



## Noise & Vibration Impact Assessment

Kariong Sand & Soil Supplies Facilities Upgrade  
90 Gindurra Road, Somersby, NSW

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# Noise & Vibration Impact Assessment

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Prepared by:

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## Executive Summary

Waves Consulting has conducted a noise and vibration impact assessment of the proposed development at 90 Gindurra Road, Somersby, NSW. The proposal seeks to upgrade the existing industrial site to increase the materials processing capacity of the facility to recycle up to 200,000 tpa of construction and demolition waste each year. This assessment has investigated the worst-case noise emissions associated with the construction and operation of the facility upgrade.

The noise and vibration impact assessment has been conducted in a manner consistent with the requirements of the SEARs (SSD 8660). A previous version of the noise and vibration impact assessment was submitted to support the Environmental Impact Statement for the project. Following submissions from NSW Environment Protection Authority, NSW Department of Health, NSW Department of Planning and Environment and the community, an updated noise and vibration impact assessment has been prepared to respond to those submissions. The revised noise and vibration impact assessment is presented within this document.

In summary, submissions on the previous noise and vibration impact assessment indicated that stakeholders were concerned about the following:

- Clarifying operating hours and ensuring noise modelling reflects these hours.
- Clarifying traffic movements around the facility and ensuring the noise modelling accurately reflected peak traffic noise.
- Classification of nearby sensitive land uses.
- Confirmation of noise mitigation measures.
- Recommending ongoing noise monitoring at the site.
- Increase source sound power levels for all activities.
- Include impulsive noise corrections for applicable sources as per AS1055:2018.

This noise and vibration impact assessment has demonstrated that the predicted noise emissions from the site to the surrounding environment are low. The proposed development satisfies the Project Noise Trigger Levels (PNTLs) of the NSW Noise Policy for Industry (NPI) during all time periods provided the following noise mitigation measures are included:

- A 5 m high noise barrier along the eastern site boundary as per Figure 6. This noise barrier reduces to 2 m towards the North East corner of the site.
- 3 m high noise barriers inside the site adjacent to the processing zone and storage zone as per Figure 6.
- Crusher and mulcher shed facade construction to provide a minimum airborne sound insulation performance of 35 dB  $R_w$ . This requirement should be reviewed and confirmed during detailed design.
- Processing building facade construction to provide a minimum airborne sound insulation performance of 35 dB  $R_w$ . This requirement should be reviewed and confirmed during detailed design.
- Processing building to have all doors and openings completely closed during processing activities.
- Processing building mechanical equipment (AC units etc.) should have a maximum aggregate sound power level of 80 dB LWA. This requirement should be reviewed and confirmed during detailed design.

Additional noise mitigation measures have been considered in the assessment in response to agency and community consultation. This includes:

- Enclosure of the tipping and spreading bays to reduce noise emissions during the unloading process.
- Heavy-duty enclosure of the grinding operations to reduce noise emissions during processing.
- Heavy-duty enclosure of the mulching operations to reduce noise emissions during processing.

The sleep disturbance impacts from the operational noise events generated by the site were investigated in this assessment. The proposed development satisfies the sleep disturbance trigger levels at all nearby sensitive receivers.

The existing traffic noise levels on the nearby affected roads already likely exceed the RNP criteria. Therefore, all new traffic noise increases must satisfy the RNP 2 dB increase criteria. Table 18 of this assessment shows

that the proposed development generates negligible additional traffic noise. The NSW Road Noise Policy (RNP) criteria are satisfied as a result.

The construction noise impacts have been assessed in accordance with the NSW Interim Construction Noise Guidelines (ICNG). During standard construction hours, exceedances of the NMLs of up to 12 dB are predicted at the closest residential receivers on Acacia Road and Debenham Road South. No receivers were found to be 'highly noise affected' as per the ICNG. Standard noise mitigation measures have been recommended for the construction phase. In addition, the operational noise walls along the eastern boundary (as per Figure 6) should be constructed as early as practicable to reduce construction noise impacts for the remainder of the construction period.

This assessment also recommends that construction noise monitoring is undertaken for the duration of the construction period with bi-monthly reporting of construction noise levels. This monitoring should be undertaken at the worst-affected receiver during construction, which this assessment identifies as 242 Debenham Road South.

Construction traffic noise levels must satisfy the RNP 2 dB increase criteria. Table 25 of this assessment shows that the construction traffic generates negligible additional traffic noise. The NSW Road Noise Policy (RNP) criteria are satisfied as a result.

The offset distances (in all directions) between the vibrationally intensive equipment and any sensitive receivers is large (> 300 m). The potential for vibration impacts due to the construction or operation of the development are effectively nil. All vibration criteria with respect to cosmetic damage to buildings and human comfort impacts will be satisfied as a result.

It is concluded that the proposed materials processing facility is a complying development with respect to noise and vibration impacts and is therefore suitable for construction and operation.

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## 1 Introduction

### 1.1 Background

The Kariong Sand & Soil Supplies (KSSS) site is currently operated as a soil and sand recycling business, located at 90 Gindurra Rd, Somersby, NSW. Recycled sand and soil are sold for landscaping. The current development approval and inherent infrastructure limits the amount of material that can be accepted and processed (screened and sorted) at the site.

Davis Earthmoving & Quarrying Pty Ltd have engaged Raybal Constructions to survey the site and to seek development approval for Stage 1 of the site. Stage 1 involves construction of key infrastructure at the front area of the site which includes:

- The existing buildings on the site to be demolished and replaced with a processing shed and an office building. The processing shed will be used to separate the mixed materials delivered to the site.
- Security fencing along the northern boundary.

Stage 1 was approved by Central Coast Council as a local development under DA52541/2017 on 17 November 2017. Stage 2 consists of upgrading the site to be able to recycle up to 200,000 tpa of construction and demolition waste. The second stage of the development is the subject of the current development application.

The latest application to upgrade the facilities on the site has been assessed by the EPA and Department of Planning and Environment (DoPE) as a state significant development. The Secretary's Environmental Assessment Requirements (SEARs) have been provided for the development. The SEARs (SSD 8660) identifies the following requirements for noise and vibration:

- Comprehensive background noise monitoring assessment at all nearby noise sensitive receivers.
- Operational noise modelling and assessment in accordance with the NSW Industrial Noise Policy (INP) to include spectral data of proposed plant, noise modification factors and weather impacts on noise propagation.
- Operational traffic noise analysis in accordance with the NSW Road Noise Policy (RNP).
- Operational vibration modelling and analysis in accordance with the EPAs NSW Assessing Vibration: A Technical Guideline.
- Construction Noise and Vibration Assessment in accordance with the Interim Construction Noise Guideline (ICNG).

In addition to the requirements in the SEARs, feedback on the proposal has been received following the initial submission of the Environmental Impact Statement (EIS). Feedback directly relating to noise was received from NSW EPA, DPIE and Department of Health. The feedback related to:

- Clarifying operating hours and ensuring noise modelling reflects these hours.
- Clarifying traffic movements around the facility and ensuring the noise modelling accurately reflected peak traffic noise.
- Classification of nearby sensitive land uses.
- Confirmation of noise mitigation measures.
- Recommending ongoing noise monitoring at the site.
- Increase source sound power levels for all activities.
- Include impulsive noise corrections for applicable sources as per AS1055:2018.

Additional noise mitigation measures have been considered in the assessment in response to agency and community consultation. This includes:

- Enclosure of the tipping and spreading bays to reduce noise emissions during the unloading process.
- Heavy-duty enclosure of the grinding operations to reduce noise emissions during processing.
- Heavy-duty enclosure of the mulching operations to reduce noise emissions during processing.

This assessment report covers all requirements of the SEARs and the additional agency feedback. The specific items of agency feedback are identified and addressed in this assessment as per the information in Table 1 below.

**Table 1. Summary of Report Locations which Address Agency Feedback**

Agency	Agency Comment	Response / Where Addressed
SEARs	A quantitative assessment of potential demolition, construction, operational and transport noise and vibration impacts in accordance with relevant Environment Protection guidelines.	The specifics of the quantitative noise assessment ie inputs, computation algorithms, correction factors and predicted noise levels are included in detail in Sections 5 and 6.  Vibration impacts were found to be effectively nil due to the large offset distances between source and receivers as per Section 2.1.3
	Details and justification of the proposed noise mitigation and monitoring measures.	The site was assessed with no mitigation measures and found to exceed the noise criteria.  The noise model was used to optimise mitigation measures in the form of noise barriers, so that the noise criteria were satisfied. This is discussed in Section 6.1.
NSW EPA	The application proposes several different hours of operation for different activities at the premises. The proponent must clarify the intended hours of operation for the undertaking of scheduled activities for the environment protection licence.	These have now been ratified. Operational hours are given in Section 2.1 and 2.4.
	Identify all noise sources or potential sources from the development (including both construction and operational phases). Detail all potentially noisy activities including ancillary activities such as transport of goods and raw materials	Operational noise sources are identified as follows: Section 5.3 – fixed noise sources. Section 5.4 – mobile noise sources Section 6.2 – operational road traffic noise sources.  Construction noise sources are identified as follows: Section 8.1 Construction noise sources. Section 8.2 Construction road traffic sources.
	Specify the time of operation for all phases of the development and for all noise producing activities	Operational hours are given in Section 2.1 and 2.4.
	For projects with a significant potential traffic noise impact provide details of road alignment (include gradients, road surface, topography, bridges, culverts, etc.) and land use along the proposed road and measurement locations – diagrams should be a scale sufficient to delineate individual residential blocks.	This project was found to have a marginal noise impact (ie < 2 dB) due to potential traffic changes as discussed in Section 6.2. No details of road alignment etc are necessary in this case.
NSW DPIE	The Noise and Vibration Impact Assessment (NVIA) includes an operational traffic generation that is inconsistent with the TIA. Please update the operational traffic generation in the NVIA in accordance with the TIA (as revised).	The report has been updated to be consistent with the Traffic assessment.  Operational traffic volumes given in Section 2.5.

Agency	Agency Comment	Response / Where Addressed
	In Section 2.1 and 2.4 of the assessment reports, with regards to operational hours, it is stated that access to the site will be 24 hrs/ 7 days per week (to allow for occasional early / late delivery or truck movements). These hours are not reflected in the Traffic Impact Assessment and is not consistent with the operational hours proposed in Section 2.3.9.4 of the EIS report. Please update the operational hours accordingly in the Noise & Vibration Assessment.	Site access is not required 24 hrs / 7 days per week.  The report has been updated to be consistent with the Traffic assessment. Operational hours are given in Section 2.1 and 2.4.
	As per teleconferences and discussion on 09 and 10 June 2021. The noise source levels are too conservative.  The noise source levels for the mulcher, crusher and processing shed should include a correction for impulsive noise events as per AS1055:2018.	Noise source levels for daytime operations have been increased as discussed in Section 2.3 with results presented in Section 6.  Impulsive noise corrections included as per Section 5.5.
NSW Department of Health	We defer to the advice of the Environment Protection Authority (EPA) as the regulatory authority for noise, and request confirmation that the noise assessment, project noise trigger levels, mitigation measures and management plans are appropriate. Since the predicted construction noise levels have potential to impact a number of residences, the proponent should negotiate with the affected community members and commit to a construction schedule that creates the least possible disruption.	Construction Noise Mitigation Measures which should be used in the site Construction Noise and Vibration Management Plan (CNVMP) are discussed in Section 9.1.
	The Noise and Vibration Impact Assessment (p24) states that 'there would generally be no construction on Sundays and Public Holidays' and that construction works would not occur at night (p25). We suggest that should the project be approved, construction activities should be formally restricted to daytime, Monday to Saturday.	The report has been updated to include the latest construction hours.  Construction hours will only be the standard constructions hours of: 0700 to 1800 hrs Monday to Friday. 0800 to 1300 hrs on Saturdays.  There will be no construction works on Sundays or public holidays.  Section 7.1 details these changes.

Agency	Agency Comment	Response / Where Addressed
	<p>The premises operated by Riding for the Disabled is located some 100 metres to the south of the project site. This site has been classified as a commercial activity in Table 10 of the Noise and Vibration Impact Assessment and a Project Noise Trigger Level (PNTL) assigned accordingly. We suggest that this activity is more appropriately considered as active recreation and that the PNTL should be set on that basis. Likewise, the Frank Baxter Juvenile Justice Centre is considered temporary accommodation in Table 10. We suggest this facility should be considered as (suburban) residential and the PNTLs reviewed. The noise assessment should be reviewed with these changes, to ensure there are no noise impacts as a result of both the construction and operation phases of the project.</p>	<p>The report has been updated to reflect the recommended changes to the classification of these receivers. The PNTLs for each has been updated accordingly.</p> <p>No adverse noise impacts were found after these changes.</p> <p>Changes to classifications can be found in Section 4.18 and Section 7.2.</p>
	<p>In assessing traffic noise impacts, the Noise and Vibration Impact Assessment relies on a vehicle count of 4000 to 4700 vehicles per day on Gindurra Road. In assessing the impact of the project's additional traffic movements, it is important that the local roads are accurately characterised. We ask for confirmation that the vehicle count used is accurate and if not, the potential for traffic noise impacts should be reviewed.</p>	<p>The report has been updated to be consistent with the Traffic assessment.</p> <p>Operational traffic volumes given in Section 2.5.</p>
	<p>The conclusion that the predicted noise emissions from the site to the surrounding environment are low is predicated on various control measures. We seek clarification that the 35dB Rw façade noise reduction claimed for the processing shed is realistic, and that the complete closure of all doors and openings during 'noisy activities' is practical and achievable. If either control measure cannot be implemented effectively, the noise impact assessment should be reviewed to ensure noise emissions meet the relevant criteria. The concept of 'noisy activities' should be clearly defined to ensure noise impacts are avoided.</p>	<p>Further details of the potential facades which satisfy the 35 dB Rw requirement have been included and discussed in Section 5.3.</p> <p>'Noisy activities' redefined to clarify this statement. All doors and openings will be closed during 'processing activities'. This control measure is considered to be feasible and reasonable. See Section 5.3 for details.</p>
	<p>Should the project proceed, comprehensive monitoring of noise emissions and air quality is required to ensure that the project goals are met and that the health and amenity of the community are not negatively affected. We support the need for continuous real time monitoring of air quality and noise impacts, and the implementation of management strategies that are consistent with best practice, clearly quantifiable, measurable, auditable and enforceable. Methods for determining compliance must be to the satisfaction of the appropriate regulator.</p>	<p>Noise monitoring is included as an 'Additional Mitigation Measure' as per Section 9.1.2.</p>

Agency	Agency Comment	Response / Where Addressed
Central Coast Council	<p>The nearest sensitive receptor for noise impacts is approximately 130m to the East of the property boundary. Include with the development application a Noise Assessment in accordance with the NSW Industrial Noise Policy (NSW EPA, 2000). Control measures for noise should be outlined.</p> <p>Five (5) properties zoned RU1 are located to the east of the boundary of the site. Additional properties zoned RU2 are located to the north east of the site. The Noise and Vibration Impact Assessment dated 17 January 2019 prepared by Waves Consulting ('the Assessment') has been reviewed and has been generally prepared in accordance with the NSW EPAs Interim Construction Noise Guideline and NSW Noise Policy for Industry 2017. The assessment details predicted operational noise impacts will exceed the project noise trigger levels ('PNTLs') whenever the crusher and screening plant will be used in the daytime, in addition to delivery and truck movements during the evening and night time period. Limiting the use of the screening and crushing equipment to the designated processing area depicted on the site plans and the construction of a noise barrier was modelled and predicted to satisfy the PNTLs. Site plans depict the proposed 5m high 30kg/m2 concrete panel noise wall to be installed along the eastern and north eastern boundary of the site, in addition to 3m high noise walls within operational areas of the facility. The assessment also details predicted construction noise impacts. During standard construction hours, the following plant formation was modelled: concrete crusher, mobile screening plant, excavator, front end loader, grader, bull dozer, dump truck and roller. Exceedances of the noise management levels of up to 12dB are predicted at the closest sensitive receptors on Acacia and Debenham Road South, during standard construction hours. Standard mitigation measures were applied, and the construction of the finished 5m noise berm along the eastern boundary was recommended as early as possible in the construction phase. Details regarding construction staging do not appear to reflect this recommendation. Council will be the ARA during the construction phase of the development. Conditions have been applied.</p>	<p>The NSW Industrial Noise Policy was updated in 2017 to the NSW Noise Policy for Industry. This report has been prepared in accordance with the NSW Noise Policy for Industry (2017).</p> <p>The necessary operational noise control measures have been identified and recommended for this site in Section 6.1.</p> <p>Noted. The construction staging should be changed to reflect the recommendations to install the operational noise walls before construction whenever feasible and reasonable.</p>

We note that the SEARs request the use of the ECRTN for road traffic noise assessment, which has since been rescinded and replaced by the RNP. In addition, the NSW Industrial Noise Policy (INP) has been replaced by the Noise Policy for Industry (NPI).

Waves Acoustic Consulting Pty Ltd (Waves Consulting) has been engaged by Mr & Mrs Ray and Sue Davis (through Jackson Environment and Planning Pty Ltd) to prepare a Noise and Vibration Impact Assessment

(NVIA) to demonstrate the noise and vibration impacts associated with the project. This report presents the results of the assessment and forms part of the Environmental Impact Statement (EIS) for the proposal.

This report has been prepared to inform the EPA and the DoPE and all relevant stakeholders. The aim of the report is to assess the potential noise and vibration impacts of the proposed development on any nearby sensitive receivers and has been prepared in accordance with the guidelines outlined in Section 1.2.

## **1.2 Relevant Guidelines**

Noise from the operation of the proposal has been assessed in accordance with the NSW Noise Policy for Industry (NPI) 2017.

Noise from additional traffic movements on the local road network has been assessed in accordance with the NSW Road Noise Policy (RNP), NSW EPA 2011.

Vibration from the operation and construction of the proposal has been assessed in accordance with Assessing Vibration: a technical guideline (DEC 2006).

Construction Noise Impacts have been assessed in accordance with the NSW Interim Construction Noise Guideline (ICNG).

Australian Standard AS 1055:2018. Acoustics – Description and Measurement of Environmental Noise.

## 2 Development Description

### 2.1 Overview of the Development and Potential for Impacts

Kariong Sand & Soil Supplies (KSSS) proposes to redevelop the existing industrial facilities at 90 Gindurra Road, Somersby, NSW. The existing industrial site is large (> 110,000 m<sup>2</sup>) with several buildings and sheds to the north of the site. Mixed materials receival, sorting and crushing is currently undertaken towards the middle of the site.

KSSS proposes to demolish the existing industrial buildings and to upgrade the site to handle a proposed capacity of up to 200,000 tonnes of material per year. The proposed development will be staged, consisting of two defined project phases. Stage 1 will involve demolishing the existing sheds on the property and constructing an office building and warehouse. The two-stage development approach will enable the proponent in Stage 1 to occupy the site on a more permanent basis, by having an office building for staff to be based. It is noted that Stage 1 is currently underway and was approved by Central Coast Council as a local development under DA52541/2017 on 17/11/2017. The building design and location was modified and approved by Central Coast Council on 21/09/2018 under DA52541/2017.2.

Stage 2 will involve the following construction activities (subject of this SSD development application):

- Clear selected vegetation from the front half of the site as determined by the Fauna and Flora and Vegetation Management Plan.
- Conduct civil and drainage works to ensure the site directs storm water into an on-site detention system.
- Install an on-site storage pond to capture the site's stormwater run-off.
- Install a hardstand across the operational areas of the site.
- Allocate areas for vehicle parking and manoeuvring.
- Install a weighbridge.
- Install storage bunkers for receiving incoming material for processing and bunkers for storing processed products ready for sale.
- Construct a three-sided shed to cover the waste tipping and inspection area.
- Construct a fully enclosed shed to house the crushing machinery.
- Construct a fully enclosed shed to house the wood shredder.
- Install sorting equipment into the Secondary Processing Warehouse.
- Install crushing and shredding machinery.
- Construct a noise barrier along the Eastern boundary of the site.
- Construct a noise barrier along the waste storage area.

