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ACOUSTICAL REPORT

PROPOSED INCREASED TRUCK MOVEMENTS DURING THE

NIGHT-TIME

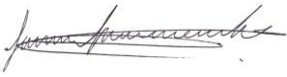
30-50 YARRAWA STREET, PRESTONS NSW

(MAINFREIGHT WAREHOUSING)

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ACOUSTICAL REPORT
PROPOSED INCREASED TRUCK MOVEMENTS DURING THE NIGHT-TIME
30-50 YARRAWA STREET, PRESTONS NSW
(MAINFREIGHT WAREHOUSING)

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1.0 INTRODUCTION

Koikas Acoustics Pty Ltd was commissioned by Mainfreight Warehousing to conduct a noise impact assessment for the application to modify the development consent (SSD-5746) for the site at 30-50 Yarrowa Street, Prestons NSW. The proposed modify the development consent (SSD-5746) consists of the following:

- Adjustment to Number of Truck Movements - Amend Condition B5A of SSD 5746 (as modified), which allows a maximum of 40 truck movements between the hours of 10:00 pm and 5:00 am for the Mainfreight SDC Mainfreight is proposing to increase the maximum 60 movements.
- Remove Requirement to Complete Annual Review - Remove Condition D5 of SSD 5746 (as modified), which requires an annual review of the environmental performance of the facility.

The proposed modification must be assessed with the noise criteria outlined in the Environment Protection License (No. 21221) issued by the NSW EPA and other relevant EPA planning guidelines.

Koikas Acoustics has determined the following acoustical components require an assessment for the S4.55:

- Operational noise emission, including a sleep disturbance assessment from the development to the surrounding premises.
- Increased road traffic along the local road.

This report presents the results and findings of an acoustical assessment for the subject proposal. In-principle acoustic treatments and noise control measures detailed within this report are deemed necessary for the development to comply with the nominated acoustical planning levels and project noise objectives.

This report should be read in conjunction with the following documentation:

- Previous EPL Noise Assessment prepared by Hibbs & Associates Pty Ltd (Reference No.: S10905-R1, Dated: 13/08/2019).
- Acoustical Certificate prepared by Koikas Acoustics (Reference: 6576C20250318jt50YarrowaStPrestons_MainfreightWarehousing, Dated: Monday, 20 April 2026).



2.0 THE PROPOSED DEVELOPMENT

The modification is for the site at No. 30-50 Yarrawa Street, Prestons NSW.

This location is situated in a primarily industrial area classified as E5 'Heavy Industrial' as per relevant land zoning maps included in the Liverpool Local Environment Plan 2008. Surrounding properties are also industrial in classification and located within E5 'Heavy Industrial'. The nearest residential premises are located over 210 metres from the subject site and are located in R2 'Low Density Residential' and R3 'Medium Density Residential'.

Prevailing ambient noise conditions on-site and in the local area are generally the result of typical environmental noise such as distant road traffic and localised industrial noise sources.

The subject site, monitoring locations and surrounding properties are identified in the aerial photograph in Figure 1.

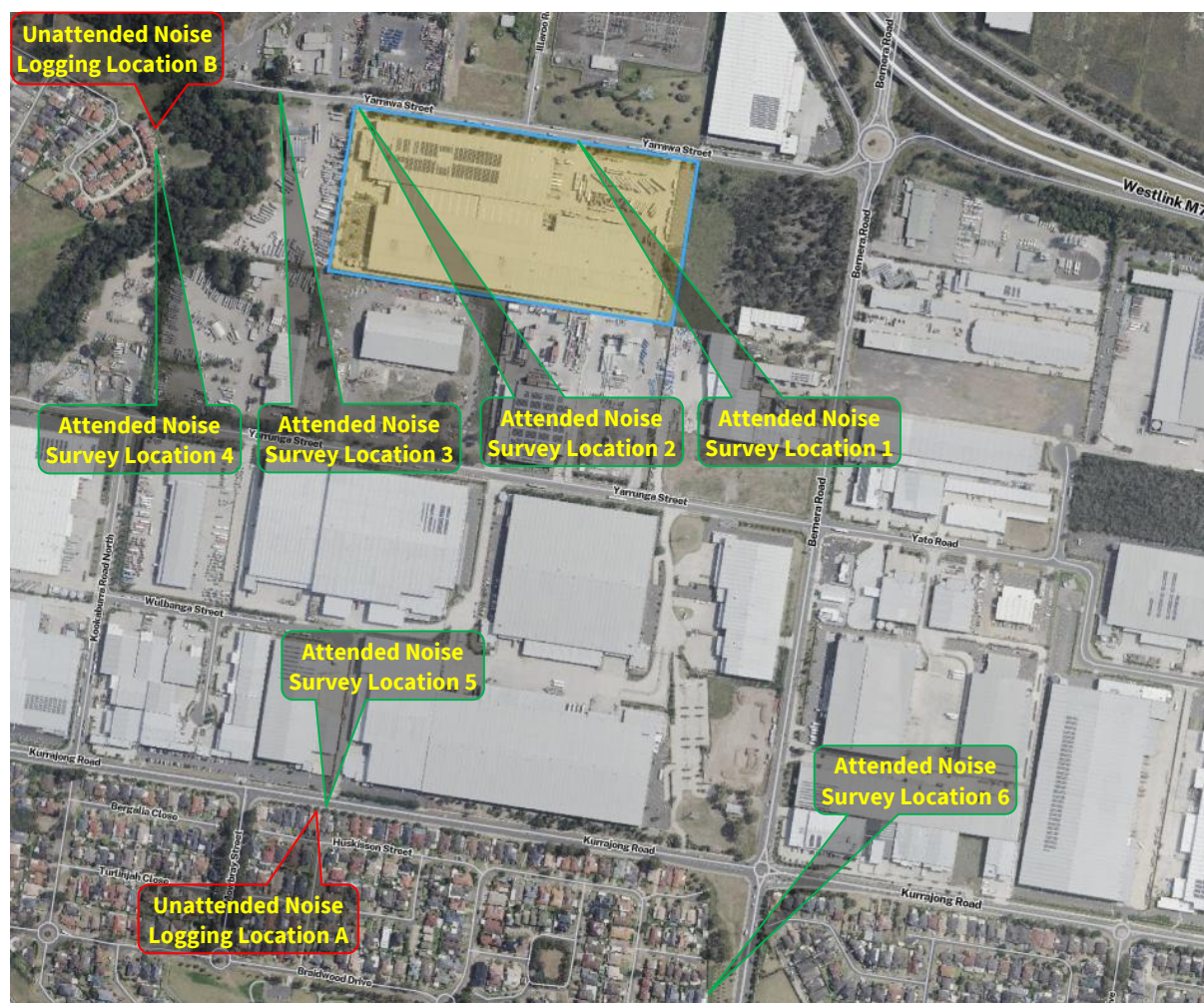


Figure 1. Aerial photo of the subject site, noise monitoring location and the surrounding area – Image from NSW Explorer

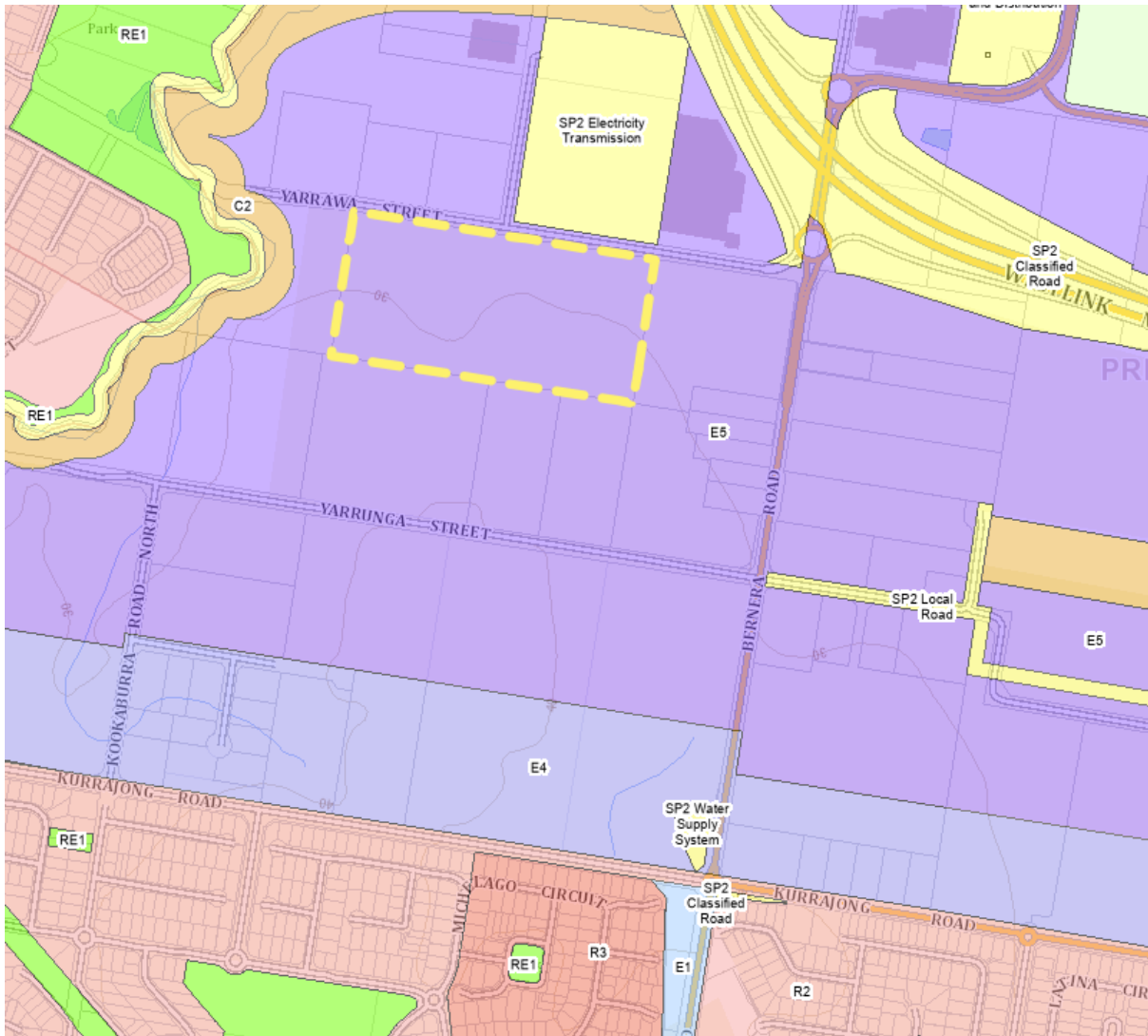


Figure 2. Subject site and the surrounding area – Image from NSW Planning Portal Spatial Viewer

As outlined in the Modification Report prepared by SLR Consultant Australia (SLR Project No.: 630.032363.00001, Dated: 27 August 2025), the following is noted:

- The geometric feature of the nominated design vehicle has not been proposed to change, with the surrounding road network being approved for 26m B-Double heavy vehicles as per the NHVR.
- The increase of heavy vehicles from 40 movements to 60 during the hours of 10:00 pm and 5:00 am will result in no impacts on the off-peak traffic period safety or operation.
- The additional 20 truck movements between 10:00 pm and 5:00 am are not additional to the previously conditioned 560 daily movement threshold, i.e. the daily limit is still 560 movements per day.
- The proposed increase to 60 truck movements between 10:00 pm and 5:00 am equates to an average of 8.6 movements per hour, compared with 5.7 movements per hour under the current approval. This represents an additional 2.9 truck movements per hour.

3.0 NOISE SURVEYS

3.1 UNATTENDED AMBIENT NOISE SURVEY

Two unattended noise logging surveys were conducted between 26th March and 1st April 2026 at the following locations:

- **Location A:** Kurrajong Road - Northern boundary of 25-29 Huskisson Street.
- **Location B:** Coffs Harbour Avenue - Eastern boundary of 42 Coffs Harbour Avenue.

The measurement microphones were set at a height of 1.5 metres above the ground and were clear of any sound-reflective surfaces (excl. the ground) by at least 3.5 metres. This satisfies the requirements for a free-field measurement under AS1055-2018 and Fact Sheet B of the NSW EPA Noise Policy for Industry. The noise logger locations are identified in **Figure 1**.

Two NSRT Noise Sentry MKIII noise loggers were used for this noise survey. The instruments were set up to measure sound pressure levels as 'A' frequency weighting and 'Fast' time response. Noise levels were saved on the quarter-hour within the logger memory.

A NATA-calibrated and certified Larson Davis CAL200 precision acoustic calibrator was used to field calibrate the sound level meter before and after the noise survey. No system drift was observed for this sound level meter.

A review of the weather records from the Bureau of Meteorology and the noise level trends observed from the survey suggests that adverse weather conditions did not influence the noise environment during the measurement period. Observable short-duration extraneous noise events were removed from the survey data. Weather records were also obtained from a weather station located approximately 10 m above the ground at 60 Glenfarne Street, Bexley. The distance from this weather station is 23.5 km to the subject site.



A summary of the noise survey data is presented below.

Table 1. Summary of noise logger results [dB]				
Location	Period, T ¹	Ambient noise level L _{Aeq}	Rating background level L _{A90}	Traffic noise level ² Max L _{Aeq, 1hr}
Location A: Kurrajong Road	Day	72	57	73
	Evening	71	53	
	Night	66	43	69
Location B: Coffs Harbour Avenue	Day	52	42	56
	Evening	57	42	
	Night	46	39	46
Notes	- The NSW EPA Noise Policy for Industry (NPfi) refers to: Daytime: 7 am – 6 pm Monday to Saturday and 8 am to 6 pm Sunday and public holidays. Evening: 6 pm – 10 pm Monday to Sunday Night: 10 pm – 7 am Monday to Saturday and 10 pm to 8 am Sunday and public holidays. - The EPA/RMS/NSW DoP refers to: Daytime: 7 am – 10 pm seven days per week. Night: 10 pm – 7 am seven days per week			

Bureau of Meteorology weather data is included in **Appendix A**. Noise logger data is included in **Appendix B**.



