	
	V03 (TSW)	NMH	Figure 2.2.2	Vertical Noise Barrier	5	260	PY1 (Existing), NSW293 (Planned)	Before commencement of NMH - TSW	HyD	
	C01 (ST)	Realigned Yuen Long Highway	Figure 2.2.1	Cantilevered noise barrier (absorptive)	5+3	210	TSL1, PY1 (Existing)	Before commencement of NMH - ST	HyD	
	C02 (TSW)	Realigned Yuen Long Highway	Figure 2.2.1	Cantilevered noise barrier	7+3	200	NSW293_5-7 (Planned)	Before population intake of the planned development and commencement of NMH - TSW	HyD	
	C03 (TSW)	NMH	Figure 2.2.1	Cantilevered noise barrier	5+3	205	LSPS1-2 (Planned)	Before population intake of the planned development and commencement of NMH - TSW	HyD	
	C04 (TSW)	39I-SL02_OP16	Figure 2.2.2	Cantilevered noise barrier	5+3	315	LSPS1-2 (Planned)	Before population intake of the planned development and commencement of NMH - TSW	HyD	
NM Highway near Kam Tin River	V04 (ST)	39I-SL03_OP13	Figure 2.2.2	Vertical Noise Barrier	3	320	LSPS1-2 (Planned)	Before population intake of the planned development	HyD	
	V05 (ST)	Realigned Yuen Long Highway	Figure 2.2.2	Vertical Noise Barrier	5	200	PY1-3 (Existing)	Before commencement of NMH - ST	HyD	
	V06 (TSW)	39I-SL02_OP16	Figure 2.2.2	Vertical Noise Barrier	5	290	LSPS1-2 (Planned)	Before population intake of the planned development and commencement of NMH - TSW	HyD	

Appendix 2.3 Implementation Schedule of the Proposed Road Traffic Noise Mitigation Measures

EIA Ref.: AEIAR-276/2026 **EM&A Ref.: N/A**										
Location	**Noise Mitigation Measures ID[1]**	**Implemented on Road Section**	**Figure in this RTNMP**	**Type of Noise Mitigation Measures**	**Height above Road level (m)**	**Approximate Length (m)**	**NSRs to be Protected**	**When to Implement?**	**Implementation Party**	**Environmental Performance Required**
NM Highway near San Tin Highway	C05 (TSW)	39I-SR02_OP16	Figure 2.2.2	Cantilevered noise barrier	5+3	450	PY1-3 (Existing); SP1-3 (Planned)	Before population intake of the planned development and commencement of NMH - TSW	HyD	
	LNRS1&3 (ST) LNRS2&4 (TSW)	39I-SL03_OP13, 39I-SL04_OP13, 39I-SR02_OP16, 39I-SL02_OP16,	Figure 2.2.2	Low Noise Road Surfacing provided on the slip roads	-	2945	PY1-3 (Existing); NSW293_5-7, LSPS1-2, SP1-3, NSW9_1-3 (Planned)	Before commencement of NMH – ST and NMH - TSW	HyD	
	V07 (TSW)	39I-SR02_OP16	Figure 2.2.2	Vertical Noise Barrier	5	200	FKH (Existing); SP1-3 (Planned)	Before commencement of NMH - TSW	HyD	
	V08 (ST)	Realigned San Tin Highway	Figure 2.2.2	Vertical Noise Barrier	5	120	SP1-3 (Planned)	Before population intake of the planned development	HyD	
	V09 (ST)	Realigned San Tin Highway	Figure 2.2.2	Vertical Noise Barrier. (absorptive)	5	375	NSW9_1-3, NSW8_1-2 (Planned)	Before population intake of the planned development	HyD	
	V10[2] (ST)	Realigned San Tin Highway	Figure 2.2.2	Vertical Noise Barrier (absorptive)	5	270	MFH1-2 (Existing); SP1-6 (Planned)	Before commencement of NMH - ST	HyD	
	C06 (ST)	39I-SL04_OP13	Figure 2.2.2	Cantilevered noise barrier	5+3	250	NSW9_1-3, (Planned)	Before population intake of the planned development	HyD	
	C07 (ST)	Realigned San Tin Highway	Figure 2.2.2	Cantilevered noise barrier	5+3	145	NSW9_1-3 (Planned)	Before population intake of the planned development	HyD	
	C08 (ST)	NMH	Figure 2.2.2	Cantilevered noise barrier	5+3	245	SP1-3 (Planned), FKH (Existing)	Before population intake of the planned development	HyD	
	C09 (ST)	NMH	Figure 2.2.2	Cantilevered noise barrier	7+3	470	NSW9_1-3, NSW8_1-3 (Planned)	Before population intake of the planned development	HyD	

Appendix 2.3 Implementation Schedule of the Proposed Road Traffic Noise Mitigation Measures

EIA Ref.: AEIAR-276/2026 **EM&A Ref.: N/A**										
Location	**Noise Mitigation Measures ID[1]**	**Implemented on Road Section**	**Figure in this RTNMP**	**Type of Noise Mitigation Measures**	**Height above Road level (m)**	**Approximate Length (m)**	**NSRs to be Protected**	**When to Implement?**	**Implementation Party**	**Environmental Performance Required**
	C10 (ST)	NMH	Figure 2.2.2	Cantilevered noise barrier	7+3	215	SP1-6 (Planned)	Before population intake of the planned development	HyD	
	C11 (ST)	NMH	Figure 2.2.2	Cantilevered noise barrier	7+3	380	MFH3-8 (Existing); SP4-6 (Planned)	Before commencement of NMH - ST	HyD	
	C12 [3] (ST)	NMH	Figure 2.2.2	Cantilevered noise barrier (absorptive)	5+3	140	MFH1-2 (Existing); SP4-6 (Planned)	Before commencement of NMH - ST	HyD	
NM Highway near Pok Wai	V11 (ST)	NMH	Figure 2.2.3	Vertical Noise Barrier	3.5	165	PW1-3 and PW8-10 (Existing)	Before commencement of NMH - ST	HyD	
NM Highway near Ngau Tam Mei	V12 (ST)	NMH	Figure 2.2.5	Vertical Noise Barrier	3	130	NTMV4 (Existing)	Before commencement of NMH - ST	HyD	
	C13 [4] (ST)	NMH	Figure 2.2.5	Cantilevered noise barrier (absorptive)	7+4	900	NTM5-12 (Planned)	Before population intake of the planned development	HyD	
	C14 [4] (ST)	NMH	Figure 2.2.5	Cantilevered noise barrier (absorptive)	7+4	630	NTM5-12 (Planned)	Before population intake of the planned development	HyD	
NM Highway near Ki Lung Tsuen	V13 (ST)	NMH	Figure 2.2.6	Vertical Noise Barrier	2	200	KLTS3-4 (Existing)	Before commencement of NMH - ST	HyD	
NM Highway near Fanling Highway	C15 (ST)	Realigned Kwu Tung Road	Figure 2.2.7	Cantilevered noise barrier	5+3	70	EPG6 (Existing)	Before commencement of NMH - ST	HyD	
	C16 [5] (ST)	FHI-SR01_OP3	Figure	Cantilevered noise barrier (absorptive)	7+3	95	EPG6 (Existing)	Before commencement of NMH - ST	HyD	