The proposed operational hours for the site are as follows:

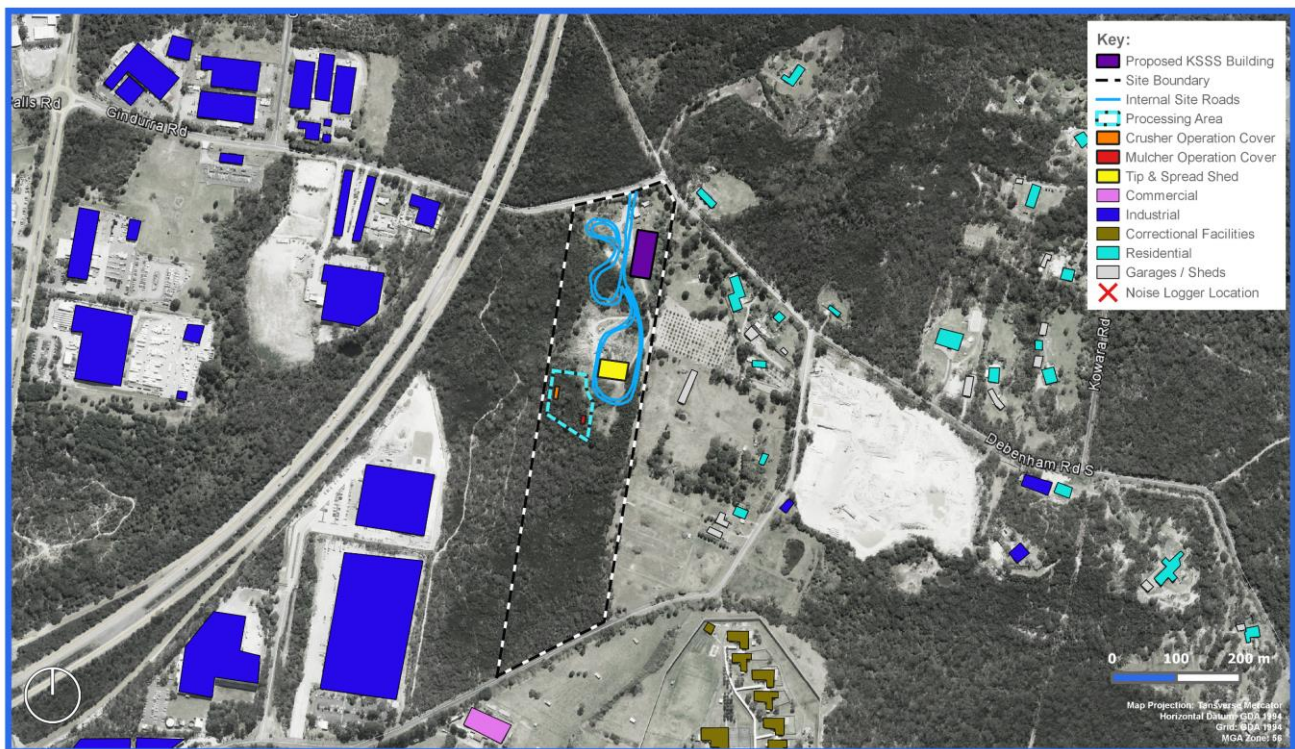
- Opening hours (staffed): 7:00am to 6:00pm Monday to Saturday. Closed Sunday.
- Waste deliveries: 7:00am to 6:00pm Monday to Saturday. Closed Sunday.
- Waste processing (sorting, crushing, grinding, screening): 8:00am to 5:00pm Monday to Friday.
- Product sales: 7:00am to 6:00pm Monday to Saturday. Closed Sunday.

The main noise and vibration sources from the proposed facility will include:

- Offsite vehicle movements on the nearby road network.
- Onsite vehicle movements - mainly delivery trucks, excavator and loader.
- Concrete and building material processing / crushing.
- Screening and sorting of materials.
- Stockpiling of refined products.
- Mixed material processing and separation in the new processing shed.

Figure 1 below illustrates the proposed KSSS site including the new building and the proximity of the industrial and residential buildings in the surrounding area. Figure 1 also shows key features labelled including the noise monitoring location used for this assessment.

**Figure 1. Site Location, Surrounding Area & Noise Logging Location**



Aerial photography courtesy of Google Earth

The site is situated at an interface between industrial zoned land / buildings and rural residential dwellings. The nearest industrial buildings are approximately 130 m to the west. The industrial zone to the west is large and extends for over 1000 m. The Pacific Highway is located approximately 150 m to the west of the site and cuts through the industrial zone with an overpass above Gindurra Road.

Rural residential zones with residential dwellings are located along the north-eastern, eastern and south-eastern boundaries of the site. The closest residential dwellings are located within 50 m (north-east), 160 m (east) and 190 m (south-east) respectively from the site boundary. An open quarry (Keane Ceramics) is located further east of these residential dwellings approximately 300 m east of the site boundary.

The Frank Baxter Juvenile Justice Centre is located 170 m south-east of the site boundary. The nearest commercial facility is the Central Coast Riding for the Disabled, which is located 100 m south of the site boundary.

#### **2.1.1 Potential Operational Noise Impacts**

Potential noise impacts from operation of the proposed development which will be assessed in this report include:

- Noise emission from the fixed noise sources associated with the development to any nearby sensitive receivers ie the outdoor crushing / screening plant and mechanical services / processing activities associated with the new building.
- Noise emission from vehicle movements on site to any nearby sensitive receivers ie delivery truck, excavator and loader movements.
- Additional noise emission from vehicle movements on the adjacent roads to any nearby sensitive receivers.

#### **2.1.2 Potential Construction Noise Impacts**

Potential noise impacts from construction of the proposed development which will be assessed in this report include:

- Noise emission from the fixed noise sources associated with the construction to any nearby sensitive receivers ie the outdoor crushing / screening plant used to process existing stockpiles.
- Noise emission from vehicle movements on site to any nearby sensitive receivers ie delivery trucks, bulldozers, loaders and excavators.
- Additional noise emission from construction vehicle movements on the adjacent roads to any nearby sensitive receivers.

#### **2.1.3 Potential Vibration Impacts**

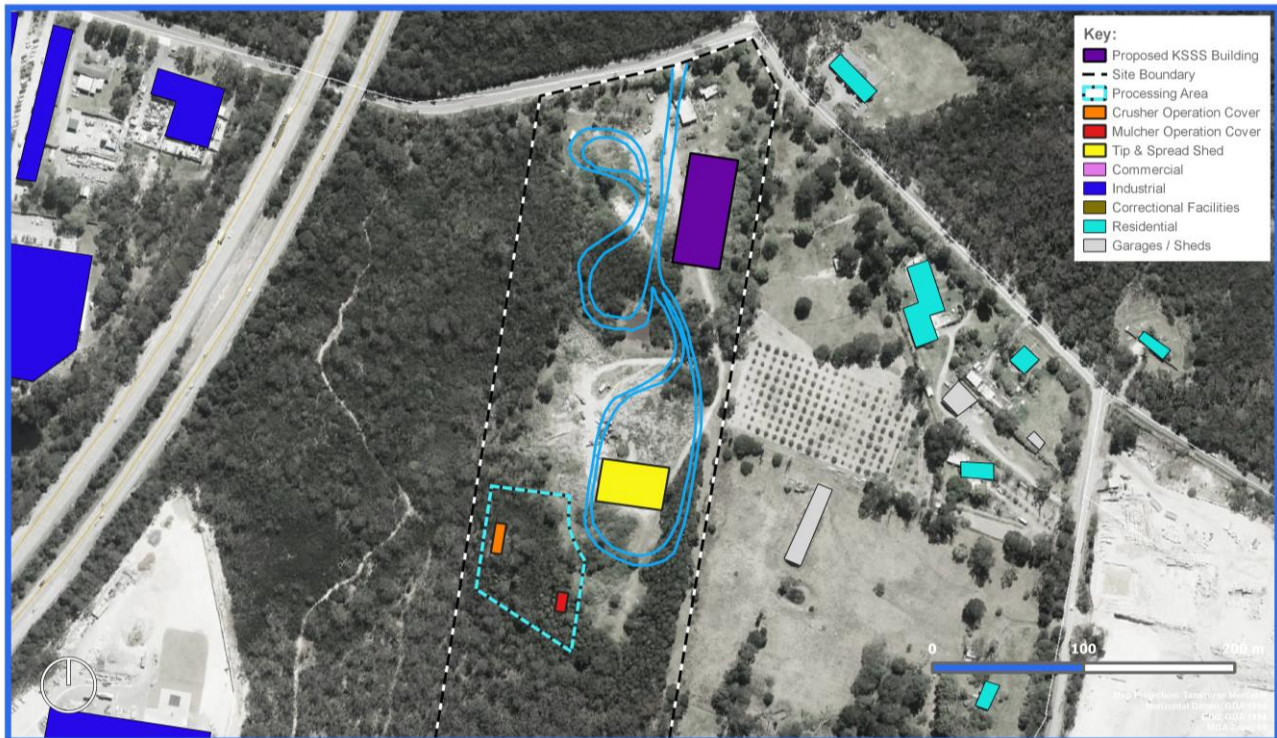
The offset distances (in all directions) between the vibrationally intensive equipment and any sensitive receivers is large (> 300 m). The potential for vibration impacts due to the construction or operation of the development are effectively nil. All vibration criteria with respect to cosmetic damage to buildings and human comfort impacts will be satisfied as a result.

No further consideration of vibration impacts is given in this assessment as a result.



Figure 3 illustrates the physical extents of the proposed operation within the site boundary.

**Figure 3. Site Aerial and Operational Extents within the Site Boundary.**



Aerial photography courtesy of Google Earth

Figure 4 Figure 5 illustrate the proposed light-weight structures which will cover the operations in the following areas:

- Tip & Spread Shed – where materials are first unloaded and inspected before processing.
- Crusher Operation Enclosure – a fully enclosed structure which covers the concrete crushing machine.
- Mulcher Operation Enclosure – a fully enclosed structure which covers the timber mulching machine.

Figure 4. Tip & Spread Shed Design

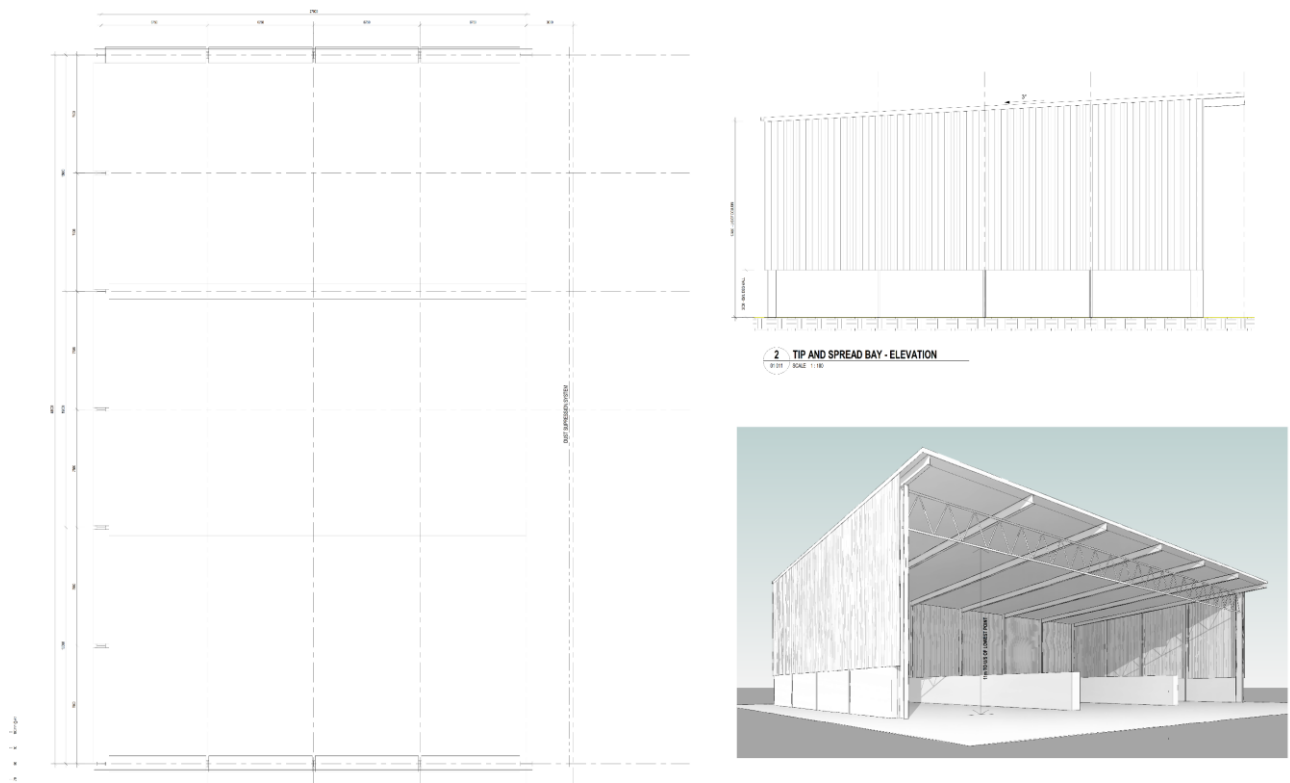
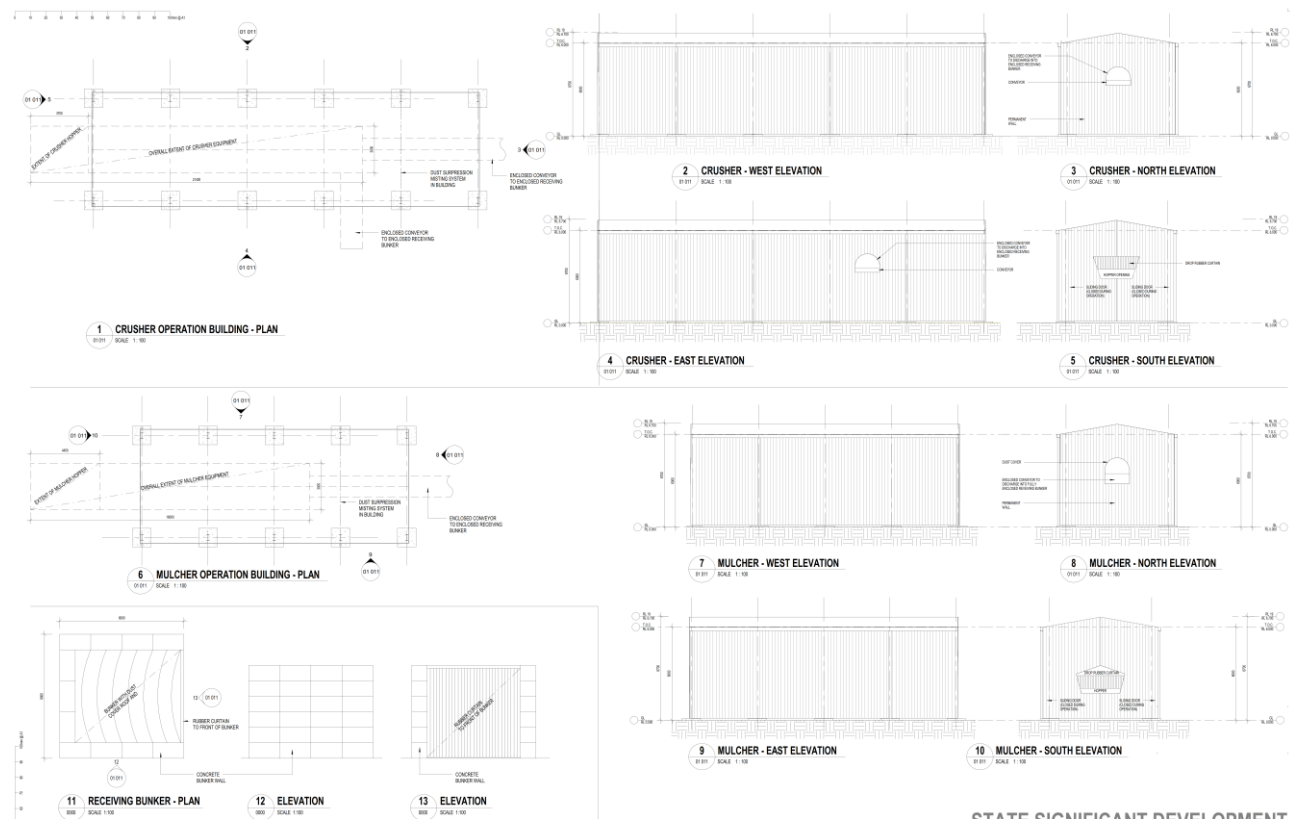


Figure 5. Crusher and Mulcher Fully Enclosed Shed Design



STATE SIGNIFICANT DEVELOPMENT

## 2.3 Operational Noise Levels

Table 2 provides the (estimated) overall and octave band sound power levels for the proposed outdoor equipment / activities which have been used in this assessment. These levels have been estimated based on manufacturers overall noise level data and information from the DEFRA noise database / BS 5228-1 2009 + A1 2014 where appropriate.

**Table 2. Estimated Worst-Case Sound Power Level of the Proposed Outdoor Plant**

Description	Overall LWA (dB re 1pW)	Octave Band Centre Frequency (Hz) Lw (dB re 1 pW)							
		63	125	250	500	1000	2000	4000	8000
Volvo L150 Front End Loader - Manoeuvring	108	98	106	108	104	104	99	93	92
Volvo L150 Front End Loader - Handling Materials	114	104	112	114	110	110	105	99	98
CAT 329F Excavator - Manoeuvring	105	107	107	103	104	99	96	88	76
CAT 329F Excavator - Handling Materials	111	113	113	109	110	105	102	94	82
Rubble Master RM100 Crusher	114	121	121	119	109	104	103	98	97
Kleeman Screen	116	119	117	114	114	109	109	106	99
Combined Crusher & Screen	118	123	122	120	115	110	110	107	101
Wood Shredder 2710D	119	112	112	112	112	112	112	112	112
B-Double / Semi Trailer - Maximum Engine Load	106	108	109	104	103	101	98	95	92
B-Double / Semi Trailer - Reversing Beeper	102					102			

Table 3 provides the (estimated) overall and octave band sound pressure levels (reverberant) for the proposed indoor equipment associated with the new processing shed. These levels have been based on the Waves Consulting noise database for similar plant / machinery.

**Table 3. Estimated Reverberant Sound Pressure Level of the Proposed Indoor Plant**

Description	Overall LAeq (dB re 20 µPa)	Octave Band Centre Frequency (Hz) Leq (dB re 20 µPa)							
		63	125	250	500	1000	2000	4000	8000
Stockpiling with loader (internal)	89	91	90	87	84	85	82	78	70
Manual sorting & processing operations, vehicle movements (internal)	85	81	78	77	76	83	76	74	70

## 2.4 Operational Hours

The proposed operational hours were provided by Jackson Environment and Planning and are summarised in Table 4.

**Table 4. Summary of Operational Hours**

Operational Activity	Hours
Opening hours (staffed)	0700 to 1800 Mon – Sat. Closed Sunday
Waste deliveries	0700 to 1800 Mon – Sat. Closed Sunday
Waste processing (sorting, crushing, grinding, screening)	0800 to 1700 Mon – Fri
Product sales	0700 to 1800 Mon – Sat. Closed Sunday

## 2.5 Operational Traffic Generation

The proposed traffic movements for receipt / removal of material at the site were taken from the Traffic Impact Assessment report (June 2019) by SECA Solution. At full development the site will be capable of receiving, processing and storing up to 200,000 tonnes per annum of soil, sand and building materials. It is also expected to supply and deliver up to 10,000 tonnes per annum of landscape supplies.

This level of operation is estimated to generate up to 164 vehicle trips per day (82 inbound and 82 outbound) consisting of:

- Staff operational vehicles x 20.
- 12 tonne tippers x 77.
- 32 tonne truck and dog or semi-trailers x 41.
- 40 tonne B-Doubles x 14.
- Landscaping x 12.