3.2 ATTENDED NOISE SURVEY

Attended noise surveys were conducted during the night-time period at the most-affected residential premises to identify the extent of the noise impact from the existing operations and quantify the existing traffic noise levels during the night-time period.

Noise level measurements were taken with three NATA-calibrated Type 1 NTi XL2 sound level meters. The instruments were set up to measure sound pressure levels as 'A' frequency weighting and 'Fast' time response.

Sound level measurements were taken for durations deemed sufficient to represent the underlying ambient and background noise environment without the influence of extraneous noise or noise from the subject's development.

Attended noise surveys were conducted in areas surrounding the Mainfreight Warehousing, as seen

Figure 1:

- **Location 1:** Outside Gate 3 (truck night-time entry and exit) of the subject site at No. 30-50 Yarrawa Street, Prestons.
- **Location 2:** Outside Gate 4 (not in use during the night-time) of the subject site at No. 30-50 Yarrawa Street, Prestons.
- **Location 3:** Outside Gate 4 of the Kypter Pty Ltd at No. 65 Yarrawa Street, Prestons.
- **Location 4:** Outside the eastern boundary of 48 Coffs Harbour Avenue.
- **Location 5:** Outside the northern boundary of 25 Huskisson Street fronting Kurrajong Road.
- **Location 6:** Outside the eastern boundary of 10 Dalton Place fronting Bernera Road.

The sound level meter microphones were placed 1.5 metres above the natural ground in 'free-field' conditions, ie. ≥ 3.5 metres from any reflective façade.

The following weather observations were obtained from the nearest BOM weather station at Holsworthy Aerodrome AWS (Station Number 66161) on Tuesday, 24th March 2026:

- 10 mm of rainfall (did not occur during the attended noise survey)
- Wind speed is indicated as calm and not quantified
- Minimum Temperature of 18 °C
- Relative humidity was 96 %



The following weather observations were obtained from the nearest BOM weather station at Holsworthy Aerodrome AWS (Station Number 66161) on Thursday, 2nd April 2026:

- 0 mm of rainfall
- Wind speed is indicated as calm and not quantified
- Minimum Temperature of 13 °C
- Relative humidity was 94 %

A summary of the noise survey results is provided in Table 2.

Table 2. Summary of measured attended noise levels [dB]							
Location	Start Date	Measurement period	EPA assessment period	L_{Amax}	L_{A1}	L_{Aeq}	L_{A90}
1¹	02/04/2026	10:54 pm to 11:24 pm	Night-time	86	74	62	48
2¹	02/04/2026	10:54 pm to 11:24 pm	Night-time	80	69	56	48
3^{1,2}	02/04/2026	10:54 pm to 11:24 pm	Night-time	65	57	51	50
4³	25/03/2026	2:14 am to 3:14 am	Night-time	53	47	42	38
	25/03/2026	2:47 am to 3:02 am ⁴	Night-time	46	44	40	38
5⁵	24/03/2026	11:51 pm to 12:24 am	Night-time	90	77	66	45
	24/03/2026	11:54 pm to 12:09 am ⁶	Night-time	90	78	67	46
6⁷	25/03/2026	12:34 am to 1:04 am	Night-time	95	84	72	48

The following observations were made during the noise surveys:

1. For the noise survey on 2nd April 2026 between 10:54 pm and 11:24 pm, Koikas Acoustics observed up to 4 heavy vehicles and 1 light vehicle travelling along Yarrowa Street. 1 heavy vehicle was associated with the Mainfreight Warehousing and entered through Gate 3, whereas 2 heavy vehicles entered Kypter Pty Ltd at No. 65 Yarrowa Street, Prestons and 1 heavy vehicle entered Precision Fleet Maintenance at 90 Yarrowa Street. This aligned with the Mainfreight Warehousing Geofence entry-exit report of truck movements for the site.
2. The ambient background noise level at Location 3 was dominated by a truck idling at Precision Fleet Maintenance at 90 Yarrowa Street.
3. Truck movements and industrial noise at Location 4 were associated with Kypter Pty Ltd at No. 65 Yarrowa Street, Prestons and Precision Fleet Maintenance at 90 Yarrowa Street. As per the Mainfreight Warehousing Geofence entry-exit report, there were 2 trucks arriving at the Mainfreight Warehousing and they were not audible at Location 4.
4. As per the Mainfreight Warehousing Geofence entry-exit report, the 15-minute assessable period where the 2 trucks arrived at the Mainfreight Warehousing occurred between 2:47 am to 3:02 am for the noise survey at Location 4.



5. For the noise survey at Location 5 on 24th March 2026 between 11:51 pm and 12:24 am, Koikas Acoustics observed up to 129 light vehicles and no heavy vehicles travelling along Kurrajong Road. Noise from the subject site was not audible over localised mechanical plant and industrial noise. As per the Mainfreight Warehousing Geofence entry-exit report, there were 4 trucks arriving at the Mainfreight Warehousing and were not audible at Location 5.
6. As per the Mainfreight Warehousing Geofence entry-exit report, the 15-minute assessable period where the 4 trucks arrived at the Mainfreight Warehousing occurred between 11:54 pm to 12:09 am for the noise survey at Location 5.
7. For the noise survey at Location 6 on 25th March 2026 between 12:34 am and 1:04 am, Koikas Acoustics observed up to 55 light vehicles and 43 heavy vehicles travelling along Bernera Road. Noise from the subject site was not audible over localised mechanical plant and traffic noise. As per the Mainfreight Warehousing Geofence entry-exit report, there were 4 trucks departing the Mainfreight Warehousing and were not audible at Location 6.



4.0 ACOUSTIC REQUIREMENTS

4.1 ENVIRONMENT PROTECTION LICENSE 21221

The relevant acoustic requirements have been extracted from the Environment Protection License (No. 21221) issued by the NSW EPA.

P1.2 The following points referred to in the table below are identified in this licence for the purposes of weather and/or noise monitoring and/or setting limits for the emission of noise from the premises.			
Noise/Weather			
EPA identification no.	Type of monitoring point	Location description	
1	Noise monitoring	Michelago Circuit at 22 Michelago Circuit, Prestons NSW	
2	Noise monitoring	Coffs Harbour Avenue at 23 Coffs Harbour Ave, Hoxton Park NSW	

L2 Noise limits			
L2.1 Noise generated at the premises that is measured at each noise monitoring point established under this licence must not exceed the noise levels specified in Column 4 of the table below for that point during the corresponding time periods specified in Column 1 when measured using the corresponding measurement parameters listed in Column 2.			
POINT 1			
Time period	Measurement parameter	Measurement frequency	Noise level dB(A)
Day, Evening, Night	LAeq (15 minute)	-	37
Night	Night-LA1 (1 minute)	-	45
POINT 2			
Time period	Measurement parameter	Measurement frequency	Noise level dB(A)
Day, Evening, Night	LAeq (15 minute)	-	39
Night	Night-LA1 (1 minute)	-	45

L2.2 For the purpose of the above table: a) 'Day' is defined as the period from 7am to 6pm Monday to Saturday and 8am to 6pm Sunday and Public Holidays. b) 'Evening' is defined as the period from 6pm to 10pm Monday to Sunday. c) 'Night' is defined as the period from 10pm to 7am Monday to Saturday and 10pm to 8am Sunday and Public Holidays.			
L2.3 Noise from the premises must not exceed the noise emission criterion specified in L2.1 at any residential or other sensitive receptors not associated with the activities except as expressly provided by this licence.			
L2.4 To determine compliance with condition L2.1 noise must be measured at, or computed for, EPA identification Points 1 and 2 as specified in condition P1.2. A modifying factor correction must be applied for tonal, impulsive or intermittent noise in accordance with the NSW Industrial Noise Policy.			
L2.5 The noise emission limits identified in this licence apply under all meteorological conditions except for any of the following: a) Wind speeds greater than 3m/s at 10 metres above ground level; or b) Stability category F temperature inversion conditions and wind speeds greater than 2 m/s at 10 metres above ground level; or c) Stability category G temperature inversion conditions.			



Given that the modification is only proposing to increase truck movements and there are no changes to the operations, the maximum noise level ($L_{A1,1\text{-minute}}$) from the Mainfreight Warehousing during the nighttime is not expected to change, and therefore, no further consideration is warranted. This report assesses the average noise level ($L_{Aeq,15\text{-minutes}}$) from the proposed increased truck movements during the night-time to the surrounding residential premises.

4.2 SLEEP DISTURBANCE/AROUSAL

The potential for noise-induced sleep disturbance should be considered where a noise source or activity from a particular development occurs before 7 am (Monday to Saturday) or 8 am (Sundays or public holidays) and/or after 10 pm (Monday to Sunday). The process followed by Koikas Acoustics when determining the potential for sleep disturbance is:

1. Conduct a screening assessment that identifies the potential for sleep disturbance impacts as per:
 - a. Section 2.5 of the NSW EPA Noise Policy for Industry (NPfI) 'Maximum noise level event assessment' and/or
 - b. Section 2.2.4 of the NSW EPA Noise Guide for Local Government (NGLG) 'Assessment of sleep disturbance'
2. Where the screening assessment identifies a potential for sleep disturbance, a further and more rigorous analysis of the maximum noise levels attributed to the noise source or activity under assessment is prepared. This detailed assessment would:
 - a. Compare the maximum noise levels and the number of maximum noise events from the subject source or activity to that of typical ambient maximum noise events in the local area such as from passing traffic etc.
 - b. Assess the maximum event noise level inside an affected residence and compare this to further guidance on sleep disturbance impacts presented in the NSW EPA Road Noise Policy (RNP).
3. Present a final opinion on the potential for sleep disturbance and/or the need for any specific noise mitigation and/or management.



For reference, the NPfl and NGLG screening levels and RNP internal maximum noise levels are presented below.

Table 3. Sleep disturbance assessment levels			
Description	Assessment period	L_{Aeq} noise level	L_{Amax} noise level
Screening assessment ‘a’ NSW EPA Noise Policy for Industry (2017)	Night only 10 pm to 7 am (Mon-Sat) 10 pm to 8 am (Sun & pub hols)	L _{Aeq} 15 mins ≤ 40 dB or the RBL + 5, whichever is the greater	L _{Amax} outdoors ≤ 52 dB or the RBL + 15, whichever is the greater
Screening assessment ‘b’ NSW EPA Noise Guide for Local Government (2013)	Night only 10 pm to 7 am (Mon-Sat) 10 pm to 8 am (Sun & pub hols)	n/a	L _{Amax} outdoors ≤ RBL + 15 (L _{A1,1 minute} may also be used where appropriate)
Internal L_{Amax} assessment NSW EPA Road Noise Policy (2013)	Night only 10 pm to 7 am (Mon-Sat) 10 pm to 8 am (Sun & pub hols)	n/a	L _{Amax} indoors ≤ 50-55 dB is “unlikely to cause awakenings”

It is also important to recognise that the point at which noise causes sleep disturbance is currently not well known and that the EPA advises that “more research is needed to better understand this relationship”. Therefore, the above should be used as a guide only and applied with caution on a case-by-case basis.

Given that the modification is only proposing to increase truck movements and there are no changes to the operations, the maximum noise levels (L_{Amax} and L_{A1,1-minute}) from the Mainfreight Warehousing during the night-time are not expected to change, and therefore, no further consideration is warranted.

Furthermore, based on the current long-term ambient noise surveys, the adopted sleep disturbance noise limits are less stringent than the Environment Protection License (No. 21221). Therefore, provided compliance can be achieved with noise limits outlined in the Environment Protection License (No. 21221), sleep disturbance is unlikely to occur.

4.3 EPA ROAD NOISE POLICY

Traffic-generating developments will introduce additional vehicles onto the local road network. The noise that is associated with these additional vehicles forms part of the acoustical assessment of the proposed development.

The document entitled “NSW Road Noise Policy” has replaced the “Environmental Criteria for Road Traffic Noise” (ECRTN) for assessment procedures and criteria for traffic noise and effective from 1st of July 2011.



The EPA RNP recommends that traffic noise levels should not exceed $L_{Aeq, 1\text{-hour}}$ 55 dB during daytime hours (7 am to 10 pm) at an assessment location of (one) 1 metre from the façade of an affected residential building and at a height of 1.5 metres above the ground. Outside of daytime hours, the objective becomes $L_{Aeq, 1\text{-hour}}$ 50 dB.

An extract of Table 3 and Table 6 of NSW Road Noise Policy from Environmental Climate Change & Water (ECCW) is provided below:

Table 3 Road traffic noise assessment criteria for residential land uses			
Road category	Type of project/land use	Assessment criteria – dB(A)	
		Day (7 a.m.–10 p.m.)	Night (10 p.m.–7 a.m.)
Freeway/ arterial/ sub-arterial roads	1. Existing residences affected by noise from new freeway/arterial/sub-arterial road corridors	$L_{Aeq, (15 \text{ hour})}$ 55 (external)	$L_{Aeq, (9 \text{ hour})}$ 50 (external)
	2. Existing residences affected by noise from redevelopment of existing freeway/arterial/sub-arterial roads	$L_{Aeq, (15 \text{ hour})}$ 60 (external)	$L_{Aeq, (9 \text{ hour})}$ 55 (external)
	3. Existing residences affected by additional traffic on existing freeways/arterial/sub-arterial roads generated by land use developments		
Local roads	4. Existing residences affected by noise from new local road corridors	$L_{Aeq, (1 \text{ hour})}$ 55 (external)	$L_{Aeq, (1 \text{ hour})}$ 50 (external)
	5. Existing residences affected by noise from redevelopment of existing local roads		
	6. Existing residences affected by additional traffic on existing local roads generated by land use developments		
Note: Land use developers must meet internal noise goals in the Infrastructure SEPP (Department of Planning NSW 2007) for sensitive developments near busy roads (see Appendix C10).			