Averaged over an 8-hour working day this equates to 21 trips per hour and the traffic report provides the calculation of the hourly trip distribution as shown in Table 5 below.

**Table 5. Distribution of Development Traffic Across a Typical Working Day**

Time	% Daily Traffic	Hourly Movements
0700 to 0800	7%	12
0800 to 0900	9%	15
0900 to 1000	11%	19
1000 to 1100	14%	23
1100 to 1200	11%	18
1200 to 1300	14%	23
1300 to 1400	9%	15
1400 to 1500	11%	18
1500 to 1600	8%	13
1600 to 1700	5%	9
1700 to 1800	0%	0

Maximum hourly traffic flows of 23 vehicles are predicted in the traffic report.

Vehicles accessing and egressing the site will travel to and from the Central Coast Highway and M1 Motorway via Wisemans Ferry Road and Gindurra Road. The traffic report advises that the vehicle traffic will be distributed on the local road network as follows:

- M1 Motorway south – 40 trips per day (20 inbound, 20 outbound).
  - a. Inbound Route: M1 Motorway northbound off-ramp, Central Coast Highway, Wisemans Ferry Road, Gindurra Road.
  - b. Outbound Route: Gindurra Road, Wisemans Ferry Road, Central Coast Highway, M1 southbound on-ramp.
- M1 Motorway north – 62 trips per day (31 inbound, 31 outbound).
  - a. Inbound Route: M1 Motorway southbound off-ramp, Wisemans Ferry Road, Gindurra Road
  - b. Outbound Route: Gindurra Road, Wisemans Ferry Road, M1 Motorway northbound on-ramp.
- Central Coast Highway – 62 trips per day (31 inbound, 31 outbound).
  - a. Inbound Route: Central Coast Highway, Wisemans Ferry Road, Gindurra Road.
  - b. Outbound Route: Gindurra Road, Wisemans Ferry Road, Central Coast Highway.

### 3 Noise Measurements

#### 3.1 Unattended Noise Monitoring

To characterise the existing acoustic environment in the area, a survey of environmental noise levels was conducted from Wednesday 11 October to Thursday 19 October 2017. The noise logger was installed adjacent to the residential property at 12 Acacia Road, Somersby, NSW (see Figure 1).

The logger location was selected with consideration of other noise sources which may have influenced the measurements, security issues for the equipment and access permission from residents and landowners. Instrumentation for the survey comprised a Svan 977 Type 1 Sound Level Meter and Logger (Serial No. 45730) fitted with an environmental windshield.

The noise logger was programmed to continuously record the ambient noise levels. The sample time interval was set at 15 minutes with a Fast (125 ms) time weighting function. Calibration of the logger was checked prior to and after the measurements. Drift in calibration did not exceed  $\pm 0.5$  dB. All equipment carried appropriate and current NATA (or manufacturer) calibration certificates.

The measured noise data has been filtered to remove erroneous data and any data measured during adverse weather conditions following review of historical weather reports from the Bureau of Meteorology (BOM) Gosford weather station (nearest weather station).

Daily graphs for the noise logger are attached in Appendix A. The graphs represent each 24-hour period of the LAF<sub>1</sub>, LAF<sub>10</sub> and LAF<sub>90</sub> together with the LA<sub>eq</sub> levels for the corresponding 15-minute periods, as well as relevant weather data.

#### 3.2 Unattended Noise Monitoring Results

To define the applicable environmental criteria at nearby noise sensitive receivers the measured data has been processed in accordance with the time periods stipulated by the EPA NSW Noise Policy for Industry (NPI). Table 6 details the background and ambient noise levels recorded during the NSW NPI daytime, evening and night-time assessment periods.

**Table 6. Measured Noise Levels Corresponding to NSW NPI Assessment Periods**

Date	LAF <sub>90</sub> Background Noise Levels			LA <sub>eq</sub> Ambient Noise Levels		
	Day	Evening	Night	Day	Evening	Night
Wednesday 11 October, 2017		47			54	
Thursday 12 October, 2017	46	43	46	60	52	56
Friday 13 October, 2017	45	47	37	51	52	50
Saturday 14 October, 2017			33			47
Sunday 15 October, 2017		42	44		48	57
Monday 16 October, 2017	43	44	46	50	52	56
Tuesday 17 October, 2017	45	46	43	51	51	52
<b>RBL</b>	<b>45</b>	<b>46</b>	<b>44</b>	-	-	-
<b>Log Average</b>	-	-	-	<b>55</b>	<b>52</b>	<b>54</b>

Note 1. For Monday to Saturday, Daytime 0700 to 1800 hrs, Evening 1800 to 2200 hrs, Night-time 2200 to 0700 hrs.

For Sundays and Public Holidays, Daytime 0800 to 1800 hrs, Evening 1800 to 2200 hrs, Night-time 2200 to 0800 hrs.

Note 2. The RBL noise level is representative of the *median background sound level* (in the absence of the source under consideration), or simply the background level.

Note 3. The LA<sub>eq</sub> is essentially the *average sound level*. It is defined as the steady sound level that contains the same amount of acoustical energy as a given time-varying sound of the same duration.

We note that the evening and night-time noise levels are similar to the daytime noise levels which is atypical. The logger data indicates that industrial noise throughout the evening and night-time is primarily responsible for this noise trend. During weekdays the industrial noise rises steadily throughout the evening and night-time. The overall noise level rises sharply each weekday between 0400 and 0700. This is most likely a combination

of local industrial activities preparing for shipping and transport and a rise in traffic noise on the nearby Pacific Highway. The noise environment surrounding the proposed site is dominated by a combination of local industrial noise sources and traffic noise along the Pacific Highway.

### 3.3 Attended Noise Measurements

Attended measurements of ambient noise were taken at several representative locations on 19 October 2017. These have been used to determine the various noise sources that influence the existing noise environment. During each measurement, the observer noted the various noise sources and the contributing noise level.

At each location, the attended measurements were performed for up to 15 minutes using a calibrated Svan 977 Type 1 Sound Level Meter and Logger (Serial No. 45730) fitted with an environmental windshield. Wind speeds were less than 5 m/s and all measurements were performed at a height of 1.5 metres above ground level.

Calibration of the logger was checked prior to and after the measurements. Drift in calibration did not exceed  $\pm 0.5$  dB. All equipment carried appropriate and current NATA (or manufacturer) calibration certificates. The noise environment at each of the attended monitoring locations is described Table 7.

**Table 7. Attended Noise Monitoring Results**

Measurement Location	Measured Noise Levels (dB re 20 $\mu$ Pa)			Character of the Ambient Noise
	LAeq	LAFMax	LAF90	
Logger Location as per Figure 1	48	61	45	Traffic noise from the Pacific Highway, local industrial noise / reversing beepers and flora and fauna noise.
Adjacent to 242 Debenham Road, Somersby, NSW	67	83	45	Local traffic movements, traffic noise from the Pacific Highway, industrial noise and flora and fauna noise.
Acacia Road opposite Kariong Correctional Facility	60	78	47	Local traffic movements, traffic noise from the Pacific Highway, industrial noise and flora and fauna noise.

The environmental noise in the area is typically dominated by industrial noise and road traffic on the nearby Pacific Highway and surrounding local roads. Flora and fauna noise were also found to be contributing sources of noise in the environment.

## 4 Operational Noise Assessment Guidelines

### 4.1 NSW Noise Policy for Industry (NPI)

Responsibility for the control of noise emissions in New South Wales is vested in Local Government and the NSW Environment Protection Authority (EPA).

The EPA oversees the NSW Noise Policy for Industry (NPI) 2017 which provides a framework and process for deriving noise trigger levels. The NPI replaced the Industrial Noise Policy (INP) at the end of October 2017.

The NPI sets out the procedure to determine the *project noise trigger levels* relevant to a particular industrial development. The project noise trigger level applies to existing noise-sensitive receivers; however, it may also be used in strategic planning processes for proposed land uses.

If it is predicted that the development is likely to cause the project noise trigger level to be exceeded at existing noise-sensitive receivers, management measures are required to reduce the predicted noise level.

#### 4.1.1 Project Noise Trigger Level - Introduction

The project noise trigger level provides a benchmark or objective for assessing a proposal or site. It is not intended for use as a mandatory requirement. The project noise trigger level is a level that, if exceeded, would indicate a potential noise impact on the community, and so *trigger* a management response; for example, further investigation of mitigation measures.

The project noise trigger level, feasible and reasonable mitigation, and consideration of residual noise impacts are used together to assess noise impact and manage the noise from a proposal or site. It is the combination of these elements that is designed to ensure that acceptable noise outcomes are determined by decision makers.

The trigger level is tailored for each specific circumstance to take into account a range of factors that may affect the level of impact, including:

- Background noise environment.
- Time of day of the activity.
- Character of the noise.
- Type of receiver and nature of the area.

The scientific literature indicates that both the increase in noise level above background levels (that is, intrusiveness of a source), as well as the absolute level of noise are important factors in how a community will respond to noise from industrial sources. The project noise trigger level established in the NPI addresses each of these components of noise impact.

The project noise trigger level is the lower (that is, the more stringent) value of the *project intrusiveness noise level* and the *project amenity noise level*. The project intrusiveness noise level aims to protect against significant changes in noise levels, whilst the project amenity noise level seeks to protect against cumulative noise impacts from industry and maintain amenity for particular land uses.

Applying the most stringent requirement as the project noise trigger level ensures that both intrusive noise is limited and amenity is protected and that no single industry can unacceptably change the noise level of an area. Typically, the intrusiveness level will inform the project noise trigger level in areas with little industry (and/or ambient noise levels), whereas the amenity level will inform the project noise trigger level in areas with higher existing background noise levels. Intrusive noise levels are only applied to residential receivers (residences). For other receiver types only the amenity levels apply.

#### 4.1.1 Project Intrusiveness Noise Level

The intrusiveness of an industrial noise source may generally be considered acceptable if the level of noise from the source (represented by the  $L_{Aeq}$  descriptor), measured over a 15-minute period, does not exceed the background noise level by more than 5 dB when beyond a minimum threshold. This intrusiveness noise level seeks to limit the degree of change a new noise source introduces to an existing environment.

The project intrusiveness noise level is determined as follows:

$$L_{Aeq,15min} = \text{rating background noise level} + 5 \text{ dB}$$

where:

- $L_{Aeq,15m}$  - represents the equivalent continuous (energy average) A-weighted sound pressure level of the source over 15 minutes.
- Rating Background Noise Level (RBL) - represents the background level to be used for assessment purposes, as determined by the methodology in Factsheets A & B of the NPI.

Intrusiveness noise levels are not used directly as regulatory limits. They are used in combination with the amenity noise level to assess the potential impact of noise, assess reasonable and feasible mitigation options and subsequently determine achievable noise requirements.

#### Minimum Project Intrusiveness Noise Levels

The NPI applies minimum RBLs to any project. These result in minimum intrusiveness noise levels as follows:

Table 8. Minimum RBLs and Project Intrusiveness Noise Levels

Time of Day	Minimum RBL (dB)	Minimum Project Intrusiveness Noise Level $L_{Aeq,15min}$ (dB)
Day	35	40
Evening	30	35
Night	30	35

#### 4.1.2 Project Amenity Noise Level

To limit continuing increases in noise levels from application of the intrusiveness level alone, the ambient noise level within an area from all industrial noise sources combined should remain below the recommended amenity noise levels specified in Table 9 where feasible and reasonable.

The recommended amenity noise levels will protect against noise impacts such as speech interference, community annoyance and some sleep disturbance. The *recommended amenity noise levels* represent the objective for total industrial noise at a receiver location, whereas the *project amenity noise level* represents the objective for noise from a single industrial development at a receiver location.

To ensure that industrial noise levels (existing plus new) remain within the recommended amenity noise levels for an area, a project amenity noise level applies for each new source of industrial noise as follows:

$$\text{Project amenity noise level} = \text{recommended amenity noise level (from Table 9)} \text{ minus } 5 \text{ dB}$$

**Table 9. Recommended Amenity Noise Level as per Table 2.2 of the NPI**

Receiver Type	Noise Amenity Area	Time of Day	Recommended Amenity Noise Level L <sub>Aeq,period</sub> (dB)
Residential	Rural	Day	50
		Evening	45
		Night	40
	Suburban	Day	55
		Evening	45
		Night	40
	Urban	Day	60
		Evening	50
		Night	45
Hotels, motels, caretakers quarters, holiday accommodation, permanent resident caravan parks	See column 4	See column 4	5 dB above the recommended amenity noise level for a residence for the relevant noise amenity area and time of day
School classroom – internal	All	Noisiest 1-hour period when in use	35
Hospital ward	All	Noisiest 1-hour	35
internal		Noisiest 1-hour	50
external	All	When in use	40
Place of worship – internal	All	When in use	50
Area specifically reserved for passive recreation (eg national park)	All	When in use	55
Active recreation area (eg school playground, golf course)	All	When in use	65
Commercial premises	All	When in use	70
Industrial premises	All	All	Add 5 dB to recommended noise amenity area
Industrial interface (applicable only to residential noise amenity areas)	All	All	

#### 4.1.3 Recommended Amenity Noise Level – Residential Receiver Classification

Residential receivers must have the area type defined in order to select the applicable recommended amenity noise level. Table 10 below illustrates how the NPI classifies the rural, suburban and urban noise amenity area categories.

**Table 10. Residential Receiver Category as per Table 2.3 of the NPI**

Receiver Category	Typical Planning Zone	Typical Background Noise Levels (RBL)			Description
		Day	Eve	Night	
Rural residential	RU1, RU2, RU4, R5, E4	<40	<35	<30	<b>Rural</b> – an area with an acoustical environment that is dominated by natural sounds, having little or no road traffic noise and generally characterised by low background noise levels. Settlement patterns would be typically sparse. Note: Where background noise levels are higher than those presented in column 3 due to existing industry or intensive agricultural activities, the selection of a higher noise amenity area should be considered.
Suburban residential	RU5, RU6, R2, R3, E2, E3	<45	<40	<35	<b>Suburban</b> – an area that has local traffic with characteristically intermittent traffic flows or with some limited commerce or industry. This area often has the following characteristic: evening ambient noise levels defined by the natural environment and human activity.
Urban residential	R1, R4, B1, B3, B4	>45	>40	>35	<b>Urban</b> – an area with an acoustical environment that: <ul style="list-style-type: none"> <li>is dominated by ‘urban hum’ or industrial source noise, where urban hum means the aggregate sound of many unidentifiable, mostly traffic and/or industrial related sound sources</li> <li>has through-traffic with characteristically heavy and</li> <li>continuous traffic flows during peak periods</li> <li>is near commercial districts or industrial districts</li> <li>has any combination of the above</li> </ul>

For this development the *rural* classification will apply to the residential receivers when defining the recommended amenity noise level.

#### 4.1.4 Recommended Amenity Noise Level – Existing Background Noise Corrections

The recommended amenity noise level applicable to residential receivers can be changed in the following circumstances:

- When existing traffic noise levels are dominant, are 10 dB above the recommended noise amenity level and are unlikely to decrease, then the project amenity noise levels become the  $L_{Aeq,period(traffic)} - 15$  dB.
- At industrial / residential interfaces where a project seeks to make minor changes to an existing development. In this case, the recommended amenity noise levels can be increased by 5 dB in the region that is in close proximity to existing industrial premises and that extends out to a point where the existing industrial noise from the source has fallen by 5 dB or an area defined in a planning instrument.
- As per the information given in Table 10 for residential receivers in the rural category.

Although this site is affected by high traffic noise levels and existing industrial noise levels it is not possible to separate the contribution of these noise sources in the existing background noise environment. In this case, the high traffic noise adjustments and the industrial interface adjustments to the amenity noise level are not applicable. However, as per Table 10 it is possible to adjust the amenity noise levels for rural receivers if the measured RBLs are greater than the typical RBLs given in Table 10.

The background noise levels measured at the nearest residential receivers in this case are very similar during the evening and night-time periods. The trend in the noise analysis shows that industrial noise sources are dominant throughout the evening and night-time with traffic noise sources adding to the overall levels during the night-time hours 0400 to 0700. In this specific case, it is considered reasonable to increase the recommended amenity noise levels in the night-time by 5 dB to match those of the evening period as per the guidance given in the NPI.

#### 4.1.5 Recommended Amenity Noise Level - Time Period Correction

The  $L_{Aeq}$  is determined over a 15-minute period for the project intrusiveness noise level and over an assessment period (day, evening and night) for the project amenity noise level. This leads to the situation where, because of the different averaging periods, the same numerical value does not necessarily represent the same amount of noise heard by a person for different time periods. To standardise the time periods for the intrusiveness and amenity noise levels, the NPI assumes the following conversion:

$$L_{Aeq,15min} = L_{Aeq,period} + 3 \text{ dB}$$

(unless robust evidence is provided for an alternative approach for the particular project being considered)

#### 4.1.6 Maximum Noise Level Assessment - Sleep Disturbance

The potential for sleep disturbance from maximum noise level events from premises during the night-time period needs to be considered. Sleep disturbance is considered to be both awakenings and disturbance to sleep stages.

Where the subject development / premises night-time noise levels at a residential location exceed:

- $L_{Aeq,15min}$  40 dB or the prevailing RBL plus 5 dB, whichever is the greater.

and/or

- $L_{AFmax}$  52 dB or the prevailing RBL plus 15 dB, whichever is the greater.

a detailed maximum noise level event assessment should be undertaken.

The detailed assessment should cover the maximum noise level, the extent to which the maximum noise level exceeds the rating background noise level, and the number of times this happens during the night-time period.

Other factors that may be important in assessing the extent of impacts on sleep include:

- How often high noise events will occur.
- The distribution of likely events across the night-time period and the existing ambient maximum events in the absence of the subject development.
- Whether there are times of day when there is a clear change in the noise environment (such as during early-morning shoulder periods).
- Current scientific literature available at the time of the assessment regarding the impact of maximum noise level events at night.

Maximum noise level event assessments should be based on the  $L_{AFmax}$  descriptor on an event basis under *fast* time response. The detailed assessment should consider all feasible and reasonable noise mitigation measures with a goal of achieving the above trigger levels.

#### 4.1.7 NPI Project Noise Trigger Levels (PNTL)

Having defined the area type, the processed results of the unattended noise monitoring have been used to determine project noise trigger levels. The intrusive and amenity noise levels for nearby noise-sensitive receivers are presented in Table 11. These criteria are nominated for the purpose of assessing potential noise impacts from the onsite sources of noise associated with the proposed development.

For each assessment period, the lower (ie the more stringent) of the amenity or intrusive trigger levels are adopted (if applicable), as marked in **bold**, as the project noise trigger levels (PNTL).

**Table 11. NPI Project Noise Trigger Levels**

Receiver	Time of Day	RANL <sup>1</sup> LAeq,period	Measured RBL <sup>2</sup> LAF90,15min	Project Noise Trigger Levels		
				Intrusive LAeq,15min	Amenity LAeq,15min	Sleep Disturbance LAeq,15min
Rural Residential	Day	50	45	50	<b>48</b>	-
	Evening	45	46	51	<b>43</b>	-
	Night	45 <sup>3</sup>	44	49	<b>43</b>	<b>49</b>
Frank Baxter Juvenile Justice Centre <sup>4</sup>	Day	50	45	50	<b>48</b>	-
	Evening	45	46	51	<b>43</b>	-
	Night	45 <sup>3</sup>	44	49	<b>43</b>	<b>49</b>
Central Coast Riding Centre for the Disabled <sup>5</sup>	When in use	55	-	-	<b>53</b>	-
Industrial	When in use	70	-	-	<b>68</b>	-

Note 1. RANL = Recommended Amenity Noise Level for residences in Rural areas.

Note 2. RBL = Rating Background Level.

Note 3. RANL increased for night-time period only due to existing RBLs which exceeded typical RBLs for a rural area as per Table 2.3 of the NPI.

Note 4. Frank Baxter Juvenile Justice Centre assumed as similar to rural residential accommodation for the purposes of defining noise criteria.

Note 5. Assumed as an active recreation area for the purposes of defining noise criteria.

## 4.2 NSW Road Noise Policy (RNP)

Responsibility for the control of noise emissions in New South Wales is vested in Local Government and the NSW Environment Protection Authority (EPA). The EPA oversees the Road Noise Policy (RNP, January 2011) which provides a framework and process for deriving traffic noise criteria. The RNP criteria applicable to this development are given in Table 12 below.

Where the existing noise levels due to traffic already exceed the assessment criteria given in Table 12 then the RNP requires that the total traffic noise level increase should be limited to 2 dB for situations where additional traffic is generated on existing roads by changes to land use developments.

**Table 12. RNP Road Traffic Noise Criteria for Residential Land Uses.**

Road Category	Type of Project / Land Use	External Assessment Criteria (dB re 20 µPa)	
		LAeq,15hr (Day)	LAeq,9hr (Night)
Freeway / arterial / sub-arterial roads	Existing residences affected by additional traffic on existing freeways / arterial / sub-arterial roads generated by land use developments	55	50

## 5 Operational Noise Modelling

Noise modelling of the site was undertaken using SoundPLAN v7.4 modelling software.

The noise model was constructed from a combination of aerial photography, existing ground topography and design masterplans for the development. The local terrain, design of the development, receiver buildings and structures have been digitised in the noise model to develop a three-dimensional representation of the operations of the development and surrounding environment. The parameters in Table 13 were defined in the noise model to calculate noise levels at sensitive receivers.

**Table 13. Noise Model Parameters**

Variable	Parameter
Calculation Standard	CONCAWE
Topography	Surrounding Area – 5m resolution
Ground Absorption	0.75 (manly soft vegetation)
Receiver Height	1.5 m (mainly first storey receivers)

### 5.1.1 Noise Enhancing Meteorological Conditions

Noise model predictions were performed using noise enhancing meteorological conditions given in the NSW Noise Policy for Industry (NPI).

The noise enhancing meteorological conditions used in this assessment are given in Table 14 below. For all conditions the worst-case wind direction (source to receiver) for each receiver was assessed.

**Table 14. Noise Enhancing Meteorological Conditions Used in the Noise Assessment**

Period	Meteorological Parameters
Day / Evening	Stability categories A-D with light winds up to 3 m/s at 10 m AGL
Night	Stability category F with winds up to 2 m/s at 10 m AGL

Note 1. AGL = Above Ground Level.

Note 2. Stability categories are based on the Pasquill–Gifford stability classification scheme.

Note 3. Worst-case stability category D taken for Day / Evening periods.

This provides a conservative prediction of the potential noise impacts from the development at the surrounding sensitive receivers.

## 5.2 Operational Scenarios

With reference to Section 2, Table 4 and Table 5 the proposed operational scenarios can be summarised as per Table 15 below.

**Table 15. Proposed Operational Scenarios**

Time of Day	Description of Operational Noise Sources in Worst-Case 15-minute Period
Day (0700 to 1800 hrs)	<p><b>External Processing</b> – Crusher / Mobile Screen and Mulcher in constant operation at 100% load.</p> <p><b>Processing Shed</b> – constant processing activities inside the new building with all facades and openings closed.</p> <p><b>Materials Handling / Stockpiling</b> – 50% of the time handling materials, 50% of the time manoeuvring. All operations at 100% load.</p> <p><b>Deliveries / Truck Movements</b> – Up to three (3) B-Doubles / Semi articulated trucks and two (2) tipper trucks moving throughout the site. 50% of the time at full load, with reversing beepers operating for 50% of the time.</p>
Evening (1800 to 2200 hrs)	<p><b>Deliveries / Truck Movements</b> – One (1) B-Double / Semi articulated truck throughout the site. Full load (ie max engine revs) operation for 50% of the time</p>
Night-time (2200 to 0700 hrs)	<p><b>Deliveries / Truck Movements</b> - One (1) B-Double / Semi articulated truck moving throughout the site. This activity will be infrequent and will typically occur during the early morning hours between 0500 and 0700 hrs. Full load (ie max engine revs) operation for 50% of the time</p>

## 5.3 Fixed Operational Noise Source Levels

The simulated worst-case fixed operational noise sources include:

- Kleeman screen and Rubblemaster RM100 crusher - Sound Power Levels (LWA) as per Table 2 operating within the fully enclosed shed as detailed in Figure 5.
- Wood Shredder 2710D - Sound Power Levels (LWA) as per Table 2 operating within the fully enclosed shed as detailed in Figure 5.
- Fully enclosed crusher and mulcher sheds with 35 dB Rw walls and roof. Indicative wall and roof construction to comprise 1 mm corrugated steel sheet outer skin with 12 mm CFC sheeting as the inner skin. Final design to be confirmed during detailed design to satisfy 35 dB Rw rating.
- Processing activities inside the new building comprise:
  - a. Internal reverberant sound pressure levels as per Table 3.
  - b. All facades and openings are closed during processing activities. Doors only open while delivery vehicles entering or existing the building ie during vehicle movements there are no processing activities.
  - c. The minimum sound insulation performance of the building facade is assumed to be at least 35 dB Rw. This can easily be achieved with a facade constructed of either:
    - i. 78 mm Speedwall Panels (minimum density 400 kg/m<sup>3</sup>)
    - ii. 140 mm aerated concrete blockwork (minimum density 576 kg/m<sup>3</sup>).
    - iii. Hebel Block (minimum density 690 kg/m<sup>3</sup>).
    - iv. 18 mm compressed fibre cement sheets (minimum density 2100 kg/m<sup>3</sup>).
    - v. Any facade verified to achieved 35 dB Rw by a suitably qualified acoustic consultant.
- Mechanical services plant (medium sized AC plant) associated with the new building offices. Estimated Sound Power Level of 80 dB LWA.

The external crushing and screening plant and the processing building will not operate during the evening or night-time. The fixed plant has been modelled to operate constantly during the daytime period.

The crushing and screening plant locations were restricted in the noise model to reflect the 'processing' zone as indicated in Figure 2.

## 5.4 Mobile Operational Noise Source Levels

Mobile operational noise sources include:

- Delivery vehicles were modelled entering the site from Gindurra Road and then moving around the site as per the site roads shown in Figure 3. For a worst-case noise assessment, the loudest vehicle has been assessed which is the B-Double truck with a typical Sound Power Level of 106 dB LWA. Delivery trucks were assumed to operate at full load (ie max engine revs) for 50% of the time while manoeuvring around the site.
- Permanent onsite vehicles can move anywhere around the site and have noise levels as given in Table 2. The vehicles were assumed to operate at full load (ie max engine revs) with 50% of the time handling materials and 50% of the time manoeuvring. The permanent onsite vehicles include:
  - a. Volvo L150 front end loader.
  - b. CAT 329F excavator.

## 5.5 Corrections for Annoying Noise Characteristics

Where a noise source contains certain characteristics, such as tonality, intermittency, irregularity or dominant low-frequency content, there is evidence to suggest that it can cause greater annoyance than other noise at the same noise level. On the other hand, some sources may cause less annoyance where only a single event occurs for a limited duration.

The NPI identifies correction factors for annoying noise characteristics which must be applied to the predicted noise levels before assessing against the PNTLs. In addition, noise sources with impulsive noise events should noise corrections added as per the guidelines in AS 1055:2018.

The proposed operational noise sources have been assessed against the NPI and AS1055:2018 guidelines and the following correction factors included to account for potential annoying characteristics:

- +5 dB impulsiveness penalty added to all buildings ie processing plant, crusher/screen and mulcher (AS1055:2018 estimated +5 dB penalty).
- +5 dB tonality penalty added to reversing alarms (NPI Fact sheet C).

## 6 Predicted Operational Noise Impacts

### 6.1 Predicted Operational Noise Impacts (No Mitigation) - NPI

Noise modelling of the fixed and mobile noise sources has been used to predict the noise emissions from the typical operation of the facility to the surrounding sensitive receivers.

A selection of the predicted worst-case operational noise levels due to onsite noise sources (with no mitigation measures) are summarised and compared against the NPI project noise trigger levels in Table 16 below.

**Table 16. Predicted Operational Noise Levels Compared to PNTLs (No Mitigation)**

Location	Worst-Case LAeq,15m			PNTLs Exceedance LAeq,15m			LAeq,15m Sleep Disturbance
	Day	Eve	Night	Day	Eve	Night	
<b>Residential</b>				<b>48</b>	<b>43</b>	<b>43</b>	<b>49</b>
5 Kowara Rd	≤30	≤20	≤20	0	0	0	0
9 Kowara Rd	34	≤20	≤20	0	0	0	0
31 Kowara Rd	≤30	≤20	≤20	0	0	0	0
41 Kowara Rd	34	≤30	≤30	0	0	0	0
51 Kowara Rd	34	≤30	≤30	0	0	0	0
10 Acacia Rd	51	47	43	3	4	0	0
12 Acacia Rd	50	44	41	2	1	0	0
16 Acacia Rd	49	41	38	1	0	0	0
32 Acacia Rd	48	42	39	0	0	0	0
125 Debenham Rd Sth	22	≤20	≤20	0	0	0	0
127 Debenham Rd Sth	29	≤30	≤30	0	0	0	0
129 Debenham Rd Sth	36	≤30	≤30	0	0	0	0
184 Debenham Rd Sth	37	≤30	≤30	0	0	0	0
198 Debenham Rd Sth	37	≤30	≤30	0	0	0	0
214 Debenham Rd Sth	39	31	28	0	0	0	0
223 Debenham Rd Sth	46	41	38	0	0	0	0
242 Debenham Rd Sth	52	46	42	4	3	0	0
252 Debenham Rd Sth	43	35	32	0	0	0	0
<b>Correctional / Residential</b>				<b>48</b>	<b>43</b>	<b>43</b>	<b>49</b>
Frank Baxter Juvenile Justice Centre	45	36	33	0	0	0	0
<b>Commercial / Active Recreation</b>				<b>53</b>	<b>53</b>	<b>-</b>	<b>-</b>
Central Coast Riding for the Disabled	41	31	28	0	0	-	-
<b>Industrial</b>				<b>68</b>	<b>68</b>	<b>68</b>	
All Industrial sites	<50	<30	<30	0	0	0	-

With no noise mitigation several of the nearby residential receivers demonstrated moderate exceedances of the PNTLs during daytime operations when the crusher and screening plant are operational. In addition, delivery trucks and onsite vehicle movements were found to exceed the PNTLs during the evening and night-time periods.

These results mean that noise mitigation measures should be investigated – these are discussed below.

## 6.2 Predicted Operational Noise Impacts (With Mitigation) - NPI

Noise barriers were investigated as potential feasible and reasonable mitigation measures to satisfy the PNTLs. Noise modelling was undertaken to optimise the height and extents of noise barriers across the site to satisfy the PNTLs during all assessment periods. Figure 6 illustrates the optimised noise barriers across the site which are recommended to achieve compliance with the PNTLs. These barriers must be used in conjunction with the fully enclosed crushing and mulching sheds.

**Figure 6. Recommended Noise Barrier Locations, Heights and Extents to Achieve Compliance with the PNTLs**



A selection of the predicted worst-case operational noise levels due to onsite noise sources with the recommended noise barriers are summarised and compared against the NPI project noise trigger levels in Table 17.

In addition, noise contour maps for the day, evening and night-time periods are provided in Appendix B. The noise contours presented are taken at 1.5 m elevation to simulate first storey receivers (ie typical residential receivers in the area). The noise contours show how the noise emission from the proposed development propagates into the surrounding environment.

**Table 17. Predicted Operational Noise Levels Compared to PNTLs**

Location	Worst-Case LAeq,15m			PNTLs Exceedance LAeq,15m			LAeq,15m Sleep Disturbance
	Day	Eve	Night	Day	Eve	Night	
<b>Residential</b>				<b>48</b>	<b>43</b>	<b>43</b>	<b>49</b>
5 Kowara Rd	27	≤20	≤20	0	0	0	0
9 Kowara Rd	31	≤20	≤20	0	0	0	0
31 Kowara Rd	26	≤20	≤20	0	0	0	0
41 Kowara Rd	32	≤20	≤20	0	0	0	0
51 Kowara Rd	33	≤20	≤20	0	0	0	0
10 Acacia Rd	46	33	30	0	0	0	0
12 Acacia Rd	45	32	29	0	0	0	0
16 Acacia Rd	44	29	26	0	0	0	0
32 Acacia Rd	42	30	27	0	0	0	0
125 Debenham Rd Sth	≤20	≤20	≤20	0	0	0	0
127 Debenham Rd Sth	24	≤20	≤20	0	0	0	0
129 Debenham Rd Sth	36	≤20	≤20	0	0	0	0
184 Debenham Rd Sth	32	≤20	≤20	0	0	0	0
198 Debenham Rd Sth	33	≤20	≤20	0	0	0	0
214 Debenham Rd Sth	36	≤20	≤20	0	0	0	0
223 Debenham Rd Sth	42	27	24	0	0	0	0
242 Debenham Rd Sth	48	37	33	0	0	0	0
252 Debenham Rd Sth	42	33	20	0	0	0	0
<b>Correctional / Residential</b>				<b>48</b>	<b>43</b>	<b>43</b>	<b>49</b>
Frank Baxter Juvenile Justice Centre	41	30	26	0	0	0	0
<b>Commercial / Active Recreation</b>				<b>53</b>	<b>53</b>	<b>-</b>	<b>-</b>
Central Coast Riding for the Disabled	41	31	28	0	0	-	-
<b>Industrial</b>				<b>68</b>	<b>68</b>	<b>68</b>	
All Industrial sites	<50	<30	<30	0	0	0	-

The results from Table 17 and Appendix B demonstrate that the noise emissions from the site to the surrounding environment (with the recommended noise barriers) are low. The proposed development satisfies the PNTLs at all nearby residential receivers.

Receiver 242 Debenham Rd South is the only property which equals the criteria, however; it still complies with the criteria ie 0 dB exceedance.

Table 17 also demonstrates that the potential for noise impacts during the night-time which have potential for sleep disturbance events are nil. The sleep disturbance PNTLs are satisfied as result.

The PNTLs at all nearby correctional, active recreational, commercial and industrial receivers are also satisfied.

We note that the crusher / mulcher sheds and processing shed with associated mechanical services are based on the assumptions given in Section 5.3. The facade sound insulation performance and processing / mechanical services noise levels should be reviewed by a suitably qualified acoustic consultant during the detailed design of the building.

### 6.3 Predicted Operational Noise Impacts – RNP

Comparing the applicable RNP criteria from Table 12 to the measured traffic noise along Gindurra Road from Table 7 we find that the RNP criteria are already likely to be exceeded. Based on this, the allowable increase in noise due to traffic from the proposed site must not exceed 2 dB as per the RNP requirements.

To calculate the traffic noise impacts generated by the operation of the development the existing road traffic volumes for Gindurra Road, Wisemans Ferry Road, Central Coast Highway and the M1 Motorway (nearest impacted roads) are required. Existing traffic data for Gindurra and Wisemans Ferry Roads was supplied via the traffic assessment report by SECA solution. Existing traffic data for the Central Coast Highway and the M1 Motorway was obtained from the Roads and Maritimes Services (RMS) website *Traffic Volume Viewer*.

Table 18 summarises the predicted increase in noise levels on the nearest affected roads due to the traffic generated by the proposed development site.

**Table 18. Summary of Traffic Noise Increases on Surrounding Roads (from available traffic data)**

Road	Existing Traffic		Increase in Traffic (due to site)		Increase in Noise Levels dB
	Volume per Day	Percentage Heavy Vehicles %	Volume per Day	Percentage Heavy Vehicles %	
Gindurra Road	4,800	16%	164	88%	0.6
Wisemans Ferry Road	5,600	23%			0.4
Central Coast Highway <sup>1</sup>	38,312	>10%			0.1
M1 Motorway <sup>2</sup>	65,912	14%			<0.1

Note: 1. 2010 data set taken 100 m south of Central Coast Highway.  
2. 2018 data set taken 20 m east of Reeves Street.

Since the existing traffic noise levels on Gindurra Road and other impacted roads already likely exceed the RNP criteria, all new traffic noise increases must satisfy the 2 dB increase criteria. Table 18 shows that the proposed development generates negligible additional traffic noise. The RNP criteria are satisfied as a result.

## 7 Construction Noise & Vibration Assessment Guidelines

People are typically more tolerant to noise and vibration during the construction phase of proposals than during normal operation. This response results from recognition that the construction emissions are of a temporary nature – especially if the most noise-intensive construction impacts occur during the less sensitive daytime period. For these reasons, acceptable noise and vibration levels are normally higher during construction than during operations.

Construction often requires the use of heavy machinery which can generate high noise and vibration levels at nearby buildings and receivers. For some equipment, there is limited opportunity to mitigate the noise and vibration levels in a cost-effective manner and hence the potential impacts should be minimised by using feasible and reasonable management techniques.

At any particular location, the potential impacts can vary greatly depending on factors such as the relative proximity of sensitive receivers, the overall duration of the construction works, the intensity of the noise and vibration levels, the time at which the construction works are undertaken, and the character of the noise or vibration emissions.

### 7.1 Construction Hours

For this project the construction works would be undertaken in accordance with the Interim Construction Noise Guideline (DECCW 2009) and would typically occur during the standard working hours between:

- 0700 to 1800 hrs Monday to Friday.
- 0800 to 1300 hrs on Saturdays.

There will be no construction works on Sundays or public holidays.

Where Out-of-Hours Works (OOHWs) are required (for emergency works, oversized equipment delivery, etc) they would be subject to separate approval on a case-by-case basis.

### 7.2 Noise Management Levels for Construction Activities

The ICNG requires proposal specific Noise Management Levels (NMLs) to be established for noise affected receivers. In the event construction noise levels are predicted to be above the NMLs, all feasible and reasonable work practices are investigated to minimise noise emissions.

Having investigated all feasible and reasonable work practices, if construction noise levels are still predicted to exceed the NMLs then the potential noise impacts would be managed via site specific construction noise management plans, to be prepared in the detailed design phase.

The ICNG provides an approach for determining  $LA_{eq,15min}$  NMLs at residential receivers by applying the measured  $LAF_{90,15min}$  rating background noise levels (RBL), as described in Table 19.

**Table 19. Determination of NMLs for Residential Receivers**

Time of Day	NML L <sub>Aeq,15min</sub>	Time of Day
<b>Standard hours</b> Monday to Friday 0700 to 1800 hrs	RBL + 10 dB	The <b>noise affected level</b> represents the point above which there may be some community reaction to noise. Where the predicted or measured L <sub>Aeq,15min</sub> is greater than the noise affected level, the proponent should apply all feasible and reasonable work practises to meet the noise affected level. The proponent should also inform all potentially impacted residents of the nature of works to be carried out, the expected noise levels and duration, as well as contact details.
Saturday 0800 to 1300 hrs	≥ 75 dB (Highly Noise Affected)	The <b>highly noise affected level</b> represents the point above which there may be strong community reaction to noise. Where noise is above this level, the relevant authority (consent, determining or regulatory) may require respite periods by restructuring the hours that the very noisy activities can occur, taking into account:
No work on Sundays or public holidays		<ul style="list-style-type: none"> <li>Times identified by the community when they are less sensitive to noise (such as before and after school for works near schools or mid-morning or mid-afternoon for works near residences.</li> <li>If the community is prepared to accept a longer period of construction in exchange for restrictions on construction times.</li> </ul>
Outside recommended hours	RBL + 5 dB	A strong justification would typically be required for works outside the recommended standard hours. The proponent should apply all feasible and reasonable work practices to meet the noise affected level. Where all feasible and reasonable practises have been applied and noise is more than 5 dB above the noise affected level, the proponent should negotiate with the community.

Note 1: Noise levels apply at the property boundary that is most exposed to construction noise, and at a height of 1.5 m above ground level. If the property boundary is more than 30 m from the residence, the location for measuring or predicting noise levels is at the most noise-affected point within 30 m of the residence. Noise levels may be higher at upper floors of the noise affected residence.