Figure 4. Table 3 of NSW Road Noise Policy from Environmental Climate Change & Water (ECCW)

In this case, type 6 of the above for local roads will be applicable.

Furthermore, Section 3.4 of NSW Road Noise Policy states the following:

3.4 Applying the assessment and relative increase criteria

The process for applying the criteria involves firstly defining a study area. This helps ensure that noise is assessed and any necessary mitigation applied at those locations most affected. The *UK Design Manual for Roads and Bridges* (United Kingdom Highways Agency 2008) adopts a distance of 600 metres from a project as being adequate for this purpose.

Where existing traffic noise levels are above the noise assessment criteria, the primary objective is to reduce these through feasible and reasonable measures to meet the assessment criteria. A secondary objective is to protect against excessive decreases in amenity as the result of a project by applying the relative increase criteria.

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.

Section 3.4.1 provides a step-by-step procedure for applying the noise criteria to each type of project and development covered by the RNP.

Figure 5. Table 6 of NSW Road Noise Policy from Environmental Climate Change & Water (ECCW)

Where the existing traffic noise levels are above the NSW Road Noise Policy (ECCW) assessment criteria, the increase in traffic noise levels due to the proposed development is not to exceed **2 dB**.

5.0 NOISE ASSESSMENT

5.1 OPERATIONAL NOISE

The modification is proposing to increase heavy vehicles from 40 movements (5.7 movements per hour) to 60 (8.6 movements per hour) during the hours of 10:00 pm and 5:00 am. This is equivalent to 1.4 movements in a 15-minute period for the approved capacity and 2.15 movements in a 15-minute period for the proposed increase.

Based on site observations/restrictions and the Mainfreight Warehousing Geofence entry-exit report, the site may cater for up to 4 heavy vehicles in a 15-minute period during the night-time, as observed between 11:54 pm to 12:09 am.

This is consistent with the modelling in the approved EPL Noise Assessment (Reference No.: S10905-R1) prepared by Hibbs & Associates Pty Ltd, where as a worst-case scenario, they considered 4 trucks arriving/departing in one 15-minute period from 6 am. The noise modelling predicted the calculated noise level to be 9 dB for the residents along Kurrajong Road and 19 dB for the residents along Coffs Harbour Avenue, within the allowable noise limits of the Environment Protection License (No. 21221).

The increase in capacity is not expected to increase the capacity of the worst-case 15-minute period that has been considered in the approved report, rather the frequency of worst-case 15-minute periods is likely to increase throughout the night-time period. Nevertheless, based on the noise modelling in the approved EPL Noise Assessment (Reference No.: S10905-R1) prepared by Hibbs & Associates Pty Ltd, and a 2 dB for the 50% increase in capacity, the predicted noise level is expected to be 11 dB for the residents along Kurrajong Road and 21 dB for the residents along Coffs Harbour Avenue, well within the allowable noise limits of the Environment Protection License (No. 21221).

As discussed in Section 3.2 of this report, the measured noise level at the most-affected residential premises along Coffs Harbour Avenue is $L_{Aeq,15-minutes}$ 40 dB for the assessable period where the 2 trucks arrived at the Mainfreight Warehousing occurred between 2:47 am and 3:02 am (Location 4). Given the truck movements were inaudible over the ambient background noise level ($L_{A90,15-minutes}$ 38 dB) and inaudibility is generally 5-8 dB below the ambient background noise level, the contribution of the Mainfreight Warehousing is expected to be $L_{Aeq,15-minutes} < 33$ dB. There is a 3 dB correction, increasing the truck movements from 2 trucks to 4 trucks, therefore, the noise impact from the



Mainfreight Warehousing is expected to be $L_{Aeq,15\text{-minutes}} < 36$ dB and within the allowable noise limits of the Environment Protection License (No. 21221).

As discussed in Section 3.2 of this report, the measured noise level at the most-affected residential premises along Kurrajong Road is $L_{Aeq,15\text{-minutes}}$ 67 dB for the assessable period where the 4 trucks arrived at the Mainfreight Warehousing occurred between 11:51 pm and 12:24 am at Location 5. The truck and operational noise from the Mainfreight Warehousing was inaudible over the ambient background noise level of $L_{A90,15\text{-minutes}}$ 46 dB. The ambient background noise level is dominated by localised plant from the surrounding industrial premises and is typically consistent throughout all periods of the day, as observed in the unattended noise survey conducted at Location A.

5.2 ROAD TRAFFIC NOISE INCREASE

Increased traffic noise on the local roads from the additional night-time movements have been considered to the most affected residential premises. All trucks enter Yarrawa Street via Bernera Road or the M7. Koikas Acoustics has considered the increased traffic movements along Yarrawa Street to the most affected residential premise at Coffs Harbour Avenue and along Bernera Road to the most affected residential premise at Dalton Place.

As discussed in Section 2.0 of this report, the proposed increase to 60 truck movements during the night-time equates to an average 8.6 movements per hour, compared with the 5.7 movements per hour under the current approval.

5.2.1 Coffs Harbour Avenue

As per the attended noise survey at Location 4 (Coffs Harbour Avenue), the measured noise level was $L_{Aeq,1\text{-hour}}$ 42 dB, which included 2 trucks arriving at the Mainfreight Warehousing that were not audible. As a worst-case scenario, assuming all traffic noise along Yarrawa Street is associated with Mainfreight Warehousing, the correction from 2 truck movements to the proposed 9 movements per hour is a 7 dB increase. The calculated noise level at Coffs Harbour Avenue is $L_{Aeq,1\text{-hour}}$ 49 dB and is within the EPA's Road Noise Policy recommended traffic noise level of $L_{Aeq,1\text{-hour}}$ 50 dB.

Furthermore, based on the Max $L_{Aeq,1\text{-hour}}$ 46 dB measured at Location B during the night-time period, the correction from the existing 6 vehicles per hour to the proposed 9 vehicles per hour is a 2 dB. The calculated noise level at Coffs Harbour Avenue is Max $L_{Aeq,1\text{-hour}}$ 48 dB and is within the EPA's Road Noise Policy recommended traffic noise level of $L_{Aeq,1\text{-hour}}$ 50 dB.



The actual noise level from the increased traffic along Yarrawa Street is expected to be lower on account of the measured noise level being dominated by localised environmental noise and traffic noise along other roads, and the shielding effects from the boundary fence.

5.2.2 Bernera Road

As per the attended noise survey at Location 6 (Bernera Road), the measured noise level was $L_{Aeq,1\text{-hour}}$ 72 dB, which included 55 light vehicles and 43 heavy vehicles travelling along Bernera Road, whilst 4 trucks were departing the Mainfreight Warehousing. As a worst-case scenario, assuming all additional traffic will utilise Bernera Road, the correction for an additional 5 trucks/heavy vehicles per hour (total 9 per hour for Mainfreight Warehousing) to a total of 48 trucks/heavy vehicles per hour along Bernera Road is a 0.5 dB increase. The calculated noise level at Coffs Harbour Avenue is $L_{Aeq,1\text{-hour}}$ 73 dB and is within the EPA's Road Noise Policy allowable 2 dB increase.



6.0 CONCLUSION

Koikas Acoustics Pty Ltd was commissioned by Mainfreight Warehousing to conduct a noise impact assessment for the application to modify the development consent (SSD-5746) for the site at 30-50 Yarrowa Street, Prestons NSW.

The assessment considers potential noise impacts on surrounding residents such that acceptable acoustic amenity is maintained.

Acoustic planning levels have been referenced from the Environment Protection License (No. 21221) issued by the NSW EPA and other relevant EPA planning guidelines.

The noise assessment is based on site measurements conducted by Koikas Acoustics and operational details as outlined in the Modification Report prepared by SLR Consultant Australia (SLR Project No.: 630.032363.00001, Dated: 27 August 2025).

The conclusions reached in this acoustical report should assist the Council in making its determination of the proposal.

Of the assessed components of noise, the following conclusions have been reached:

- Operational noise from the increased night-time movements is expected to comply with the adopted noise limits, and sleep disturbance is unlikely to occur.
- The site is not expected to generate significant traffic, and increased local road traffic noise is expected to be negligible and within the EPA's Road Noise Policy noise limits.

In our professional opinion, there is sufficient scope within the proposed building design to achieve the applied acoustic planning guidelines.



APPENDIX A

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APPENDIX A

Daily Rainfall (millimetres)

HOLSWORTHY AERODROME AWS

Station Number: 066161 · State: NSW · Opened: 2012 · Status: Open · Latitude: 33.99°S · Longitude: 150.95°E · Elevation: 68 m

2026	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1st	0	0.4	1.4	0								
2nd	0	5.2	0	0								
3rd	0.2	0.2	4.2	0								
4th	0.4	0.6	0.2	0.2								
5th	0.4	0	19.0	13.2								
6th	0.6	0	0	0.2								
7th	0.4	0	0	0.4								
8th	0	0.6	1.8	0								
9th	0	7.4	11.2	0								
10th	0	2.2	0.6	0								
11th	0	0.6	0	0								
12th	1.4	0	0	0								
13th	0.6	0.8	0	0								
14th	0	2.8	0	0								
15th	0.4	0.2	0	0								
16th	0	1.0	0	0								
17th	0	0	0	0								
18th		0	0	0								
19th	0.2	5.0	0.2	0								
20th	0.2	0.2	10.8	0								
21st	0.8	0	0									
22nd	0	0	2.4									
23rd	0	1.0	2.8									
24th	0	0	10.4									
25th	0	0	0									
26th	0	7.0	0									
27th	0	61.4	11.6									
28th	0	1.8	5.8									
29th	0		0									
30th	0		0									
31st	0		0									
Highest daily	1.4	61.4	19.0	13.2								
Monthly Total		98.4	82.4									

↓ This day is part of an accumulated total

Quality control: 12.3 Done & acceptable, 12.3 Not completed or unknown

Product code: IDCJAC0009 reference: 0129848024



Australian Government
Bureau of Meteorology

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Daily Rainfall (millimetres)

HOLSWORTHY AERODROME AWS

Station Number: 066161 · State: NSW · Opened: 2012 · Status: Open · Latitude: 33.99°S · Longitude: 150.95°E · Elevation: 68 m

Statistics for this station calculated over all years of data

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Highest daily	113.0	183.2	98.0	112.2	81.8	130.4	167.4	44.8	63.8	43.8	33.0	58.0
Date of highest daily	29th 2013	10th 2020	8th 2022	6th 2024	23rd 2025	5th 2016	3rd 2022	10th 2020	11th 2025	9th 2022	14th 2022	14th 2018

- 1) Calculation of statistics
- Summary statistics, other than the Highest and Lowest values, are only calculated if there are at least 20 years of data available.
- 2) Gaps and missing data
- Gaps may be caused by a damaged instrument, a temporary change to the site operation, or due to the absence or illness of an observer.
- 3) Further information
- <http://www.bom.gov.au/climate/cdo/about/about-rain-data.shtml>.

APPENDIX B

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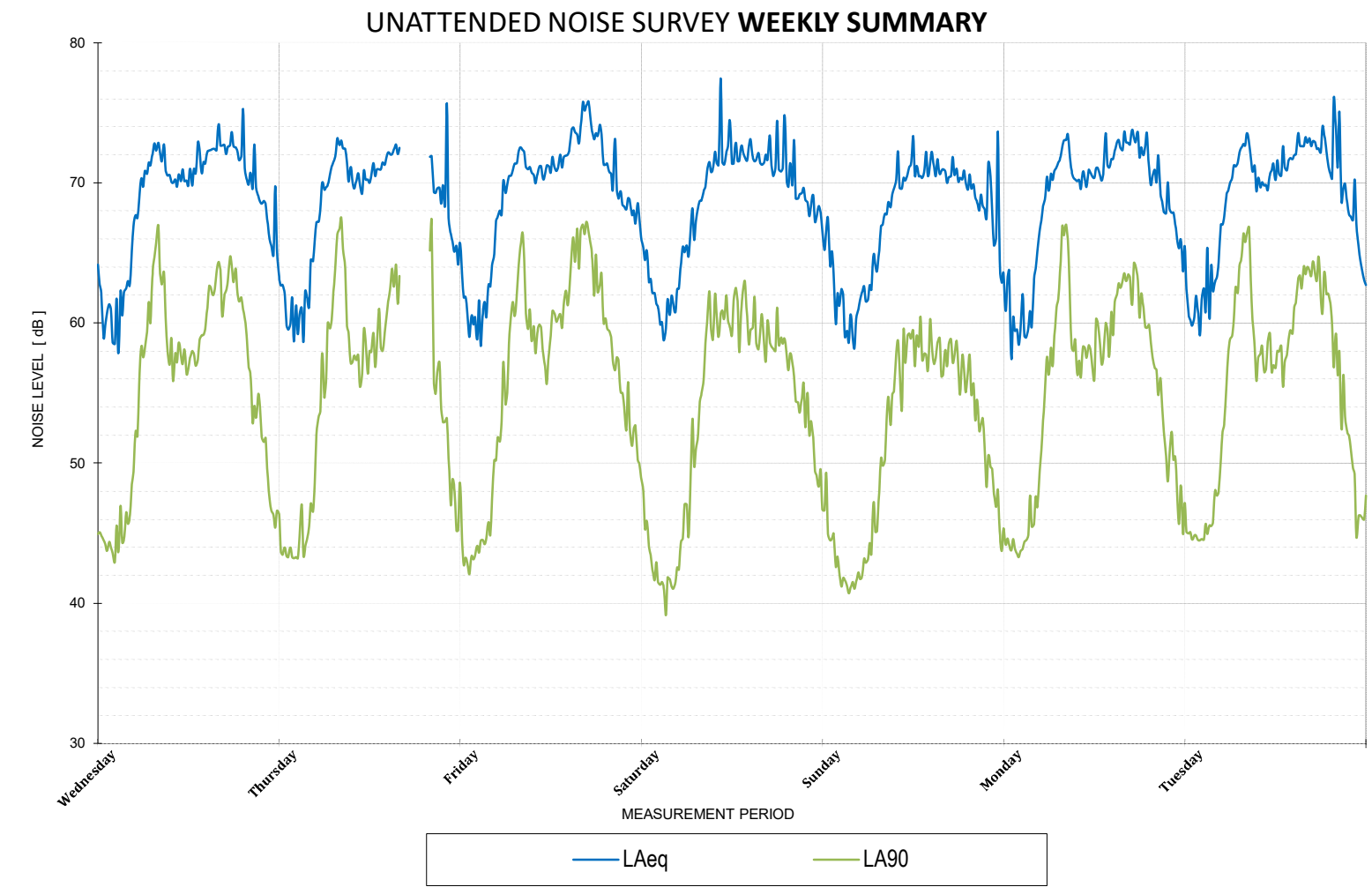
B

APPENDIX B

WEEKLY SUMMARY

LOGGER LOCATION: Kurrajong Road

PERIOD: 25 to 31 March 2026



Sundays and Public Holidays the hours change to 0800

SUMMARY OF AMBIENT LEVELS

	LA90 Daytime	LA90 Evening	LA90 Night-time
Day 1	57	53	44
Day 2	57	54	43
Day 3	58	55	43
Day 4	55	54	41
Day 5	54	52	41
Day 6	57	51	44
Day 7	57	52	45
RBL	57	53	43

	LAeq Daytime	LAeq Evening	LAeq Night-time
Day 1	72	71	66
Day 2	71	70	66
Day 3	72	71	67
Day 4	72	71	65
Day 5	71	69	65
Day 6	72	71	67
Day 7	72	72	66
Average	72	71	66

SUMMARY OF TRAFFIC LEVELS

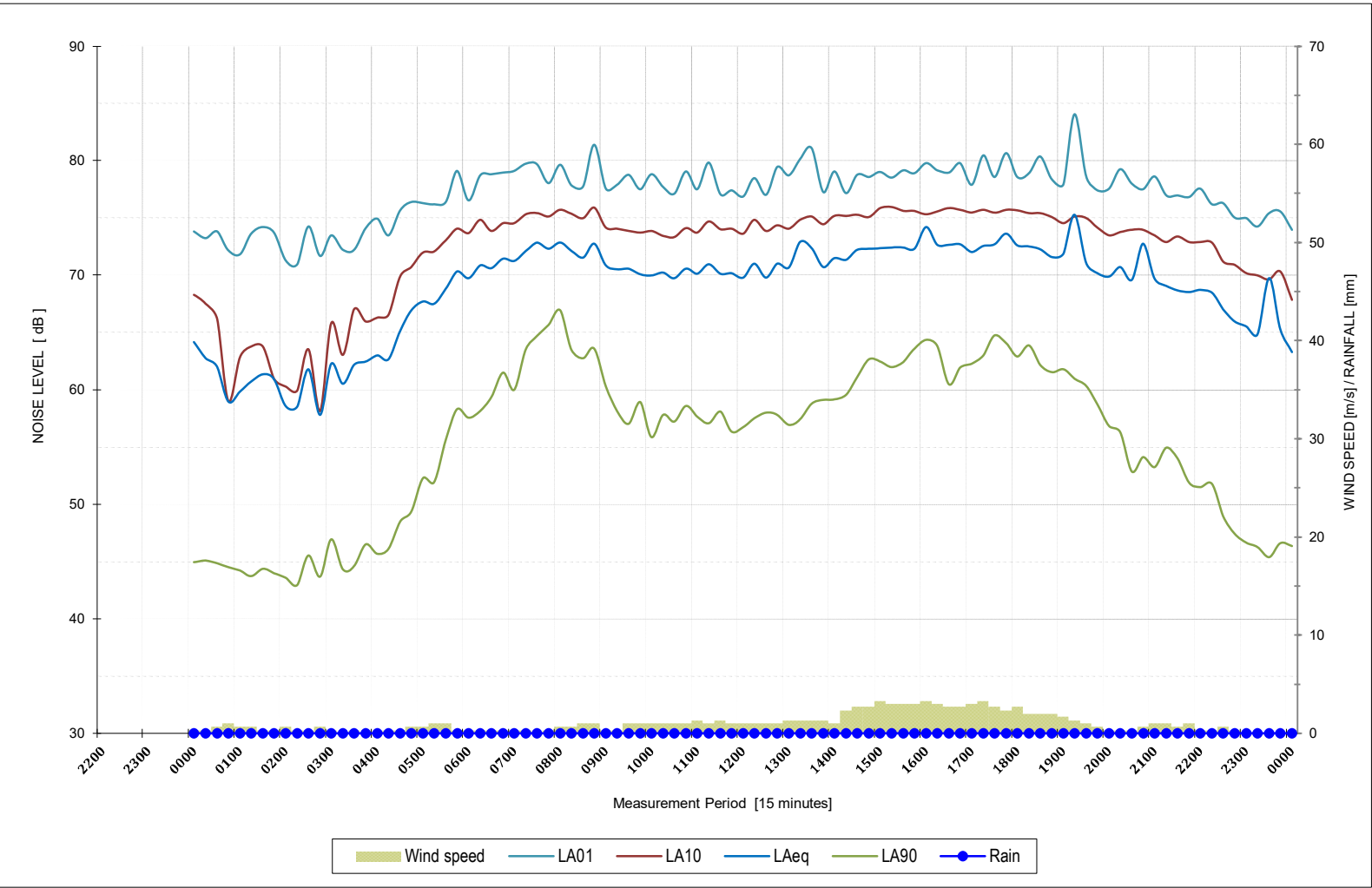
LAeq 15 hrs	0700-2200	72	dB
LAeq 9 hrs	2200-0700	66	dB
Max LAeq 1 hr	0700-2200	73	dB
Max LAeq 1 hr	2200-0700	69	dB

Maximum noise events as defined in the Environmental Noise Management Manual 7 day average - [L _{Amax} - L _{Aeq} ≥ 15]	26
---	----

DAY 1

LOGGER LOCATION: Kurrajong Road

DATE: Wednesday, 25 March 2026



AMBIENT NOISE METRICS

Descriptor	Period	Level	Units
LA90 Daytime	0700-1800	57	dB
LA90 Evening	1800-2200	53	dB
LA90 Night-time	2200-0700	44	dB
LAeq Daytime	0700-1800	72	dB
LAeq Evening	1800-2200	71	dB
LAeq Night-time	2200-0700	66	dB

TRAFFIC & MISC. NOISE METRICS

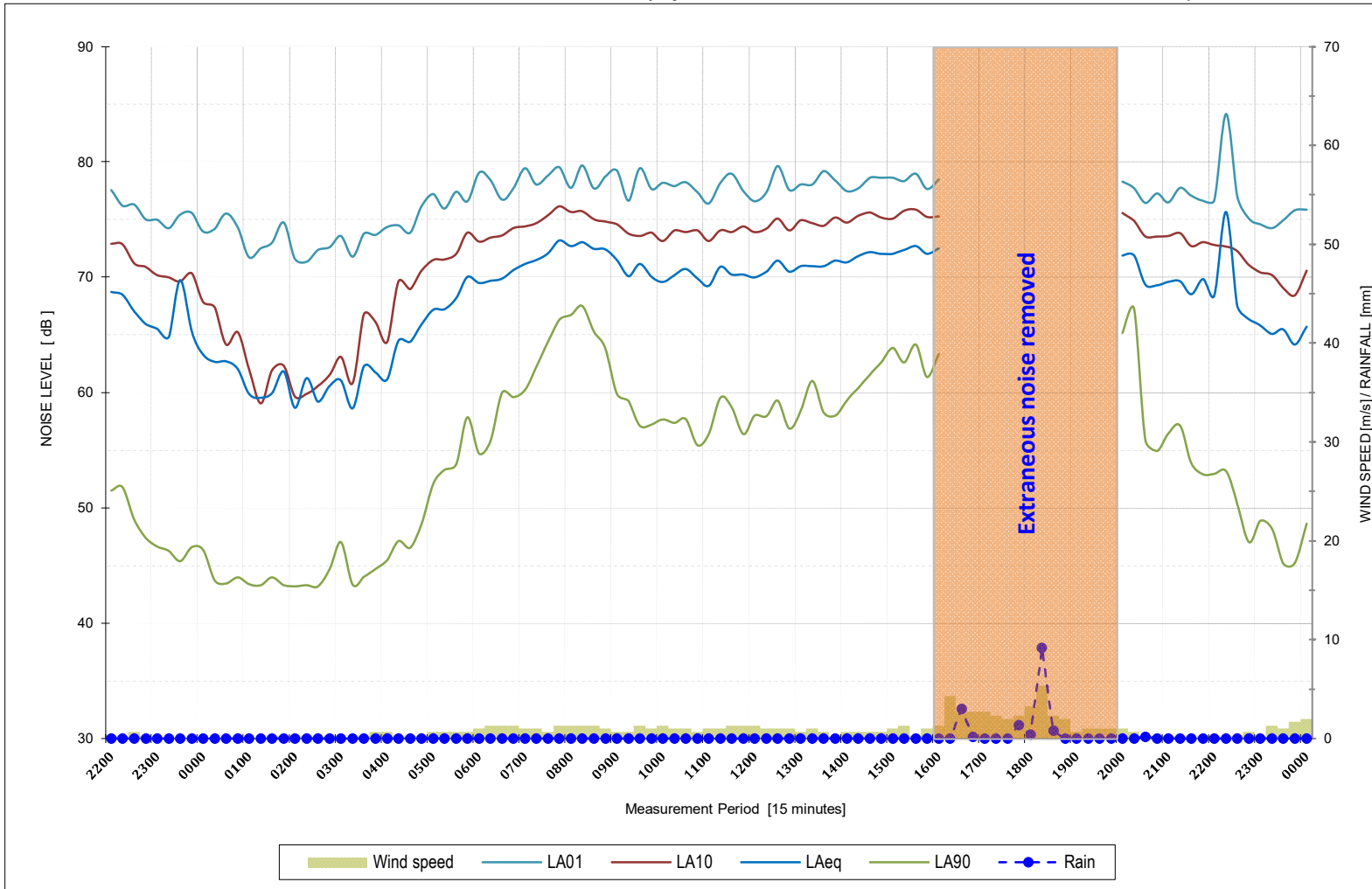
LAeq 15 hours	0700-2200	72	dB
LAeq 9 hours	2200-0700	66	dB
Max LAeq 1 hour	0700-2200	73	dB
Max LAeq 1 hour	2200-0700	69	dB

Maximum noise events as defined in the Environmental Noise Management Manual [$L_{Amax} - L_{Aeq} \geq 15$]	25
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DAY 2

LOGGER LOCATION: Kurrajong Road

DATE: Thursday, 26 March 2026

**AMBIENT NOISE METRICS**

Descriptor	Period	Level	Units
LA90 Daytime	0700-1800	57	dB
LA90 Evening	1800-2200	54	dB
LA90 Night-time	2200-0700	43	dB
LAeq Daytime	0700-1800	71	dB
LAeq Evening	1800-2200	70	dB
LAeq Night-time	2200-0700	66	dB

TRAFFIC & MISC. NOISE METRICS

LAeq 15 hours	0700-2200	71	dB
LAeq 9 hours	2200-0700	66	dB
Max LAeq 1 hour	0700-2200	72	dB
Max LAeq 1 hour	2200-0700	69	dB