Note 2: The RBL is the overall single-figure background noise level measured in each relevant assessment period (during or outside the recommended standard hours). The term RBL is described in detail in the NSW Noise Policy for Industry (NPI).

Adopting the measured background noise levels in Table 6 the NMLs derived for the proposal are detailed in Table 20. In addition, Table 20 includes the applicable fixed NMLs for the other noise sensitive receivers which are potentially affected by construction on the site.

**Table 20. Construction NMLs for Residential Receivers**

Receiver	Time of Day	Construction NMLs LAeq,15min (dB)		
		Standard Hours	Out-of-Hours	Highly Noise Affected
Residential				
All Residential	Day	55	50	75
	Evening	N/A	50 <sup>1</sup>	75
	Night-time	N/A	49	75
Correctional / Residential				
Frank Baxter Juvenile Justice Centre	Day	55	50	75
	Evening	N/A	50 <sup>1</sup>	75
	Night-time	N/A	49	75
Commercial / Active Recreation				
Central Coast Riding for the Disabled	Day	65	65	75
	Evening	N/A	65	75
	Night-time	N/A	65	75
Industrial				
All Industrial	Day	75	75	75
	Evening	N/A	75	75
	Night-time	N/A	75	75

Note 1. Since RBLs in the evening time are marginally higher than daytime RBLs the evening out-of-hours RBLs has been adjusted to match the daytime RBL as this is more stringent.

Where construction would be undertaken during the night-time period the potential for sleep disturbance should be assessed. However, this project will not conduct any construction works during the night-time period. Therefore, construction related sleep disturbance impacts will be nil and considered no further in this assessment.

### 7.3 Construction Traffic Noise

When trucks and other vehicles are operating within the boundaries of the various construction sites, road vehicle noise contributions are included in the overall predicted LAeq,15min construction site noise emissions and then compared against the NMLs. When construction related traffic moves onto the public road network a different noise assessment methodology is appropriate, as vehicle movements would be regarded as 'additional road traffic' rather than as part of the construction site.

The ICNG does not provide specific guidance in relation to acceptable noise levels associated with construction traffic. For assessment purposes, guidance is taken from the RNP; however, it is noted that these are taken as noise goals only and are not mandatory.

One of the objectives of the RNP is to apply relevant permissible noise increase criteria to protect sensitive receivers against excessive decreases in amenity as the result of a proposal. In assessing feasible and reasonable mitigation measures, an increase of up to 2 dB represents a minor impact that is considered barely perceptible to the average person.

On this basis, construction traffic NMLs set at 2 dB above the existing road traffic noise levels during the daytime and night-time periods are considered appropriate to identify the onset of potential noise impacts. For any increase of more than 2 dB then consideration should be given to applying feasible and reasonable noise mitigation measures to reduce the noise impacts and preserve acoustic amenity.

## 7.4 Construction Vibration

An example of the recommended safe working distances for vibrationally intensive plant is provided in Table 21.

**Table 21. Recommended Safe Working Distances for Vibration Intensive Plant**

Plant Item	Rating / Description	Safe Working Distance	
		Cosmetic Damage <sup>1</sup>	Human Response <sup>2</sup>
Vibratory Roller	< 50 kN (Typically 1-2 tonnes)	5 m	15 m to 20 m
	< 50 kN (Typically 2-4 tonnes)	6 m	20 m
	< 50 kN (Typically 4-6 tonnes)	12 m	40 m
	< 50 kN (Typically 7-13 tonnes)	15 m	100 m
	< 50 kN (Typically 13-18 tonnes)	20 m	100 m
	< 50 kN (Typically > 18 tonnes)	25 m	100 m
Large Hydraulic Hammer	1600 kg – 18 to 34t excavator	22 m	73 m
Vibratory Pile Driver	Sheet piles	2 m to 20 m	20 m
Pile Boring	≤ 800 mm	2 m (nominal)	N/A
Jackhammer	Hand held	1 m (nominal)	Avoid contact with structure

Note 1: Referenced from British Standard BS 7385 Part 2-1993.

Note 2: Referenced from Assessing Vibration: A Technical Guideline.

The typical offset distance between any vibrationally intensive construction plant and the nearest residential receivers is > 300 m. Comparing the residential offset distance to the safe working distances shows that all residential receivers are located much further away than the safe working distances. Therefore, the potential for vibration impacts due to the construction of the development is effectively nil. All vibration criteria with respect to cosmetic damage to buildings and human comfort impacts will be satisfied. No further consideration of vibration impacts is given in this assessment as a result.

## 8 Construction Noise Modelling

The same noise model as described in Section 5 (operation noise model) was used as the basis of the construction noise model with the necessary modifications to the noise sources (ie construction activities) and construction scenarios.

### 8.1 Construction Scenarios & Noise Sources

Table 22 summarises the proposed construction equipment for the site. In general, the majority of the construction phase will focus on earth works to prepare the site for future operations. The earthworks will be required to remove the large existing stockpiles of material and process / crush these for use elsewhere on the site or for removal.

**Table 22. Proposed Construction Plant Information and Sound Power Levels LWA**

Construction Item	Make / Model	Capacity	Estimated Sound Power Level LWA	No. of Days	Notes
Concrete Crusher	RM100	500 tonnes / day	108	20	Approximately 10,000 tonnes of concrete on site needs to be crushed into aggregate for construction of operational pad and roads
Mobile screening plant	Kleeman screen	500 tonnes / day	110	50	Screening plant required to screen and grade crushed concrete (20 days) and ENM on site for construction of noise attenuation barrier (30 days)
Excavator	CAT 329F	~35 tonnes	105	60	Drainage works, pipe and pit construction
Front end loader	Volvo L150	~35 tonnes	108	60	General construction and loading activities across the site
Grader	-	~35 tonnes	108	10	Construction and levelling of operational pad and roadways
Bull dozer	-	~35 tonnes	110	10	Construction of noise attenuation barrier
Dump truck	-	~25 tonnes	100	30	General construction and loading activities across the site
Roller	-	~ 35 tonnes	109	14	Roadway and operational pad construction

The ICNG recommends that the realistic worst-case or conservative noise levels from the source should be predicted for assessment locations representing the most noise-exposed residences or other sensitive land uses. For most construction activities, it is expected that the construction noise levels would frequently be lower than predicted as the intensity of use and location of the construction equipment will vary throughout the site and throughout the day.

To simulate a realistic worst-case construction scenario the model will assume that all equipment is present on site and that each piece of equipment is operating at full load for 50% of the time, with the exception of the crushing and screen plant which will operate continuously. Up to two (2) dump trucks will be assumed to be in operation throughout the site at any one time.

### 8.2 Construction Traffic Volumes

The proposed construction traffic movements were provided by Jackson Environment and Planning and are summarised in Table 23.

**Table 23. Summary of Construction Traffic Volumes**

Type of Vehicle	Total Vehicles per Day
B - Double Truck	4

## 9 Predicted Construction Noise Impacts

The following section details the assessment of potential airborne noise impacts associated with the construction of the proposal. Construction noise goals have been determined based on the relevant government guidelines and industry standards. Potential noise levels have been predicted at sensitive receivers for the proposed construction activities and where levels are above the goals, feasible and reasonable impact mitigation measures are considered.

### 9.1 Construction Noise Impacts from Onsite Noise Sources

The typical  $L_{Aeq,15m}$  noise levels at the surrounding noise sensitive receivers are provided in Table 24 and are representative of the 'noisiest' construction periods allowing for the simultaneous operation of noise intensive construction equipment in close proximity.

**Table 24. Predicted Construction Noise Levels**

Location	Worst-Case $L_{Aeq,15m}$			NML Exceedance $L_{Aeq,15m}$		
	Day	Eve	Night	Day	Eve	Night
<b>Residential</b>				<b>55</b>	<b>50</b>	<b>49</b>
5 Kowara Rd	38	-	-	0	0	0
9 Kowara Rd	42	-	-	0	0	0
31 Kowara Rd	45	-	-	0	0	0
41 Kowara Rd	48	-	-	0	0	0
51 Kowara Rd	46	-	-	0	0	0
10 Acacia Rd	66	-	-	11	0	0
12 Acacia Rd	64	-	-	9	0	0
16 Acacia Rd	58	-	-	3	0	0
32 Acacia Rd	60	-	-	5	0	0
127 Debenham Rd Sth	37	-	-	0	0	0
129 Debenham Rd Sth	32	-	-	0	0	0
184 Debenham Rd Sth	36	-	-	0	0	0
198 Debenham Rd Sth	43	-	-	0	0	0
214 Debenham Rd Sth	51	-	-	0	0	0
223 Debenham Rd Sth	56	-	-	1	0	0
242 Debenham Rd Sth	67	-	-	12	0	0
252 Debenham Rd Sth	55	-	-	0	0	0
<b>Correctional / Residential</b>				<b>55</b>	<b>50</b>	<b>49</b>
Frank Baxter Juvenile Justice Centre	54	-	-	0	0	0
<b>Commercial / Active Recreation</b>				<b>65</b>	<b>65</b>	<b>65</b>
Central Coast Riding for the Disabled	49	-	-	0	0	0
<b>Industrial</b>				<b>75</b>	<b>75</b>	<b>75</b>
All Industrial sites	<50	-	-	0	0	0

During standard construction hours, exceedances of the NMLs of up to 12 dB are predicted at the closest residential receivers on Acacia Road and Debenham Road South. This assessment has only considered

construction activities inside standard construction hours. Where this is not possible then any OOHWs would be subject to separate approval on a case-by-case basis.

The NMLs are satisfied at all other noise sensitive receivers surrounding the site.

Noise levels are not predicted to exceed 75 dB LAeq,15m at any receivers. Therefore, no receivers are found to be highly noise affected as per the ICNG.

#### 9.1.1 Standard Mitigation Measures

When construction noise levels are predicted to exceed the NMLs the ICNG recommends that construction noise mitigation measures should be considered, where reasonable and feasible. Standard construction noise mitigation measures include the following:

- Avoiding the coincidence of noisy plant working simultaneously close together would result in reduced noise emissions.
- Equipment which is used intermittently is to be shut down when not in use.
- Where possible, equipment with directional noise emissions should be oriented away from sensitive receivers.
- Regular compliance checks on the noise emissions of all plant and machinery used for the proposal would indicate whether noise emissions from plant items were higher than predicted. This also identifies defective silencing equipment on the items of plant.
- Non-tonal reversing alarms should be used on all items of plants and heavy vehicles used for construction.

#### 9.1.2 Additional Mitigation Measures

The operational assessment found that noise walls are required to mitigate noise impacts on the nearby residential receivers. Since these mitigation measures must be implemented at some point, the construction / installation of these walls should be scheduled as early as possible in the construction phase to minimise the construction noise impacts for the remainder of the construction period.

Therefore, in this case, we recommend the 5 m high noise walls along the eastern boundary as per Figure 6 be constructed as early as practicable in the construction phase to minimise construction noise impacts at the nearest residential receivers.

In addition, we recommend that construction noise monitoring is undertaken for the duration of the construction period with bi-monthly reporting of construction noise levels. This monitoring should be undertaken at the worst-affected receiver during construction, which this assessment identifies as 242 Debenham Road South. Where construction noise levels are consistently exceeded, we recommend that construction respite periods and alternative construction methodologies be discussed and agreed with the affected residential receivers and certifying authority.

## 9.2 Construction Noise Impacts from Construction Traffic

To calculate the traffic noise impacts generated by the construction of the development the existing road traffic volumes for Gindurra Road, Wisemans Ferry Road, Central Coast Highway and the M1 Motorway (nearest impacted roads) are required. Existing traffic data for Gindurra and Wisemans Ferry Roads was supplied via the traffic assessment report by SECA solution. Existing traffic data for the Central Coast Highway and the M1 Motorway was obtained from the Roads and Maritimes Services (RMS) website *Traffic Volume Viewer*.

Table 25 summarises the predicted increase in noise levels on the nearest affected roads due to the traffic generated by the proposed construction of the site.

**Table 25. Summary of Construction Traffic Noise Increases on Surrounding Roads (from available traffic data)**

Road	Existing Traffic		Increase in Traffic (due to site)		Increase in Noise Levels dB
	Volume per Day	Percentage Heavy Vehicles %	Volume per Day	Percentage Heavy Vehicles %	
Gindurra Road	4,800	16%	4	100%	<0.1
Wisemans Ferry Road	5,600	23%			
Central Coast Highway <sup>1</sup>	38,312	>10%			
M1 Motorway <sup>2</sup>	65,912	14%			

Note: 1. 2010 data set taken 100 m south of Central Coast Highway.  
2. 2018 data set taken 20 east of Reeves Street

Table 25 shows that the proposed development generates negligible additional traffic noise. The RNP 2 dB increase criteria are satisfied as a result.

## 10 Conclusion

Waves Consulting has conducted a noise and vibration impact assessment of the proposed development at 90 Gindurra Road, Somersby, NSW. The proposal seeks to upgrade the existing industrial site to increase the materials processing capacity of the facility. This assessment has investigated the worst-case noise emissions associated with the construction and operation of the facility upgrade.

This assessment has demonstrated that the predicted noise emissions from the site to the surrounding environment are low. The proposed development satisfies the Project Noise Trigger Levels (PNTLs) of the NSW Noise Policy for Industry (NPI) during all time periods provided the following noise mitigation measures are included:

- A 5 m high noise barrier along the eastern site boundary as per Figure 6. This noise barrier reduces to 2 m towards the North East corner of the site.
- 3 m high noise barriers inside the site adjacent to the processing zone and storage zone as per Figure 6.
- Crusher and mulcher shed facade construction to provide a minimum airborne sound insulation performance of 35 dB  $R_w$ . This requirement should be reviewed and confirmed during detailed design.
- Processing building facade construction to provide a minimum airborne sound insulation performance of 35 dB  $R_w$ . This requirement should be reviewed and confirmed during detailed design.
- Processing building to have all doors and openings completely closed during processing activities.
- Processing building mechanical equipment (AC units etc.) should have a maximum aggregate sound power level of 80 dB LWA. This requirement should be reviewed and confirmed during detailed design.

The sleep disturbance impacts from the operational noise events generated by the site were investigated in this assessment. The proposed development satisfies the sleep disturbance trigger levels at all nearby sensitive receivers.

The existing traffic noise levels on the nearby affected roads already likely exceed the RNP criteria. Therefore, all new traffic noise increases must satisfy the RNP 2 dB increase criteria. Table 18 of this assessment shows that the proposed development generates negligible additional traffic noise. The NSW Road Noise Policy (RNP) criteria are satisfied as a result.

The construction noise impacts have been assessed in accordance with the NSW Interim Construction Noise Guidelines (ICNG). During standard construction hours, exceedances of the NMLs of up to 12 dB are predicted at the closest residential receivers on Acacia Road and Debenham Road South. No receivers were found to be 'highly noise affected' as per the ICNG. Standard noise mitigation measures have been recommended for the construction phase. In addition, the operational noise walls along the eastern boundary (as per Figure 6) should be constructed as early as practicable to reduce construction noise impacts for the remainder of the construction period.

This assessment also recommends that construction noise monitoring is undertaken for the duration of the construction period with bi-monthly reporting of construction noise levels. This monitoring should be undertaken at the worst-affected receiver during construction, which this assessment identifies as 242 Debenham Road South.

Construction traffic noise levels must satisfy the RNP 2 dB increase criteria. Table 25 of this assessment shows that the construction traffic generates negligible additional traffic noise. The NSW Road Noise Policy (RNP) criteria are satisfied as a result.

The offset distances (in all directions) between the vibrationally intensive equipment and any sensitive receivers is large (> 300 m). The potential for vibration impacts due to the construction or operation of the development are effectively nil. All vibration criteria with respect to cosmetic damage to buildings and human comfort impacts will be satisfied as a result.

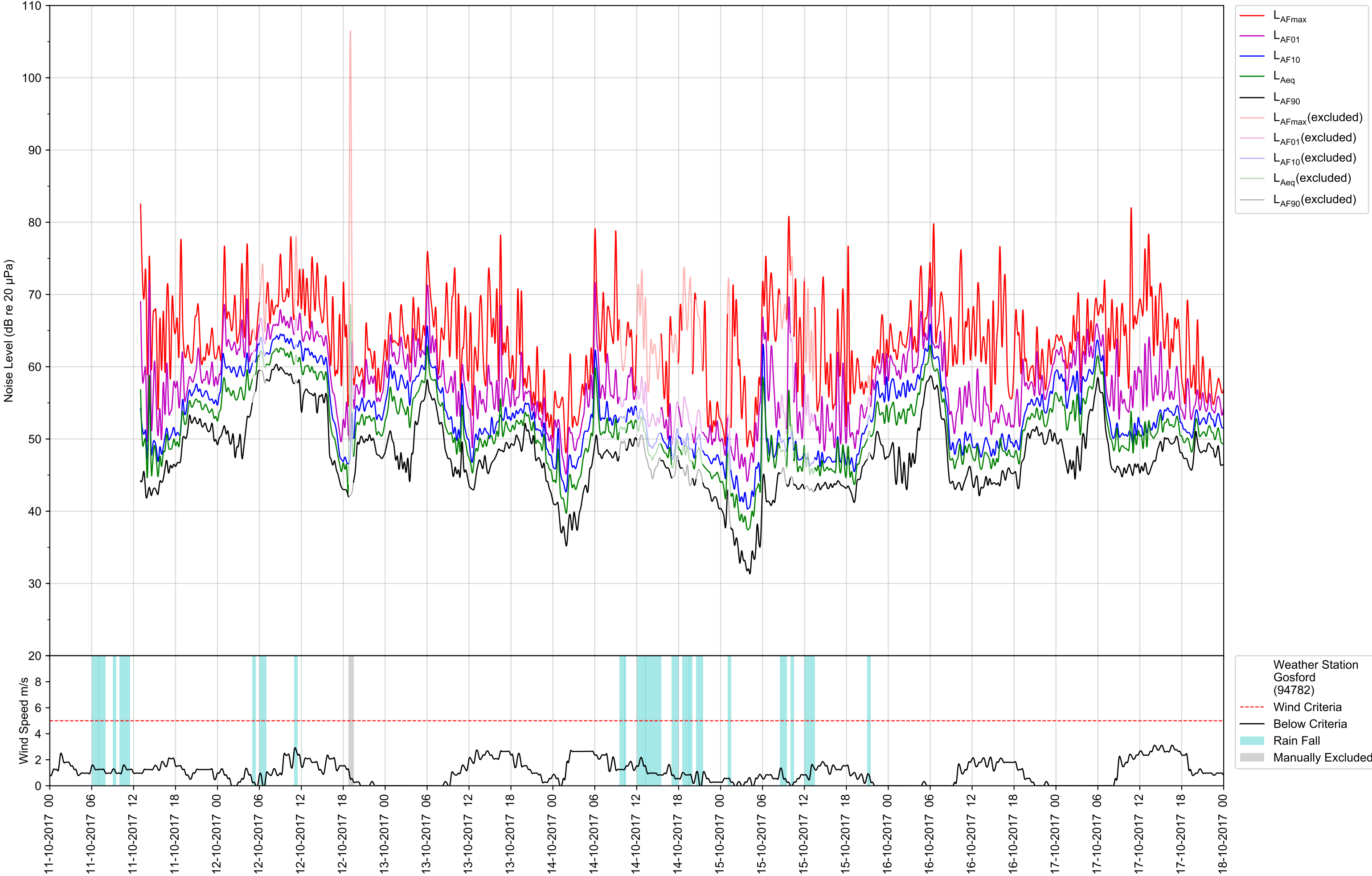
It is concluded that the proposed materials processing facility is a complying development with respect to noise and vibration impacts and is therefore suitable for construction and operation.