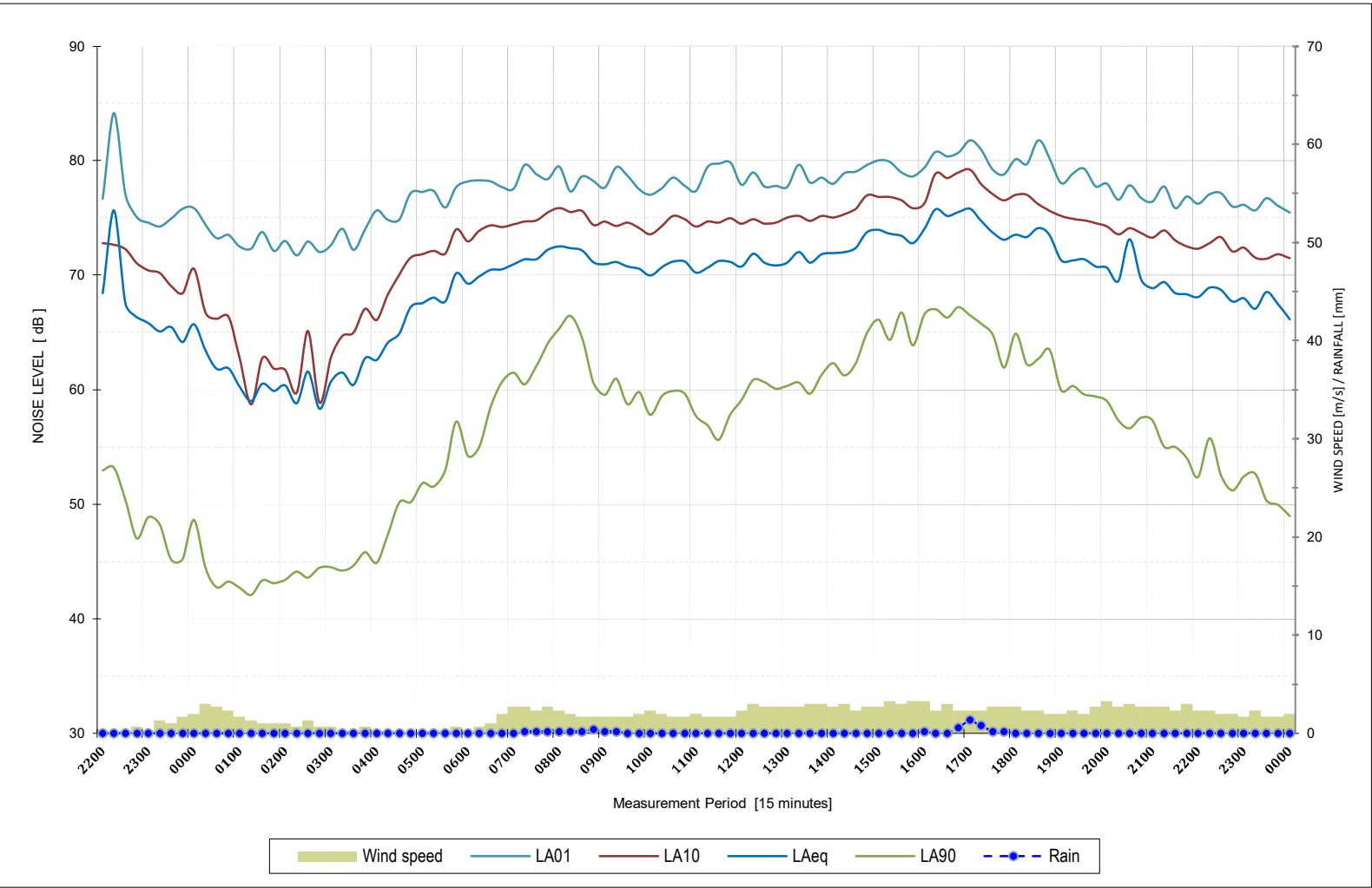
Maximum noise events as defined
in the Environmental Noise
Management Manual [$L_{Amax} - L_{Aeq} \geq 15$]

24

DAY 3

LOGGER LOCATION: Kurrajong Road

DATE: Friday, 27 March 2026



AMBIENT NOISE METRICS

Descriptor	Period	Level	Units
LA90 Daytime	0700-1800	58	dB
LA90 Evening	1800-2200	55	dB
LA90 Night-time	2200-0700	43	dB
LAeq Daytime	0700-1800	72	dB
LAeq Evening	1800-2200	71	dB
LAeq Night-time	2200-0700	67	dB

TRAFFIC & MISC. NOISE METRICS

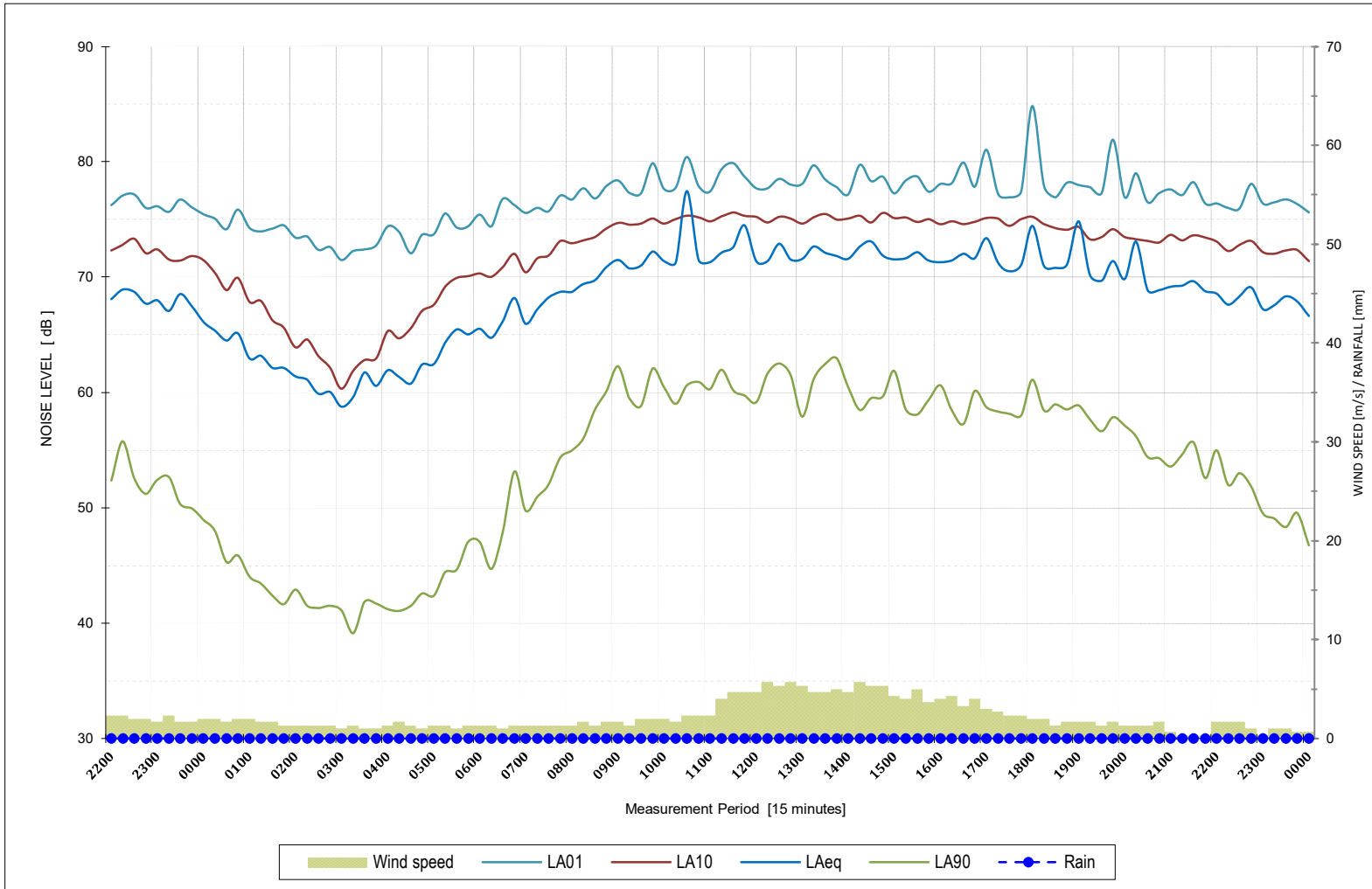
LAeq 15 hours	0700-2200	72	dB
LAeq 9 hours	2200-0700	67	dB
Max LAeq 1 hour	0700-2200	74	dB
Max LAeq 1 hour	2200-0700	70	dB

Maximum noise events as defined in the Environmental Noise Management Manual [L _{Amax} - L _{Aeq} ≥ 15]	27
--	----

DAY 4

LOGGER LOCATION: Kurrajong Road

DATE: Saturday, 28 March 2026

**AMBIENT NOISE METRICS**

Descriptor	Period	Level	Units
LA90 Daytime	0700-1800	55	dB
LA90 Evening	1800-2200	54	dB
LA90 Night-time	2200-0700	41	dB
LAeq Daytime	0700-1800	72	dB
LAeq Evening	1800-2200	71	dB
LAeq Night-time	2200-0700	65	dB

TRAFFIC & MISC. NOISE METRICS

LAeq 15 hours	0700-2200	72	dB
LAeq 9 hours	2200-0700	65	dB
Max LAeq 1 hour	0700-2200	73	dB
Max LAeq 1 hour	2200-0700	68	dB

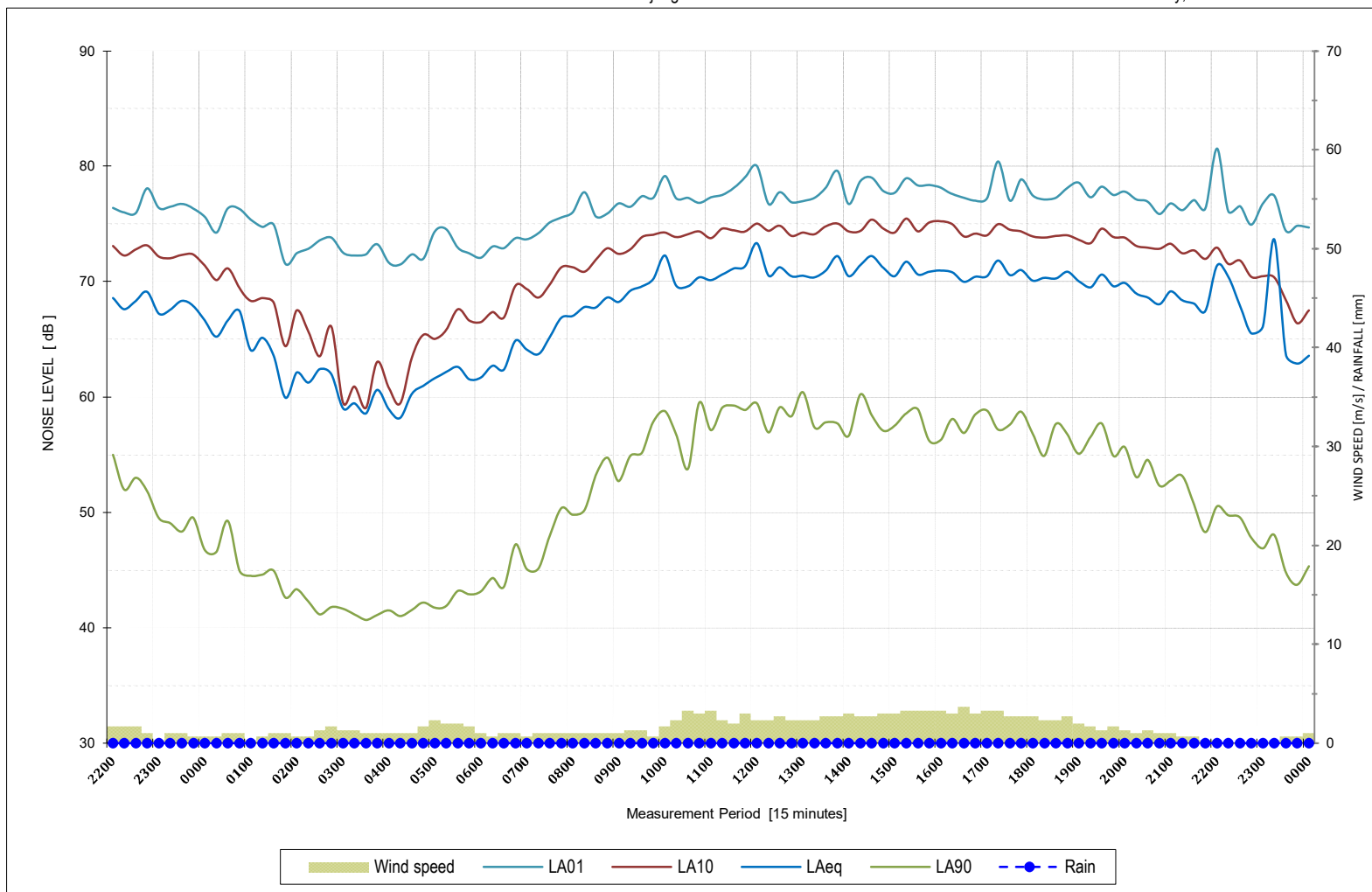
Maximum noise events as defined
in the Environmental Noise
Management Manual [$L_{Amax} - L_{Aeq} \geq 15$]

26

DAY 5

LOGGER LOCATION: Kurrajong Road

DATE: Sunday, 29 March 2026

**AMBIENT NOISE METRICS**

Descriptor	Period	Level	Units
LA90 Daytime	0800-1800	54	dB
LA90 Evening	1800-2200	52	dB
LA90 Night-time	2200-0800	41	dB
LAeq Daytime	0800-1800	71	dB
LAeq Evening	1800-2200	69	dB
LAeq Night-time	2200-0800	65	dB

TRAFFIC & MISC. NOISE METRICS

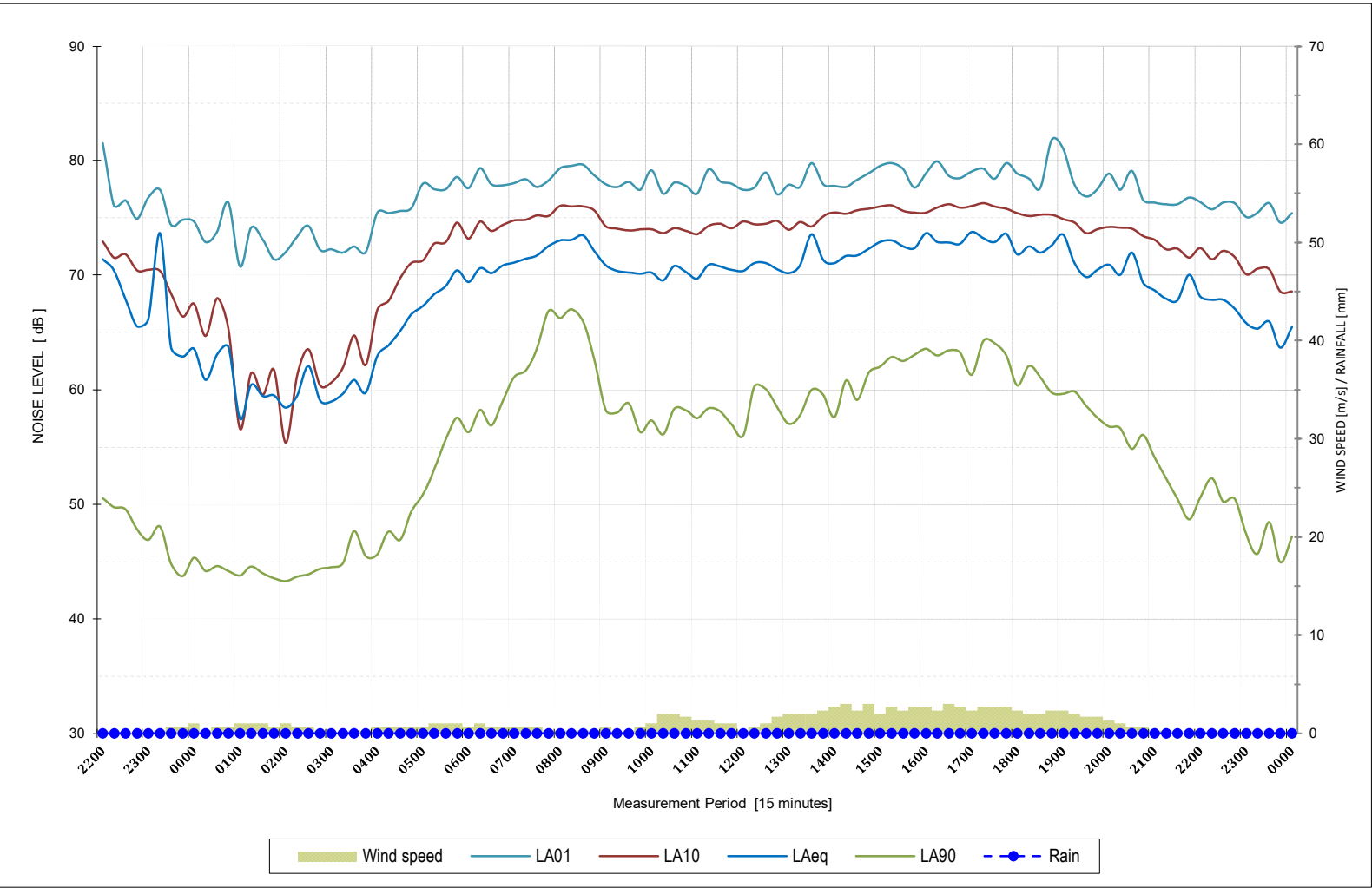
LAeq 15 hours	0700-2200	70	dB
LAeq 9 hours	2200-0700	65	dB
Max LAeq 1 hour	0700-2200	71	dB
Max LAeq 1 hour	2200-0700	68	dB

Maximum noise events as defined in the Environmental Noise Management Manual [LA _{max} - LA _{eq} ≥ 15]	28
--	----

DAY 6

LOGGER LOCATION: Kurrajong Road

DATE: Monday, 30 March 2026



AMBIENT NOISE METRICS

Descriptor	Period	Level	Units
LA90 Daytime	0700-1800	57	dB
LA90 Evening	1800-2200	51	dB
LA90 Night-time	2200-0700	44	dB
LAeq Daytime	0700-1800	72	dB
LAeq Evening	1800-2200	71	dB
LAeq Night-time	2200-0700	67	dB

TRAFFIC & MISC. NOISE METRICS

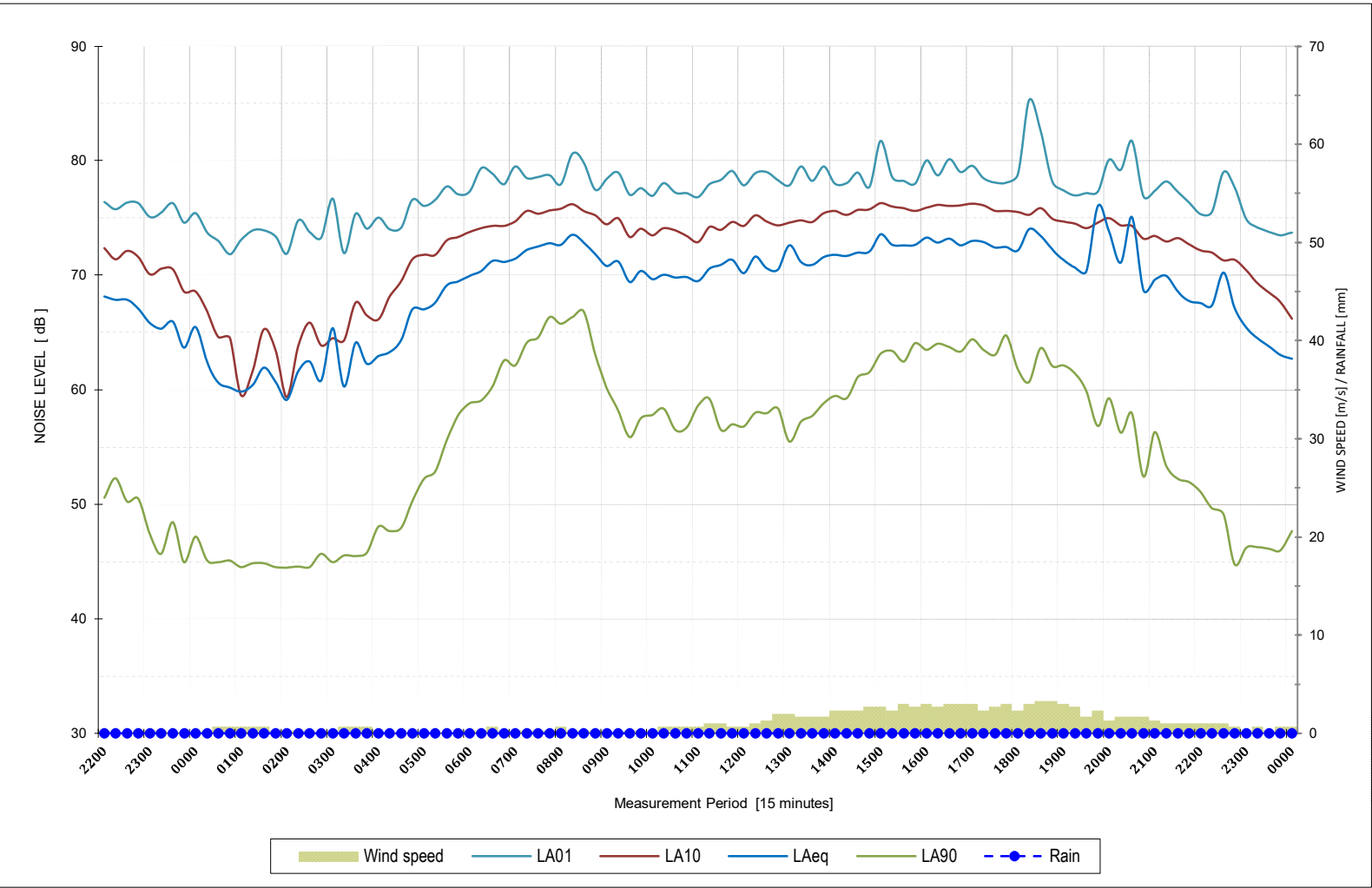
LAeq 15 hours	0700-2200	72	dB
LAeq 9 hours	2200-0700	67	dB
Max LAeq 1 hour	0700-2200	73	dB
Max LAeq 1 hour	2200-0700	70	dB

Maximum noise events as defined in the Environmental Noise Management Manual [$L_{Amax} - L_{Aeq} \geq 15$]	27
---	----

DAY 7

LOGGER LOCATION: Kurrajong Road

DATE: Tuesday, 31 March 2026



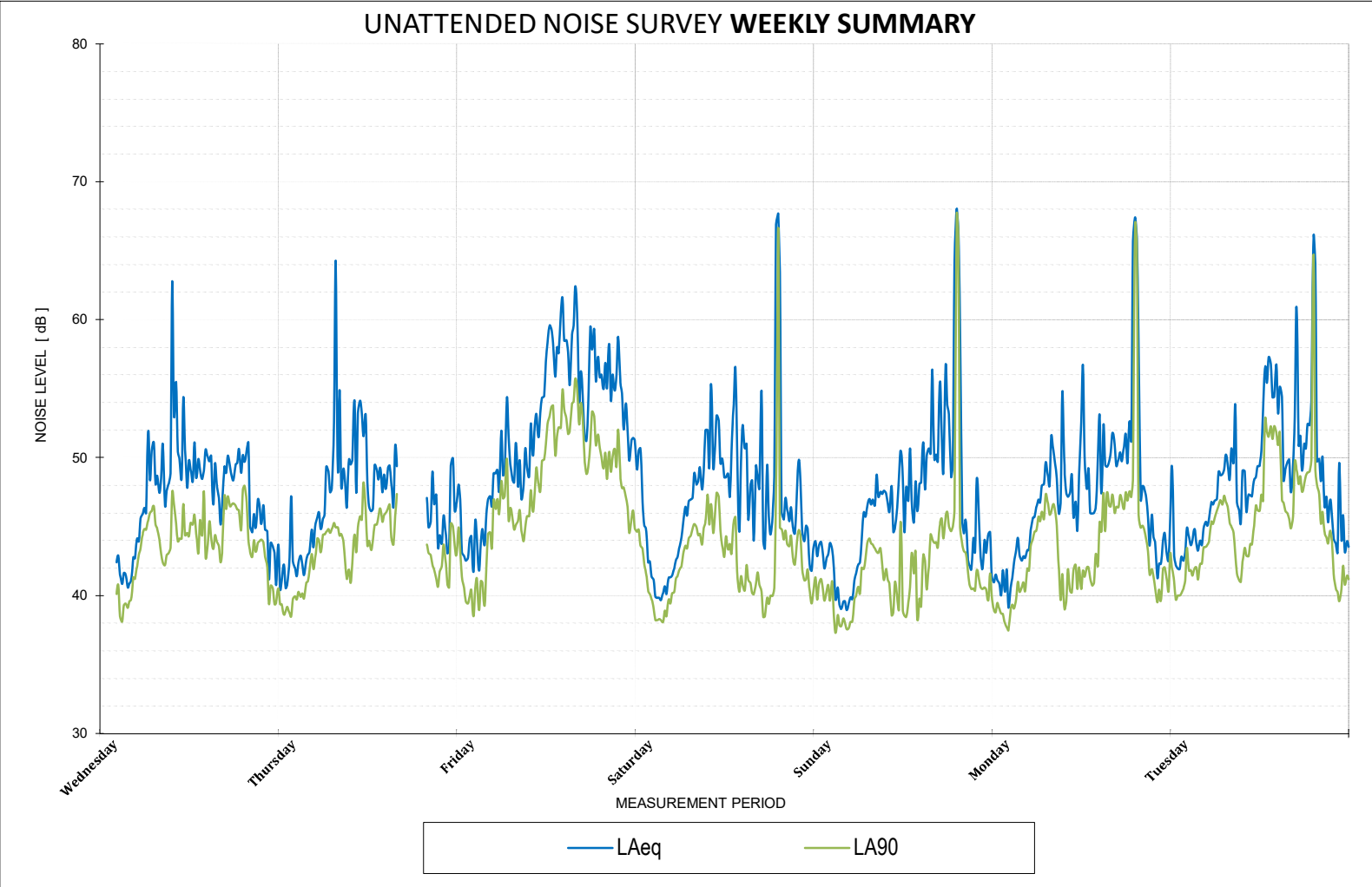
AMBIENT NOISE METRICS

Descriptor	Period	Level	Units
LA90 Daytime	0700-1800	57	dB
LA90 Evening	1800-2200	52	dB
LA90 Night-time	2200-0700	45	dB
LAeq Daytime	0700-1800	72	dB
LAeq Evening	1800-2200	72	dB
LAeq Night-time	2200-0700	66	dB

TRAFFIC & MISC. NOISE METRICS

LAeq 15 hours	0700-2200	72	dB
LAeq 9 hours	2200-0700	66	dB
Max LAeq 1 hour	0700-2200	73	dB
Max LAeq 1 hour	2200-0700	69	dB

Maximum noise events as defined in the Environmental Noise Management Manual [LAmax - LAeq ≥ 15]	24
--	----



Sundays and Public Holidays the hours change to 0800

SUMMARY OF AMBIENT LEVELS

	LA90 Daytime	LA90 Evening	LA90 Night-time
Day 1	43	43	39
Day 2	42	41	39
Day 3	45	49	40
Day 4	40	40	38
Day 5	39	41	38
Day 6	40	42	39
Day 7	43	44	40
RBL	42	42	39

	LAeq Daytime	LAeq Evening	LAeq Night-time
Day 1	51	49	45
Day 2	52	46	44
Day 3	56	57	47
Day 4	50	59	48
Day 5	50	60	44
Day 6	50	60	44
Day 7	53	57	45
Average	52	57	46