## APPENDIX A: GRAPHICAL NOISE LOGGER DATA

Project: Davis Earthmoving & Quarrying Pty Ltd  
Project Number: 60.00741.03  
Location: 90 Gindurra Road, Kariong, NSW 2178  
Equipment: Svan 977  
Serial Number: 45635  
Pre Calibration: 0.40 dB  
Post Calibration: 0.15 dB

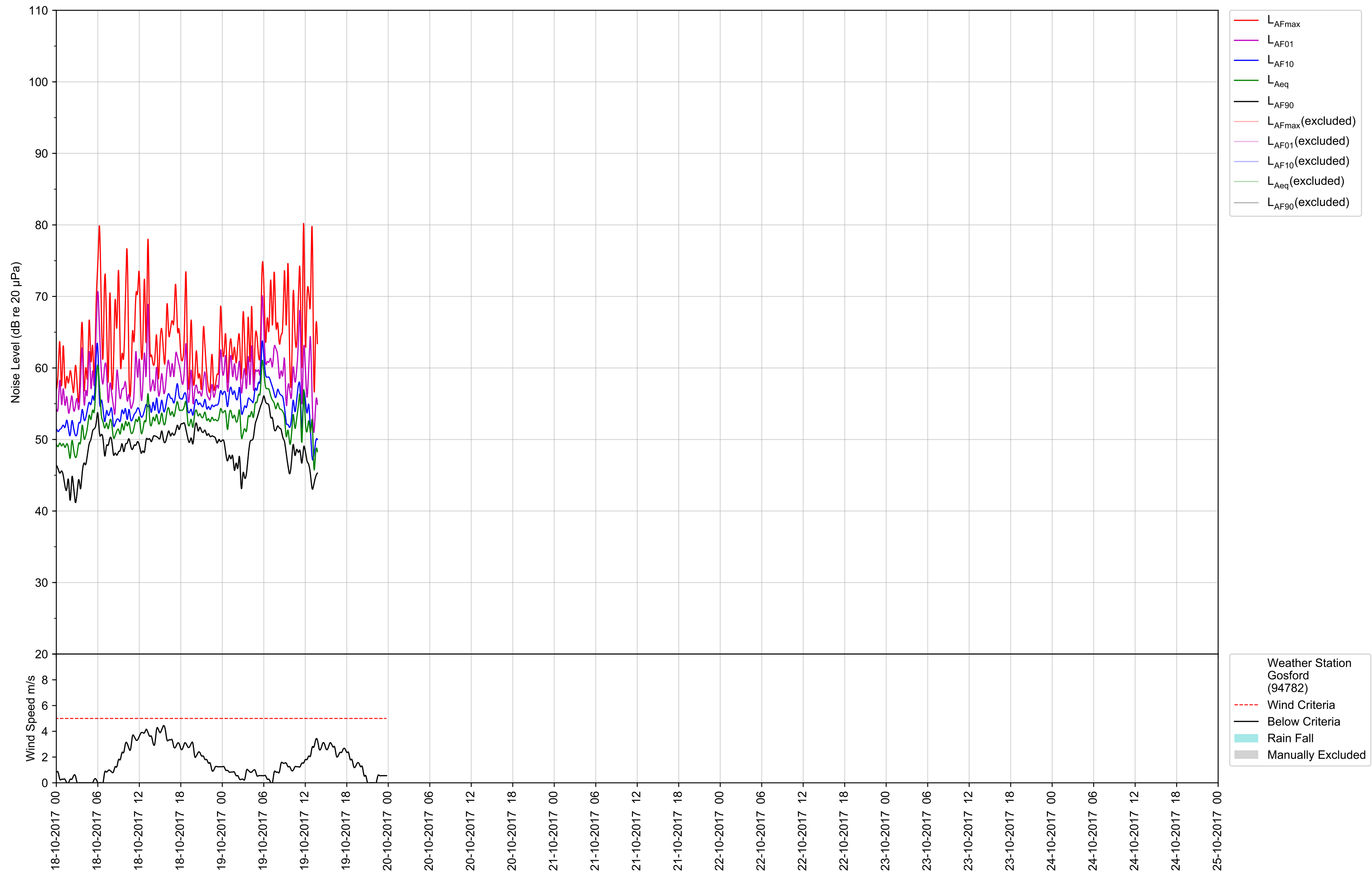
Graphical Noise Logger Data  
Week 1: 11-10-2017 to 18-10-2017



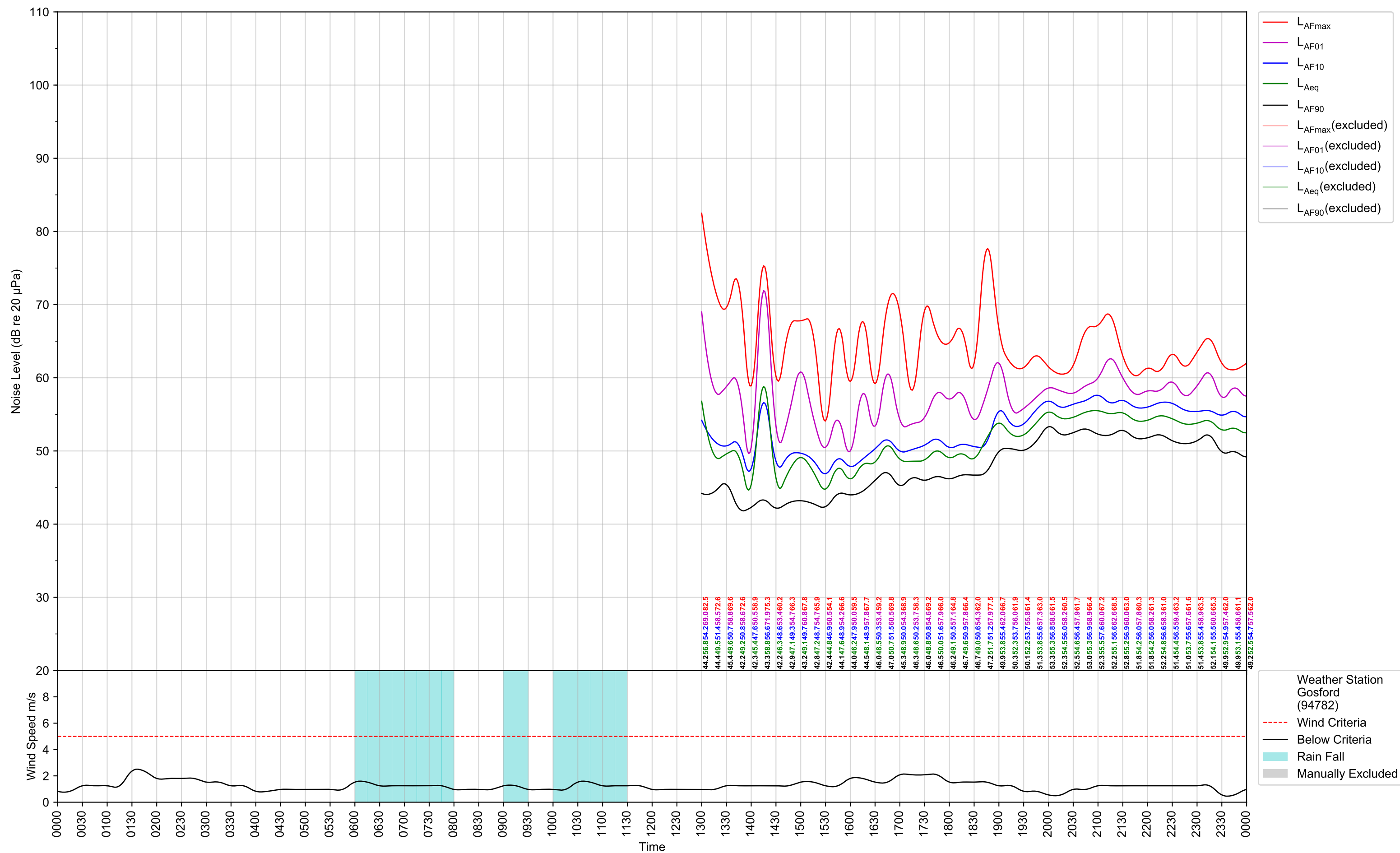
Graphical Noise Logger Data  
Week 2: 18-10-2017 to 25-10-2017



Project: Davis Earthmoving & Quarrying Pty Ltd  
Project Number: 60.00741.03  
Location: 90 Gindurra Road, Kariong, NSW 2178  
Equipment: Svan 977  
Serial Number: 45635  
Pre Calibration: 0.40 dB  
Post Calibration: 0.15 dB

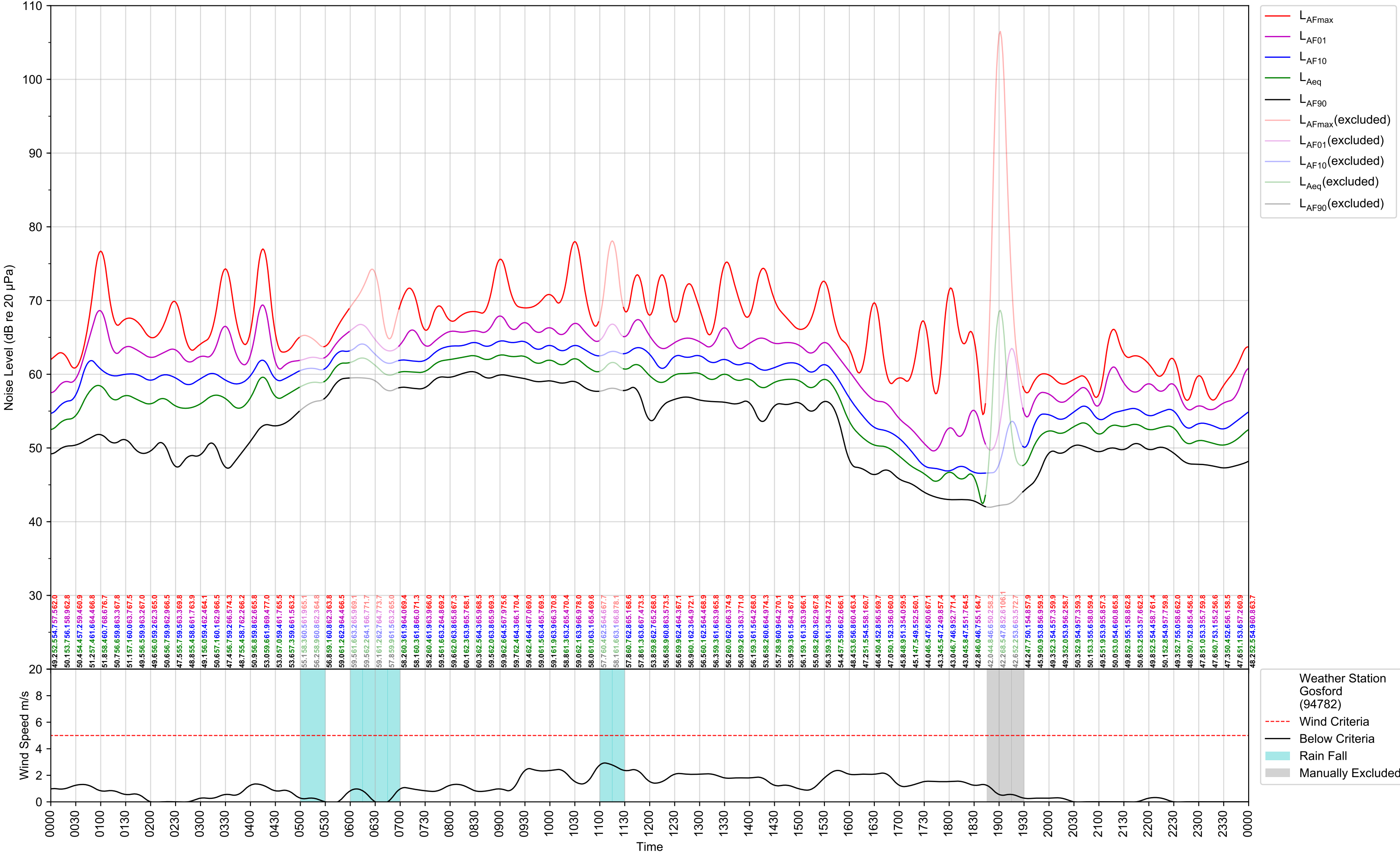


**Graphical Noise Logger Data**  
**Date: Wednesday 11 October 2017**



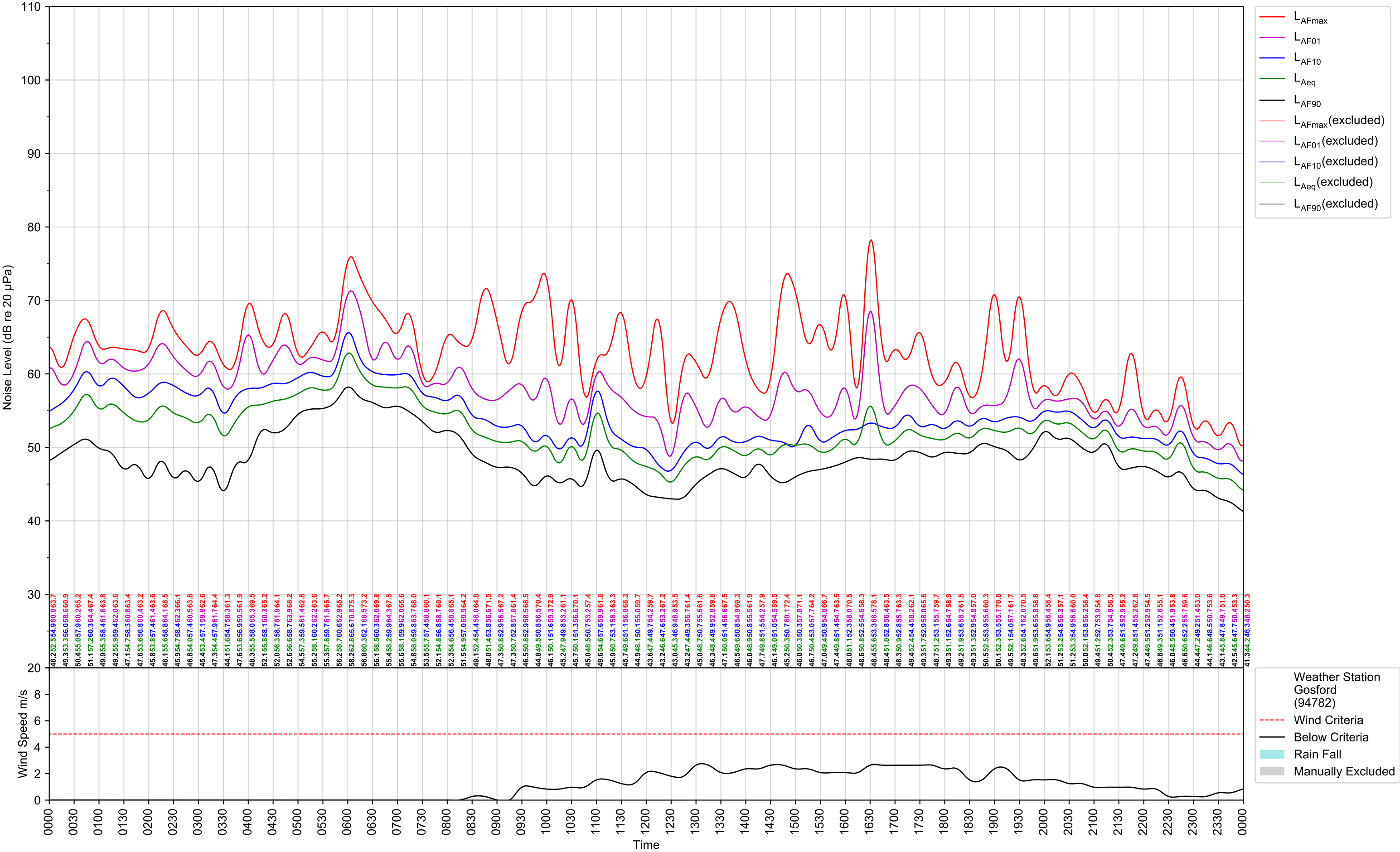
Project: Davis Earthmoving & Quarrying Pty Ltd  
Project Number: 60.00741.03  
Location: 90 Gindurra Road, Kariong, NSW 2178  
Equipment: Svan 977  
Serial Number: 45635  
Pre Calibration: 0.40 dB  
Post Calibration: 0.15 dB

Graphical Noise Logger Data  
Date: Thursday 12 October 2017



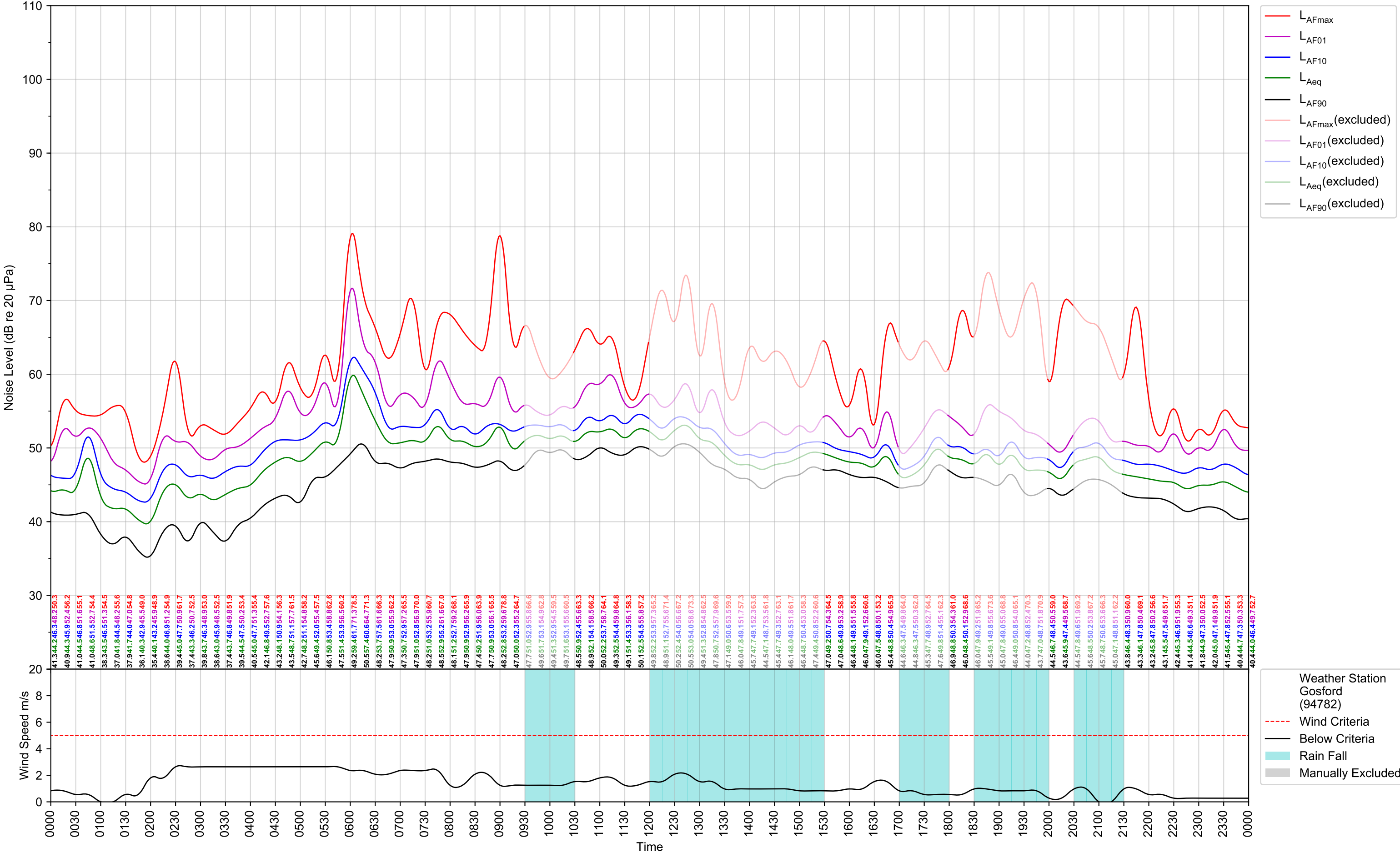
Project: Davis Earthmoving & Quarrying Pty Ltd  
Project Number: 60.00741.03  
Location: 90 Gindurra Road, Kariong, NSW 2178  
Equipment: Svan 977  
Serial Number: 45635  
Pre Calibration: 0.40 dB  
Post Calibration: 0.15 dB

Graphical Noise Logger Data  
Date: Friday 13 October 2017



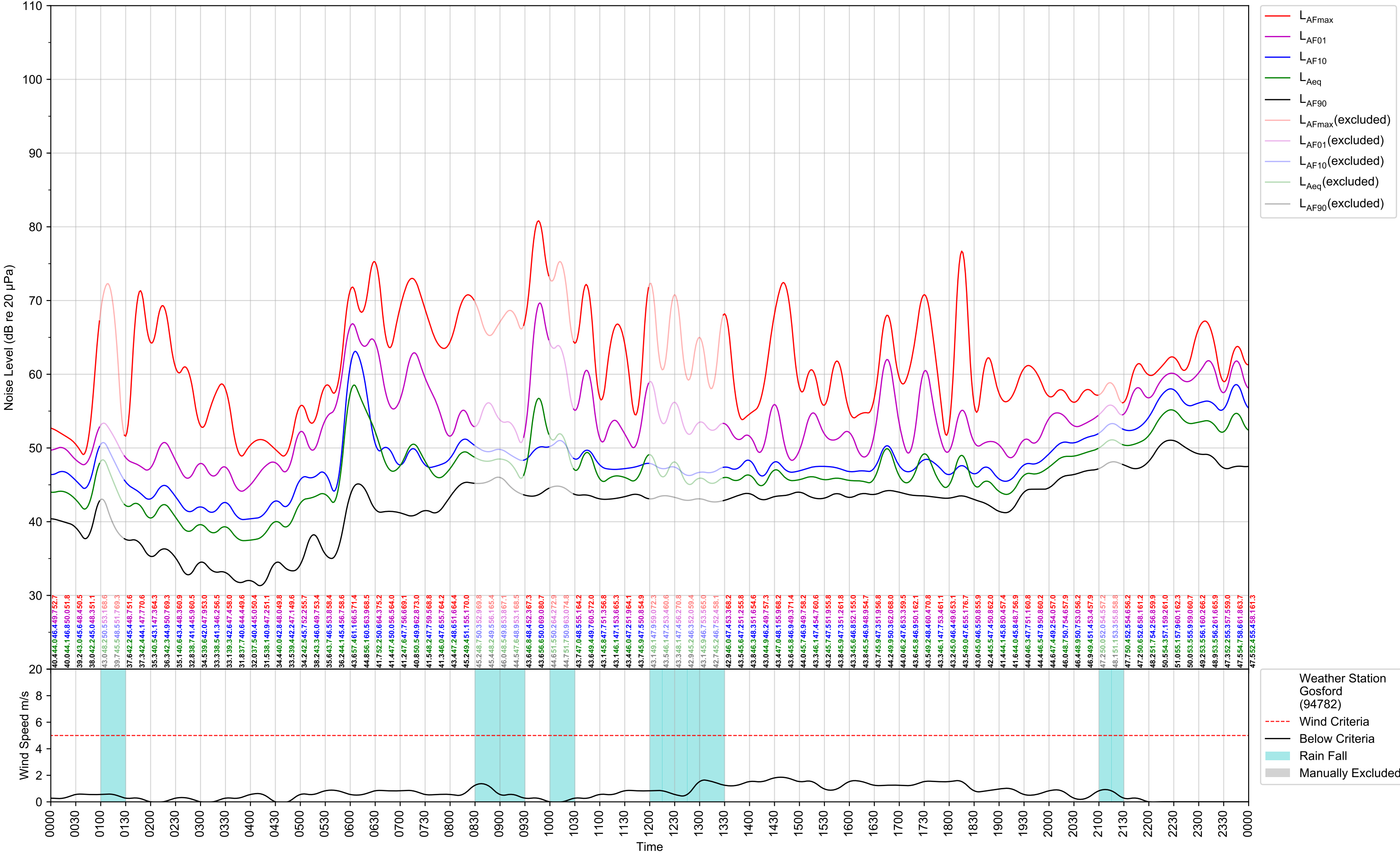
Project: Davis Earthmoving & Quarrying Pty Ltd  
Project Number: 60.00741.03  
Location: 90 Gindurra Road, Kariong, NSW 2178  
Equipment: Svan 977  
Serial Number: 45635  
Pre Calibration: 0.40 dB  
Post Calibration: 0.15 dB

Graphical Noise Logger Data  
Date: Saturday 14 October 2017



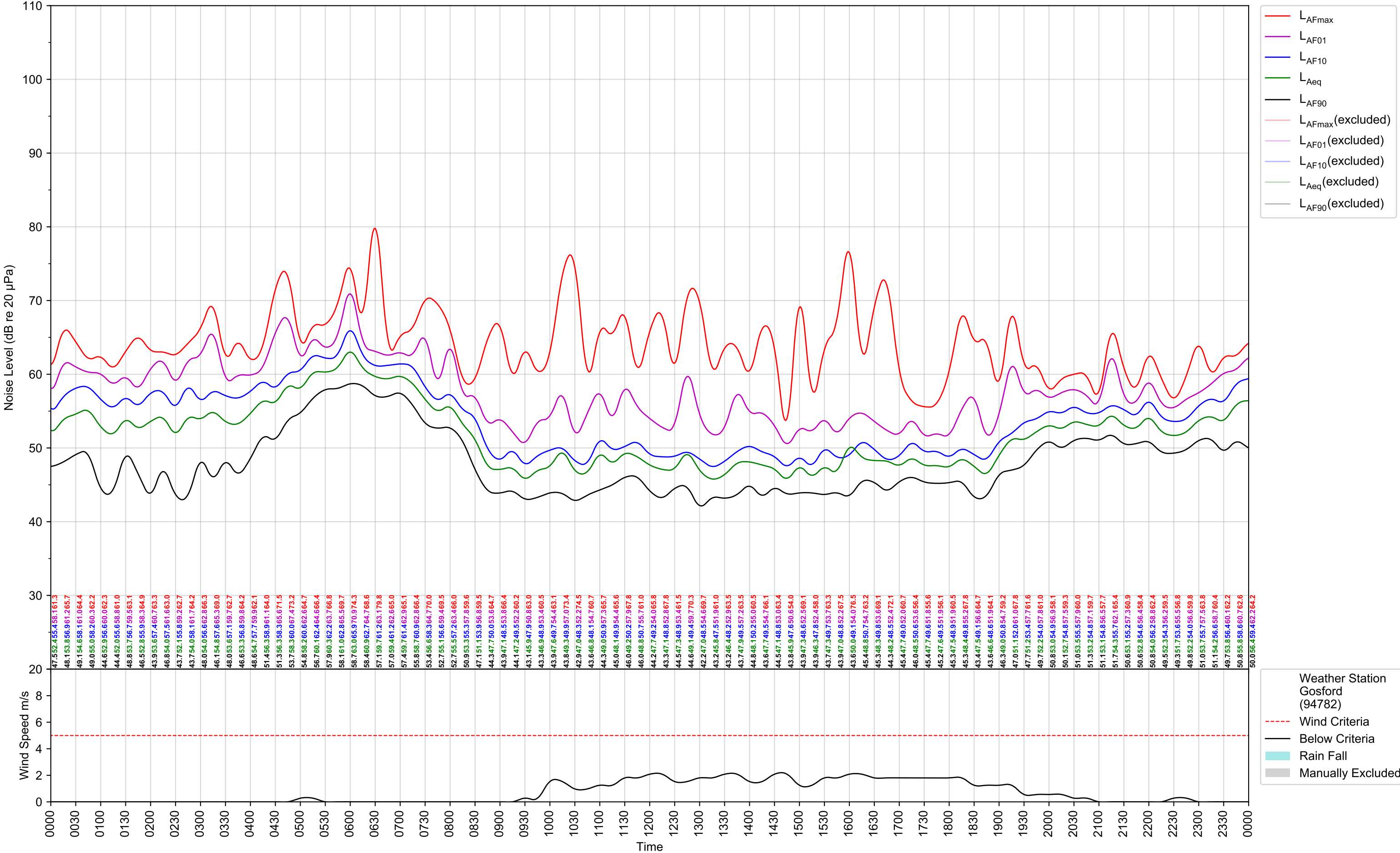
Project: Davis Earthmoving & Quarrying Pty Ltd  
Project Number: 60.00741.03  
Location: 90 Gindurra Road, Kariong, NSW 2178  
Equipment: Svan 977  
Serial Number: 45635  
Pre Calibration: 0.40 dB  
Post Calibration: 0.15 dB

Graphical Noise Logger Data  
Date: Sunday 15 October 2017



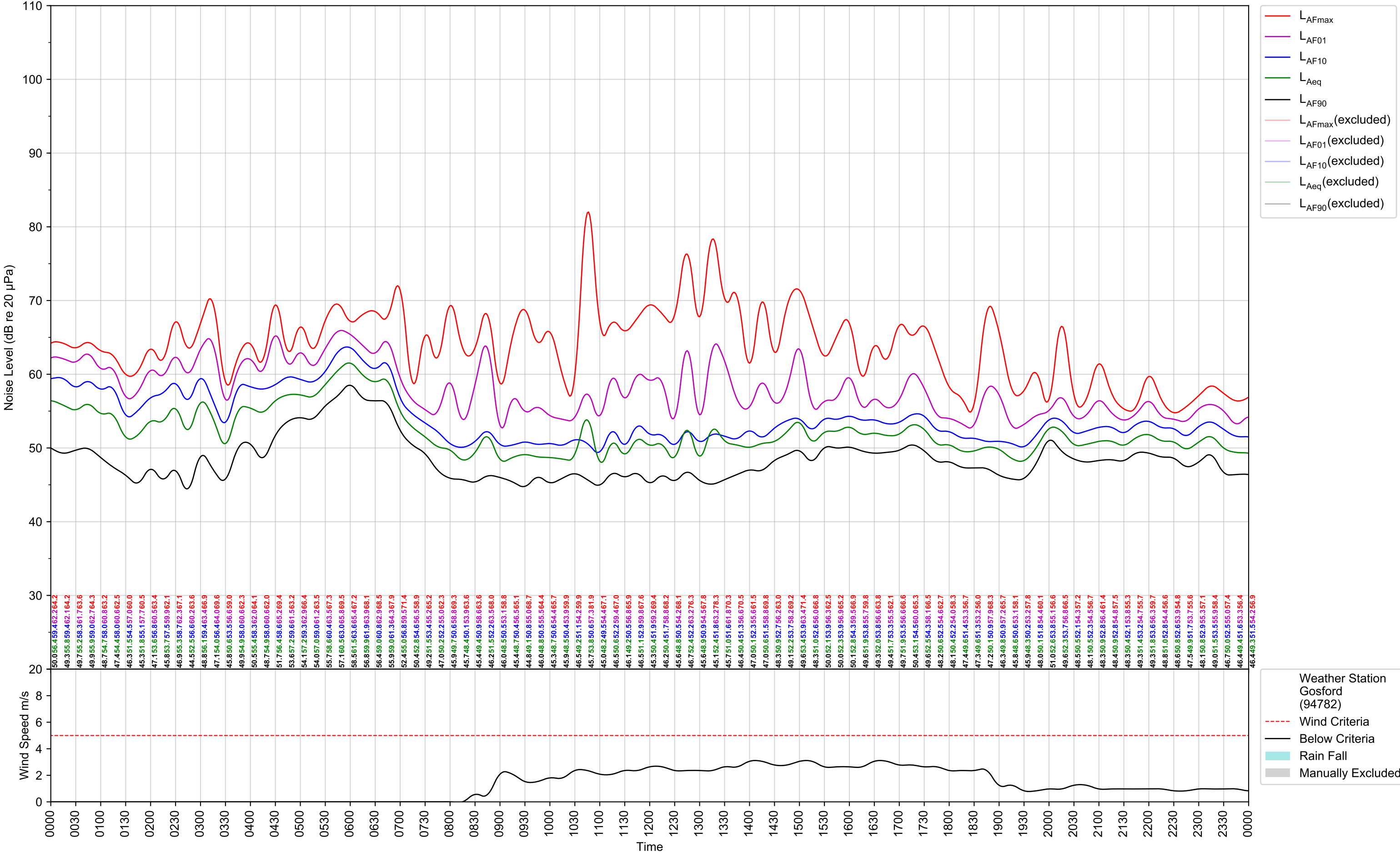
Project: Davis Earthmoving & Quarrying Pty Ltd  
Project Number: 60.00741.03  
Location: 90 Gindurra Road, Kariong, NSW 2178  
Equipment: Svan 977  
Serial Number: 45635  
Pre Calibration: 0.40 dB  
Post Calibration: 0.15 dB

Graphical Noise Logger Data  
Date: Monday 16 October 2017



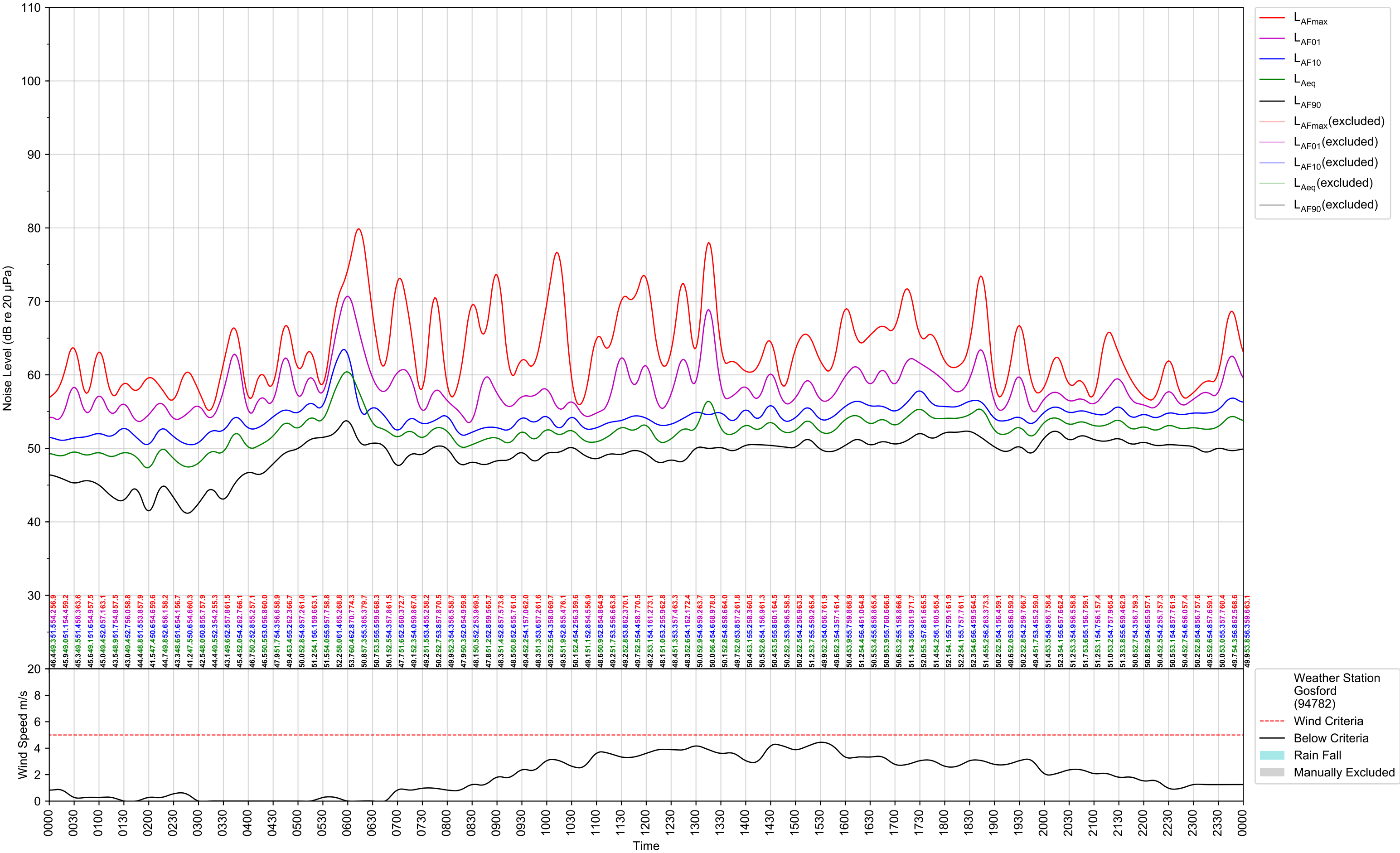
Project: Davis Earthmoving & Quarrying Pty Ltd  
Project Number: 60.00741.03  
Location: 90 Gindurra Road, Kariong, NSW 2178  
Equipment: Svan 977  
Serial Number: 45635  
Pre Calibration: 0.40 dB  
Post Calibration: 0.15 dB

Graphical Noise Logger Data  
Date: Tuesday 17 October 2017



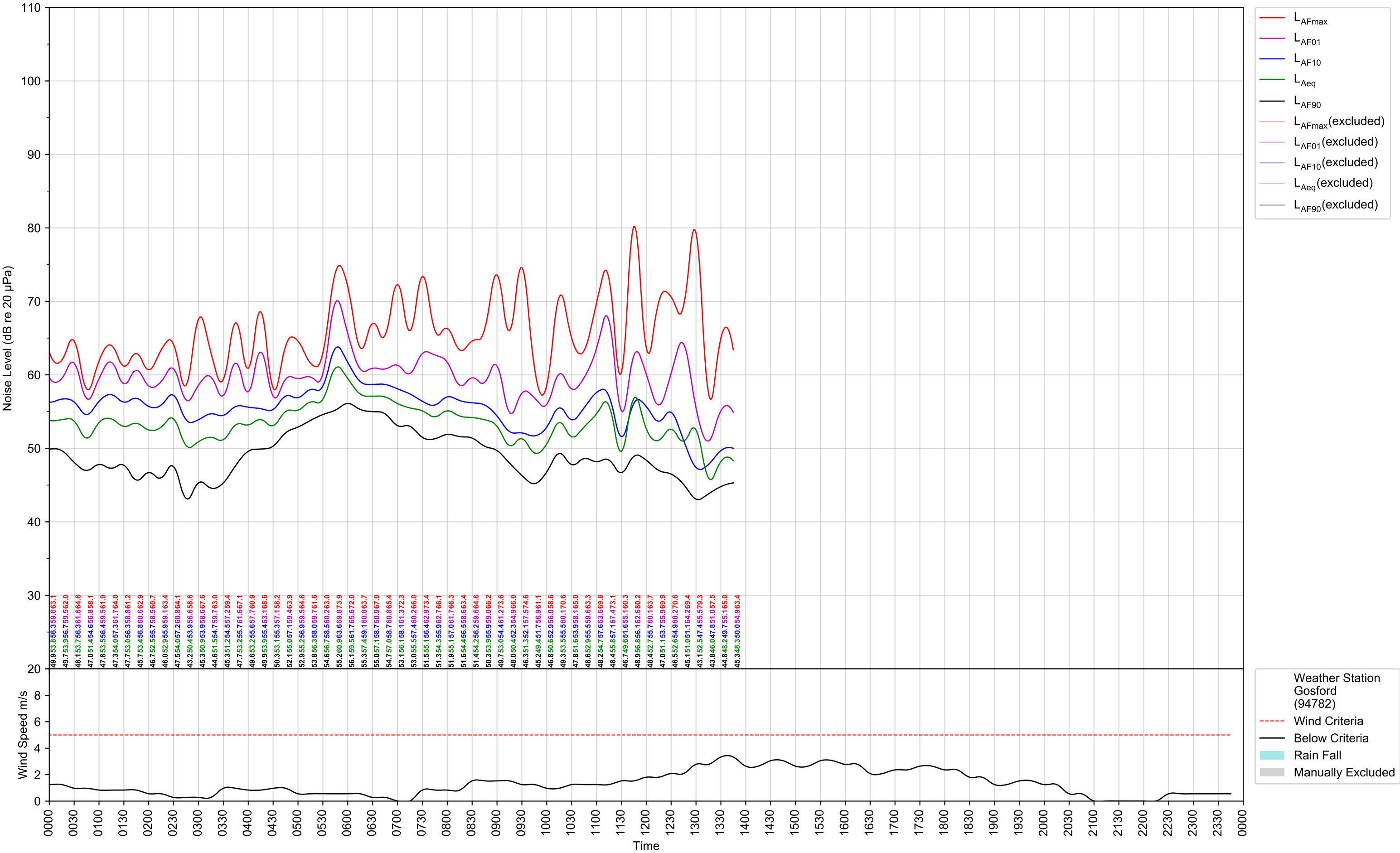
Project: Davis Earthmoving & Quarrying Pty Ltd  
Project Number: 60.00741.03  
Location: 90 Gindurra Road, Kariong, NSW 2178  
Equipment: Svan 977  
Serial Number: 45635  
Pre Calibration: 0.40 dB  
Post Calibration: 0.15 dB