SUMMARY OF TRAFFIC LEVELS

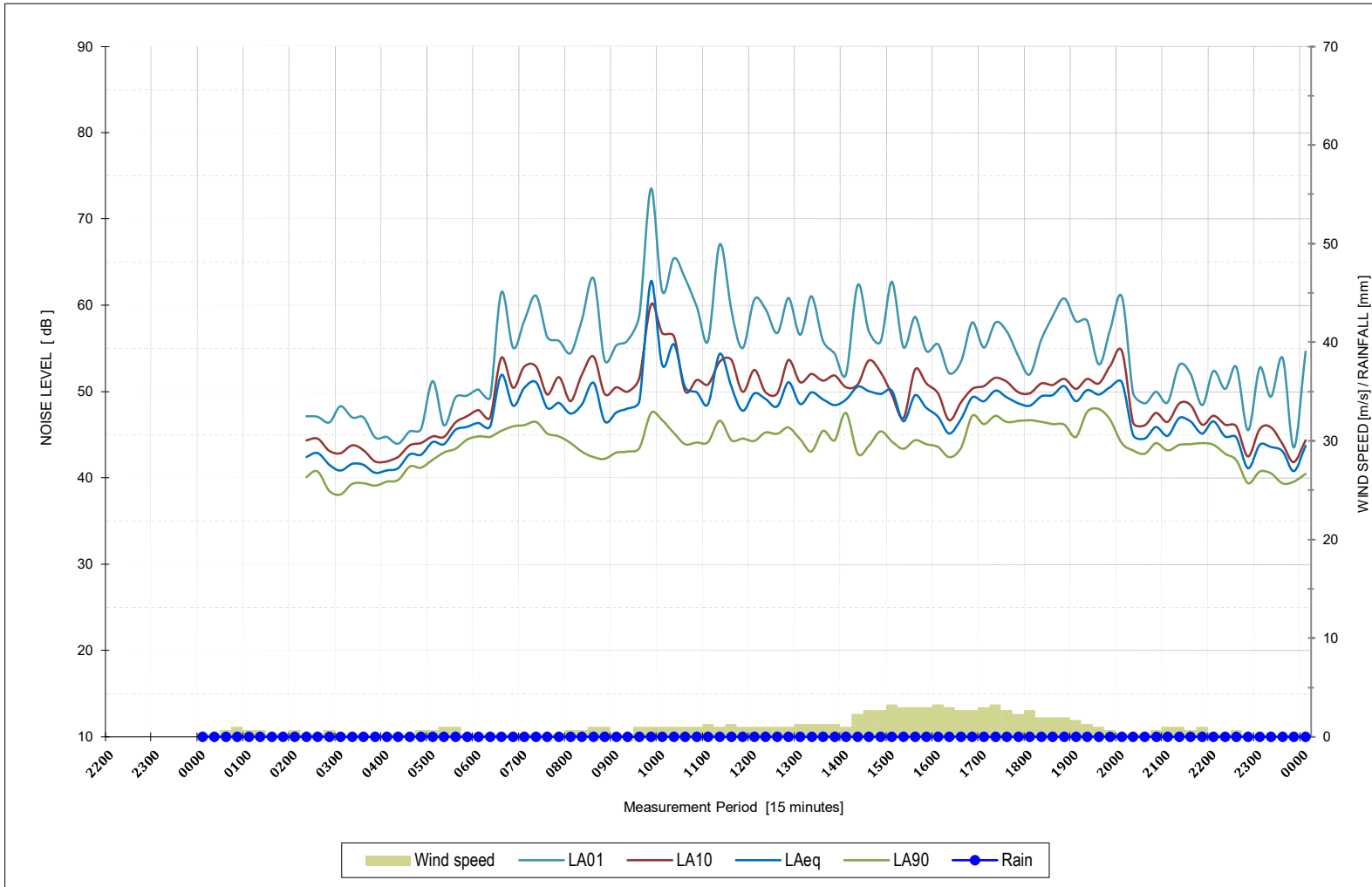
LAeq 15 hrs	0700-2200	54	dB
LAeq 9 hrs	2200-0700	46	dB
Max LAeq 1 hr	0700-2200	56	dB
Max LAeq 1 hr	2200-0700	46	dB

Maximum noise events as defined in the Environmental Noise Management Manual 7 day average - [L _{Amax} - L _{Aeq} ≥ 15]	9
---	---

DAY 1

LOGGER LOCATION: Coffs Harbour Avenue

DATE: Wednesday, 25 March 2026

**AMBIENT NOISE METRICS**

Descriptor	Period	Level	Units
LA90 Daytime	0700-1800	43	dB
LA90 Evening	1800-2200	43	dB
LA90 Night-time	2200-0700	39	dB
LAeq Daytime	0700-1800	51	dB
LAeq Evening	1800-2200	49	dB
LAeq Night-time	2200-0700	45	dB

TRAFFIC & MISC. NOISE METRICS

LAeq 15 hours	0700-2200	51	dB
LAeq 9 hours	2200-0700	45	dB
Max LAeq 1 hour	0700-2200	52	dB
Max LAeq 1 hour	2200-0700	46	dB

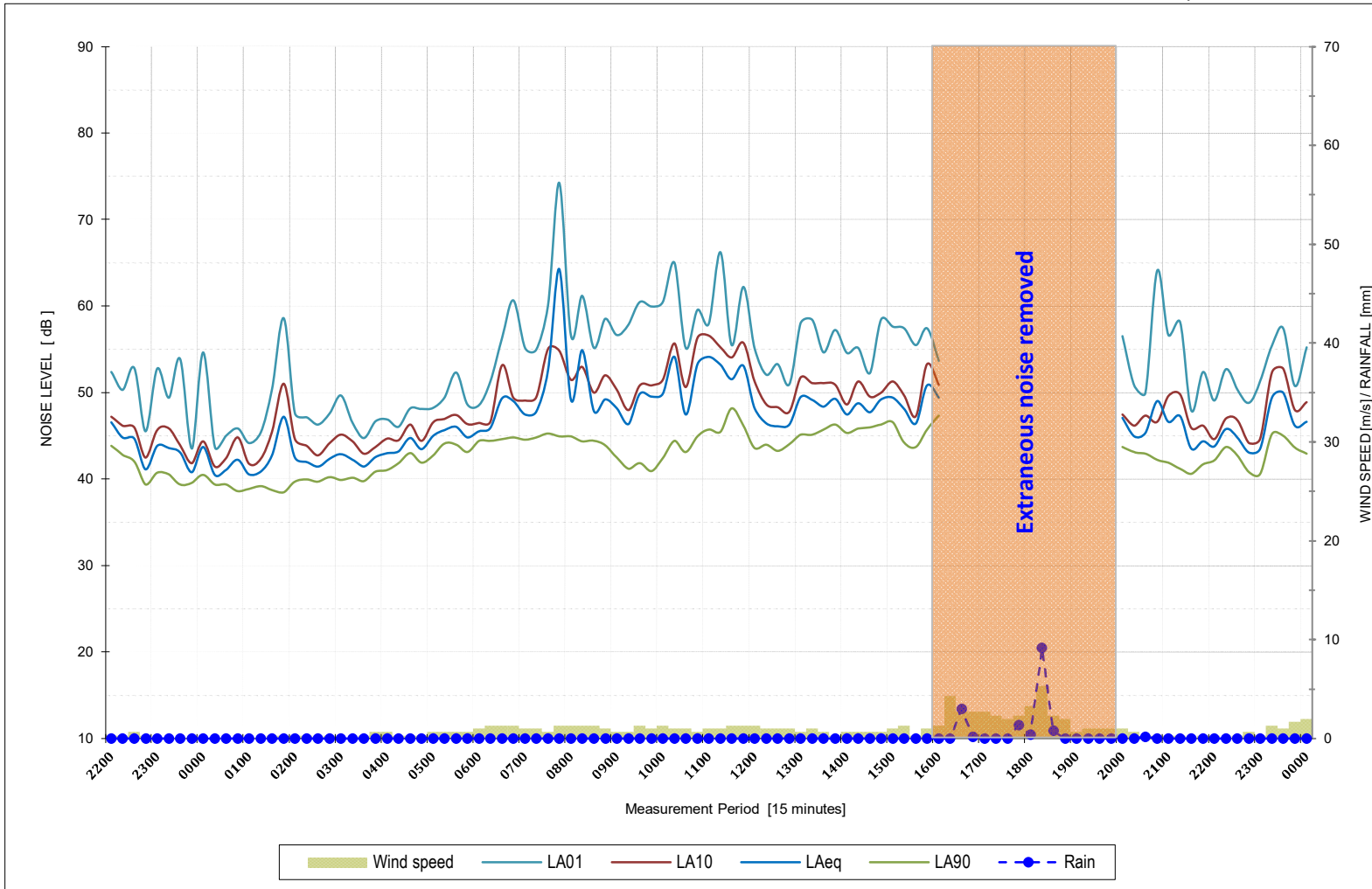
Maximum noise events as defined
in the Environmental Noise
Management Manual [$L_{Amax} - L_{Aeq} \geq 15$]

4

DAY 2

LOGGER LOCATION: Coffs Harbour Avenue

DATE: Thursday, 26 March 2026

**AMBIENT NOISE METRICS**

Descriptor	Period	Level	Units
LA90 Daytime	0700-1800	42	dB
LA90 Evening	1800-2200	41	dB
LA90 Night-time	2200-0700	39	dB
LAeq Daytime	0700-1800	52	dB
LAeq Evening	1800-2200	46	dB
LAeq Night-time	2200-0700	44	dB

TRAFFIC & MISC. NOISE METRICS

LAeq 15 hours	0700-2200	52	dB
LAeq 9 hours	2200-0700	44	dB
Max LAeq 1 hour	0700-2200	53	dB
Max LAeq 1 hour	2200-0700	46	dB

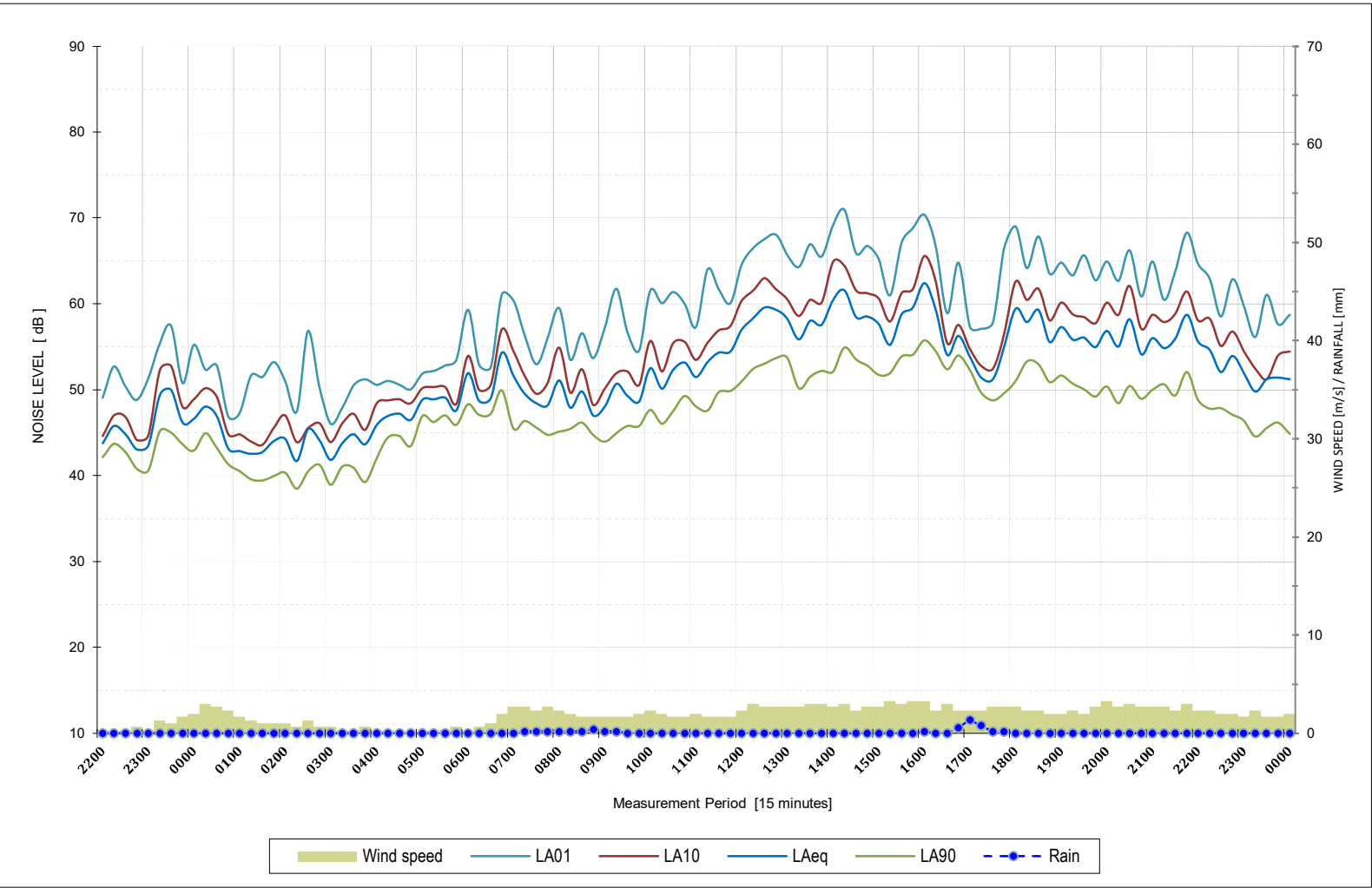
Maximum noise events as defined
in the Environmental Noise
Management Manual [$L_{Amax} - L_{Aeq} \geq 15$]

8

DAY 3

LOGGER LOCATION: Coffs Harbour Avenue

DATE: Friday, 27 March 2026



AMBIENT NOISE METRICS

Descriptor	Period	Level	Units
LA90 Daytime	0700-1800	45	dB
LA90 Evening	1800-2200	49	dB
LA90 Night-time	2200-0700	40	dB
LAeq Daytime	0700-1800	56	dB
LAeq Evening	1800-2200	57	dB
LAeq Night-time	2200-0700	47	dB