Graphical Noise Logger Data  
Date: Wednesday 18 October 2017



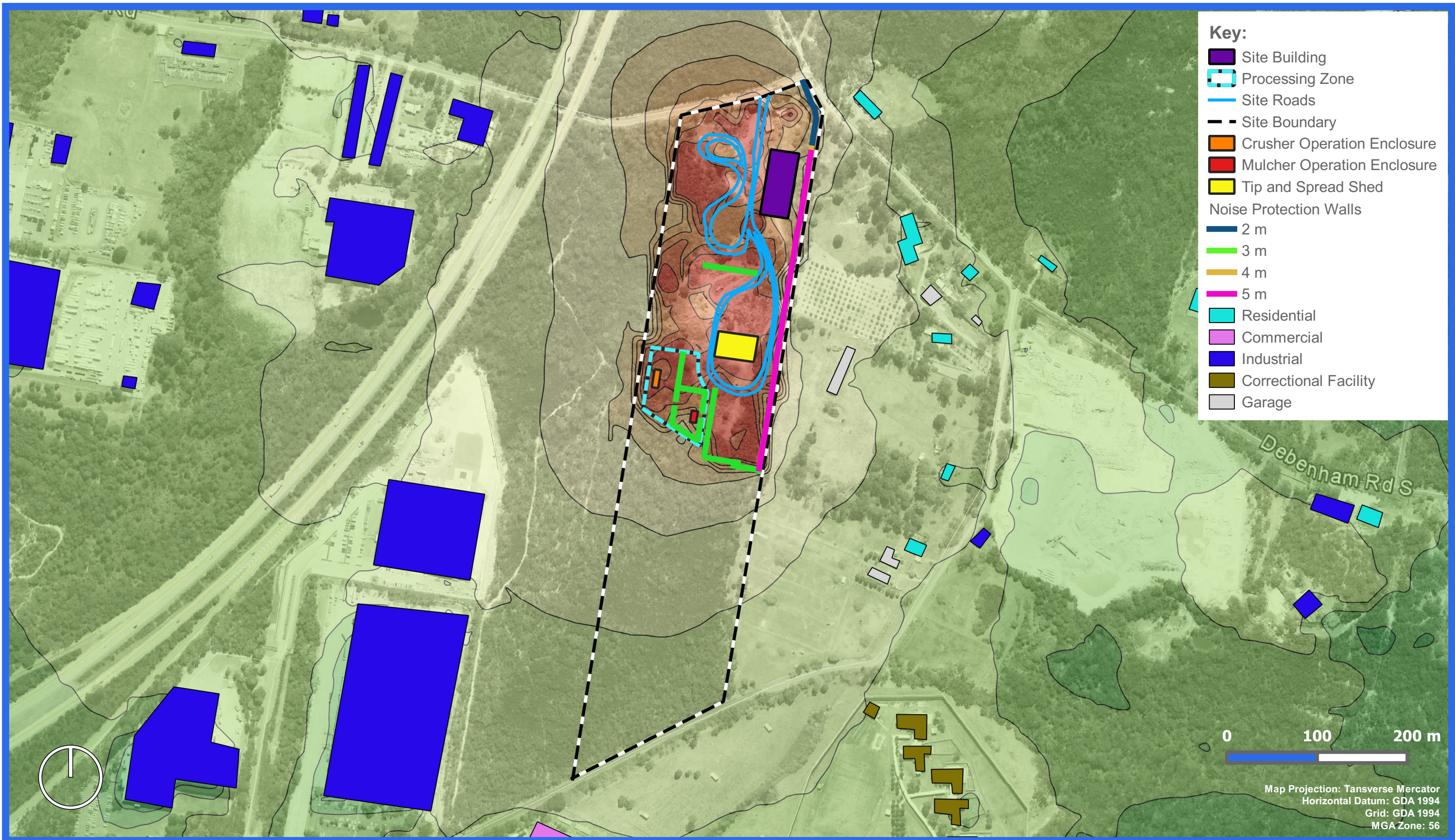
Project: Davis Earthmoving & Quarrying Pty Ltd  
Project Number: 60.00741.03  
Location: 90 Gindurra Road, Kariong, NSW 2178  
Equipment: Svan 977  
Serial Number: 45635  
Pre Calibration: 0.40 dB  
Post Calibration: 0.15 dB

Graphical Noise Logger Data  
Date: Thursday 19 October 2017

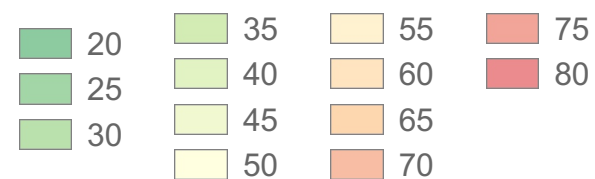




## APPENDIX B: NOISE CONTOUR MAPS



LAeq,15min (dB)

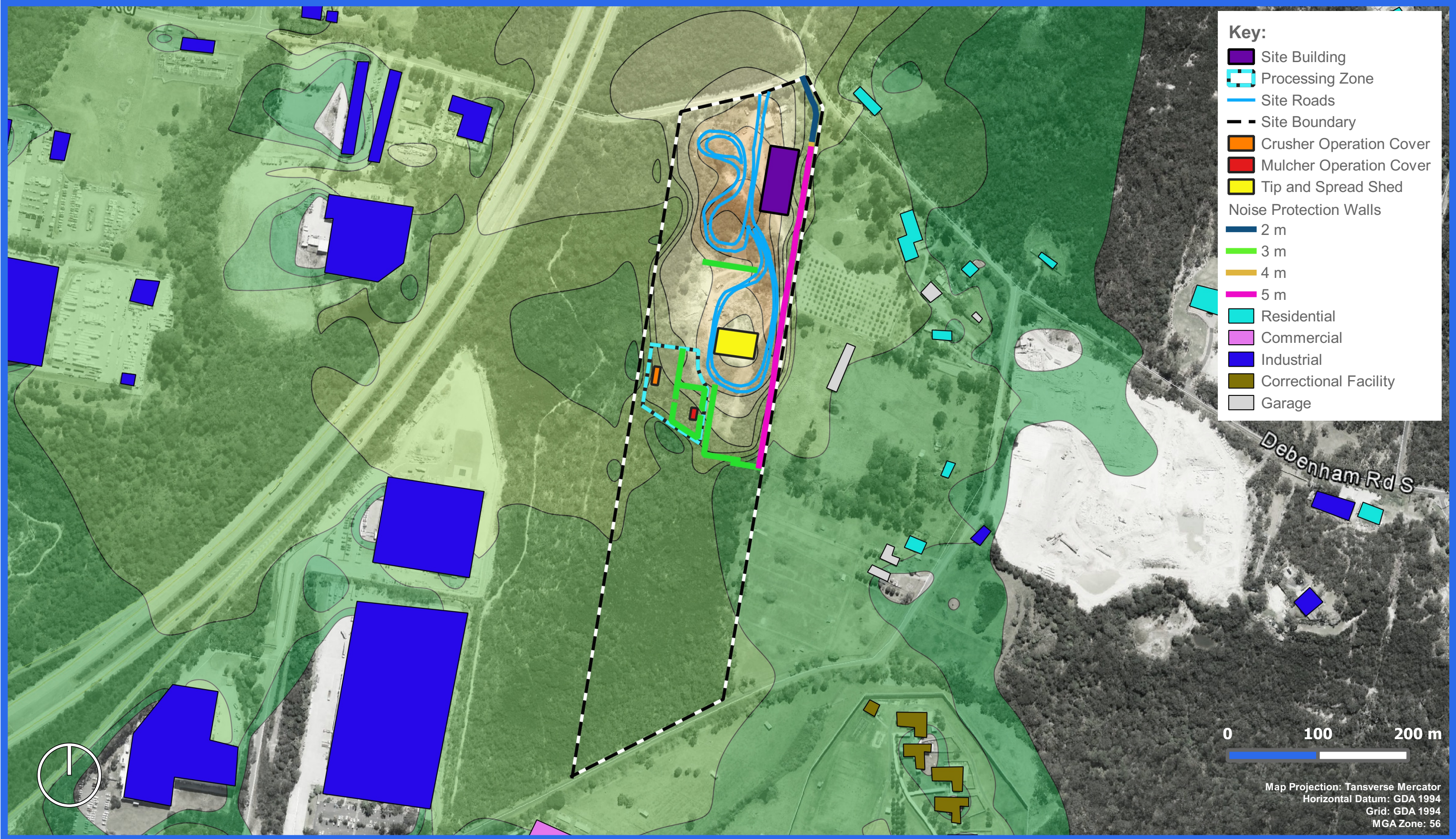


# Kariong Sand & Soil Supplies Facilities Upgrade 90 Gindurra Road, Somersby, NSW

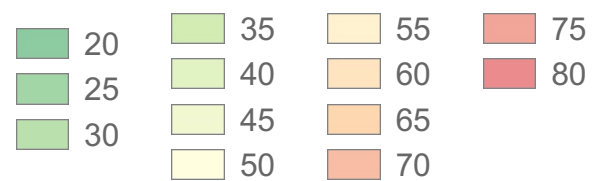
## NOISE IMPACT ASSESSMENT Operational Noise Contours Day (0700 to 1800 hrs)

**waves**  
CONSULTING

Project Number: 60.00741.05  
Date: 21 July 2021  
Revision: 02  
Prepared by: TC



LAeq,15min (dB)

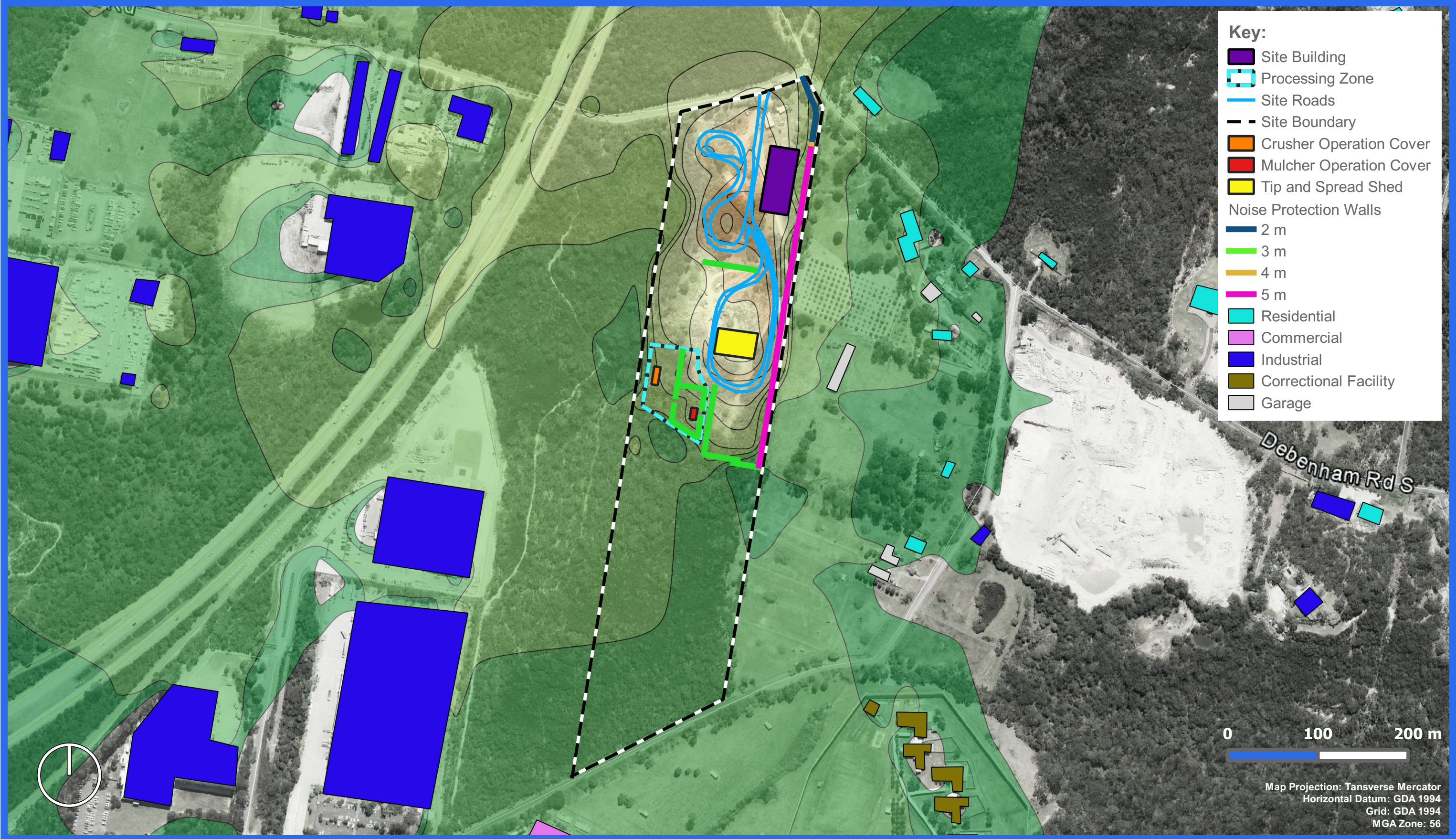


# Kariong Sand & Soil Supplies Facilities Upgrade 90 Gindurra Road, Somersby, NSW

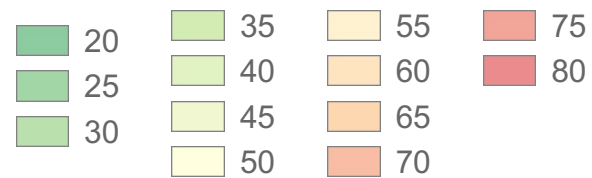
## NOISE IMPACT ASSESSMENT Operational Noise Contours Evening (1800 to 2200 hrs)

**waves**  
CONSULTING

Project Number: 60.00741.05  
Date: 31 January 2020  
Revision: 01  
Prepared by: TC



LAeq,15min (dB)

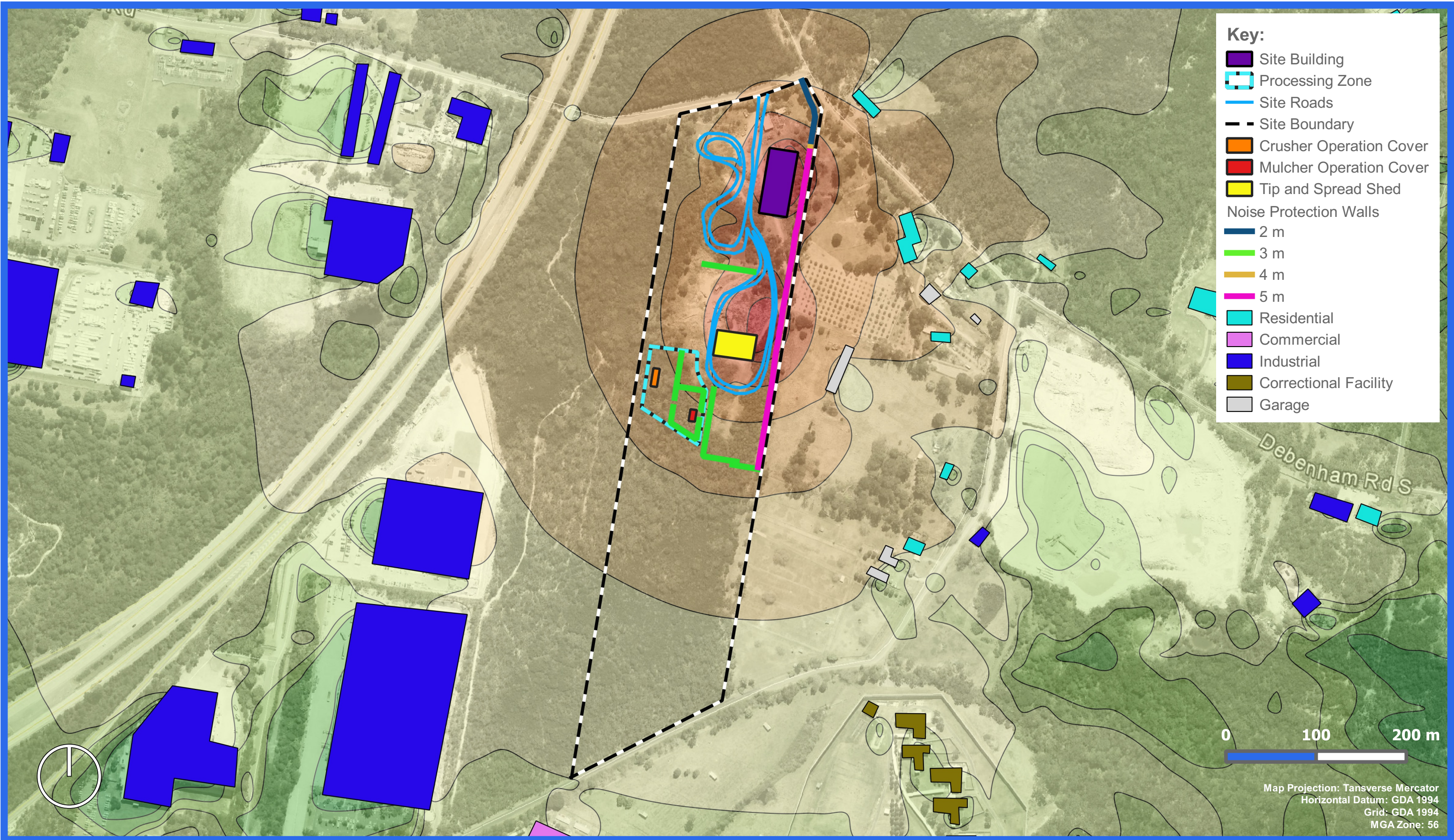


# Kariong Sand & Soil Supplies Facilities Upgrade 90 Gindurra Road, Somersby, NSW

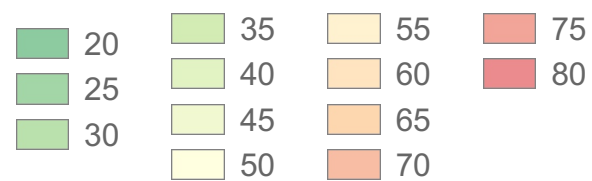
## NOISE IMPACT ASSESSMENT Operational Noise Contours Night (2200 to 0700 hrs)

**waves**  
CONSULTING

Project Number: 60.00741.05  
Date: 31 January 2020  
Revision: 01  
Prepared by: TC



LAeq,15min (dB)



**Kariong Sand & Soil Supplies Facilities Upgrade**  
90 Gindurra Road, Somersby, NSW

**NOISE IMPACT ASSESSMENT**  
**Construction Noise Contours**  
**Monday to Friday (0700 to 1800 hrs)**  
**Saturday (0800 to 1300 hrs)**

**WAVES**  
CONSULTING

Project Number: 60.00741.05  
Date: 31 January 2020  
Revision: 01  
Prepared by: TC