TRAFFIC & MISC. NOISE METRICS

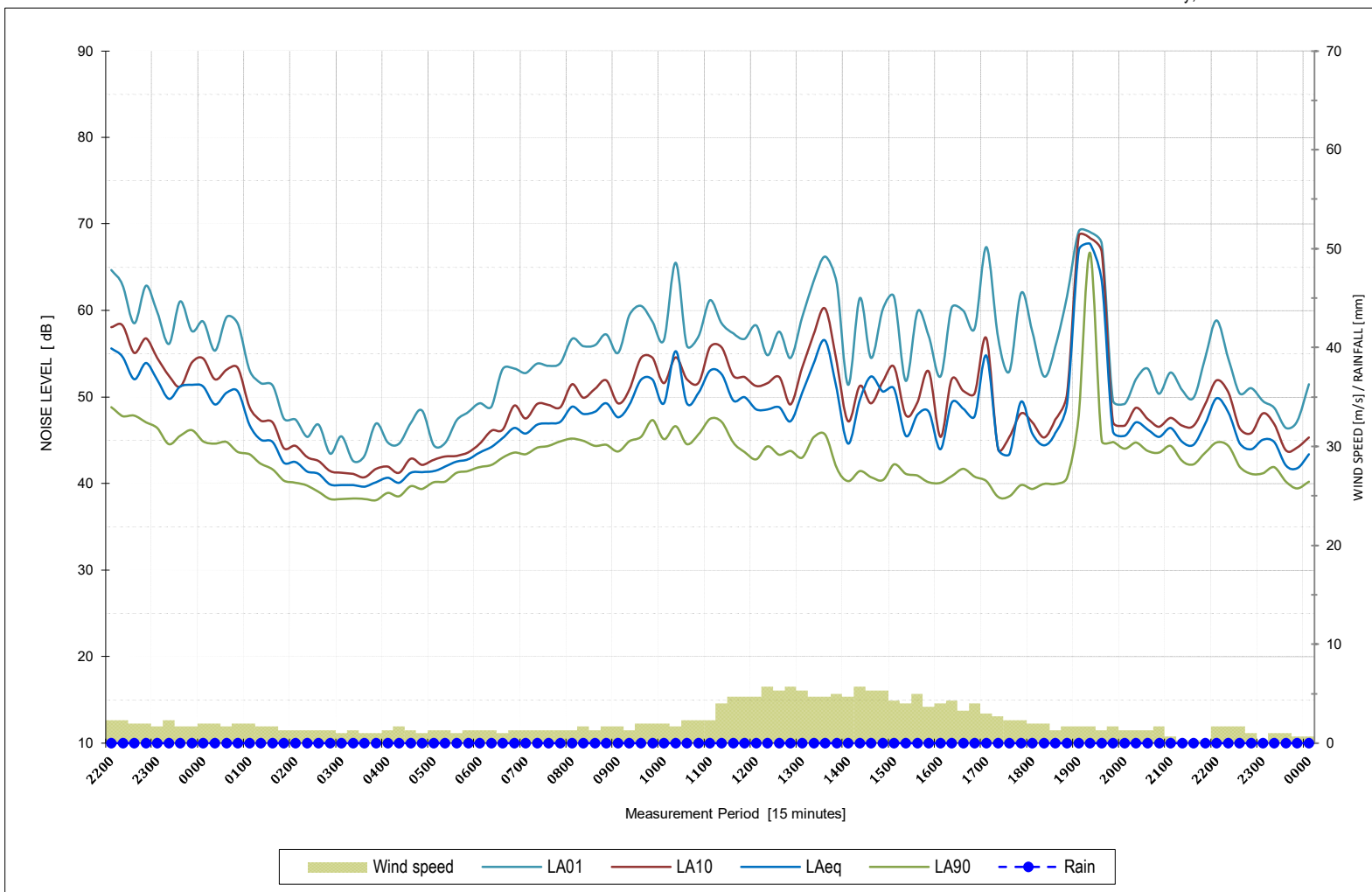
LAeq 15 hours	0700-2200	56	dB
LAeq 9 hours	2200-0700	47	dB
Max LAeq 1 hour	0700-2200	60	dB
Max LAeq 1 hour	2200-0700	49	dB

Maximum noise events as defined in the Environmental Noise Management Manual [L _{Amax} - L _{Aeq} ≥ 15]	11
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DAY 4

LOGGER LOCATION: Coffs Harbour Avenue

DATE: Saturday, 28 March 2026

**AMBIENT NOISE METRICS**

Descriptor	Period	Level	Units
LA90 Daytime	0800-1800	40	dB
LA90 Evening	1800-2200	40	dB
LA90 Night-time	2200-0800	38	dB
LAeq Daytime	0700-1800	50	dB
LAeq Evening	1800-2200	59	dB
LAeq Night-time	2200-0700	48	dB

TRAFFIC & MISC. NOISE METRICS

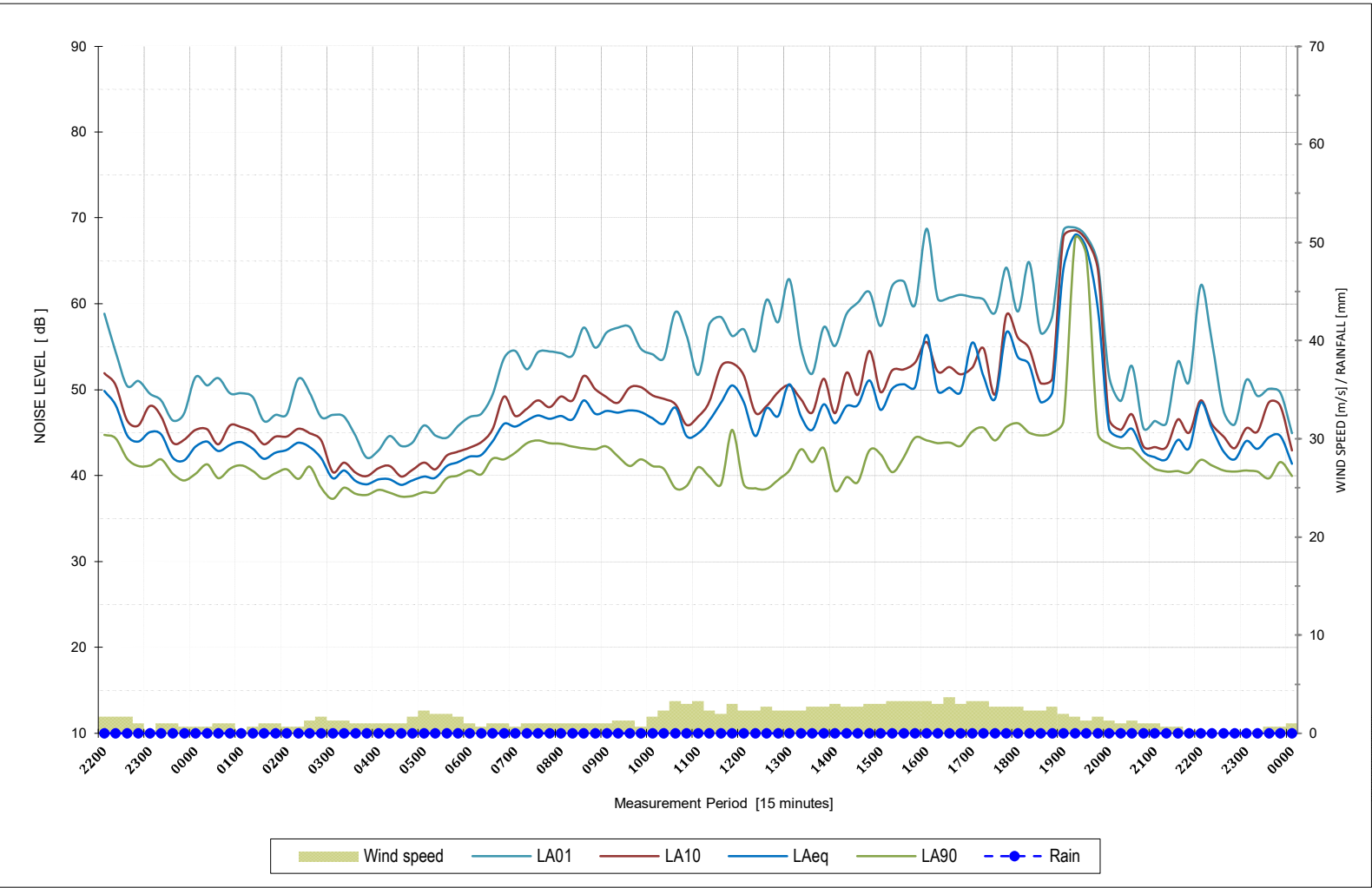
LAeq 15 hours	0700-2200	55	dB
LAeq 9 hours	2200-0700	48	dB
Max LAeq 1 hour	0700-2200	55	dB
Max LAeq 1 hour	2200-0700	52	dB

Maximum noise events as defined in the Environmental Noise Management Manual [L _{Amax} - L _{Aeq} ≥ 15]	12
--	----

DAY 5

LOGGER LOCATION: Coffs Harbour Avenue

DATE: Sunday, 29 March 2026



AMBIENT NOISE METRICS

Descriptor	Period	Level	Units
LA90 Daytime	0700-1800	39	dB
LA90 Evening	1800-2200	41	dB
LA90 Night-time	2200-0700	38	dB
LAeq Daytime	0800-1800	50	dB
LAeq Evening	1800-2200	60	dB
LAeq Night-time	2200-0800	44	dB

TRAFFIC & MISC. NOISE METRICS

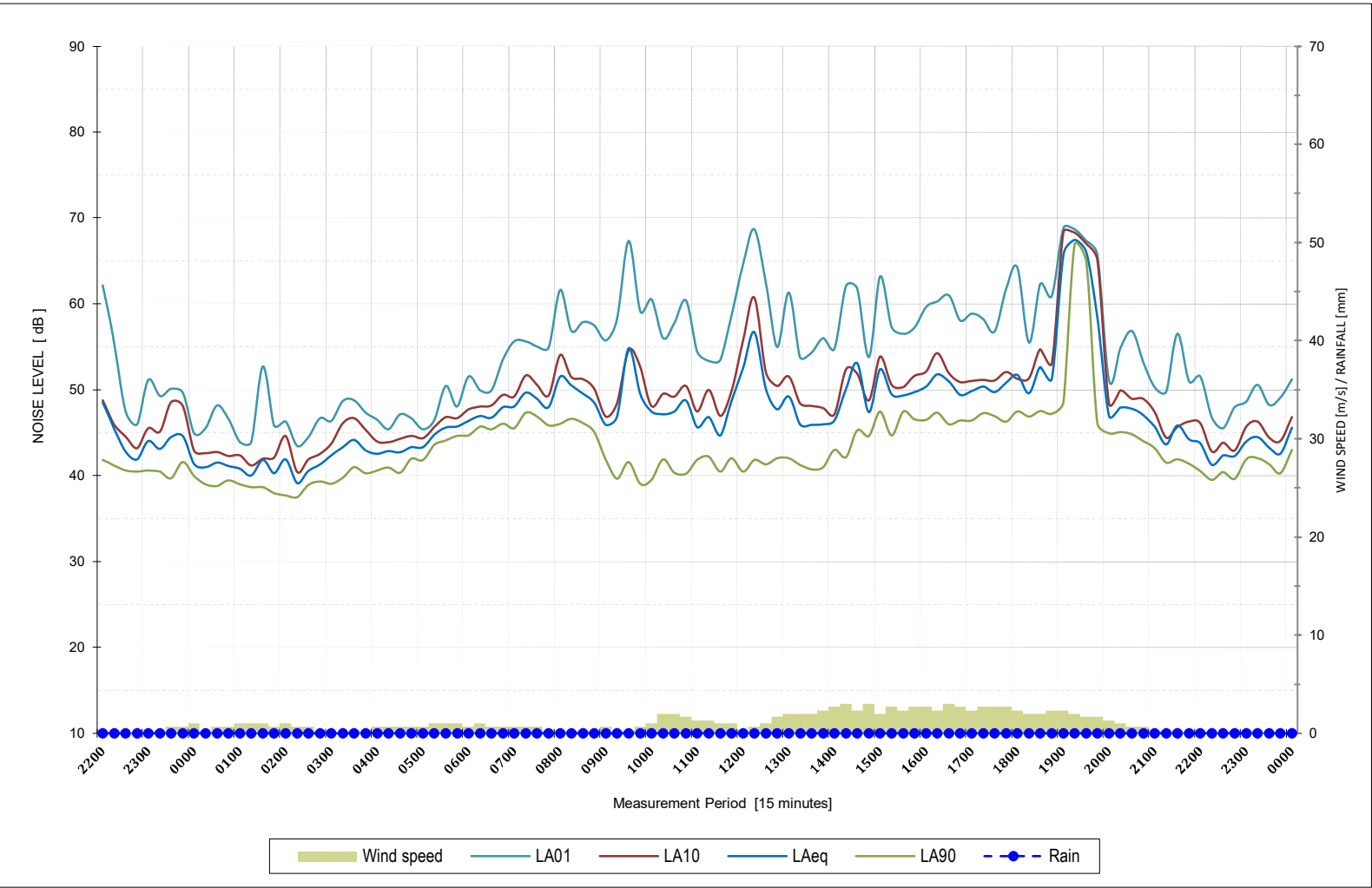
LAeq 15 hours	0700-2200	55	dB
LAeq 9 hours	2200-0700	43	dB
Max LAeq 1 hour	0700-2200	56	dB
Max LAeq 1 hour	2200-0700	44	dB

Maximum noise events as defined in the Environmental Noise Management Manual [L _{Amax} - L _{Aeq} ≥ 15]	12
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DAY 6

LOGGER LOCATION: Coffs Harbour Avenue

DATE: Monday, 30 March 2026



AMBIENT NOISE METRICS

Descriptor	Period	Level	Units
LA90 Daytime	0700-1800	40	dB
LA90 Evening	1800-2200	42	dB
LA90 Night-time	2200-0700	39	dB
LAeq Daytime	0700-1800	50	dB
LAeq Evening	1800-2200	60	dB
LAeq Night-time	2200-0700	44	dB

TRAFFIC & MISC. NOISE METRICS

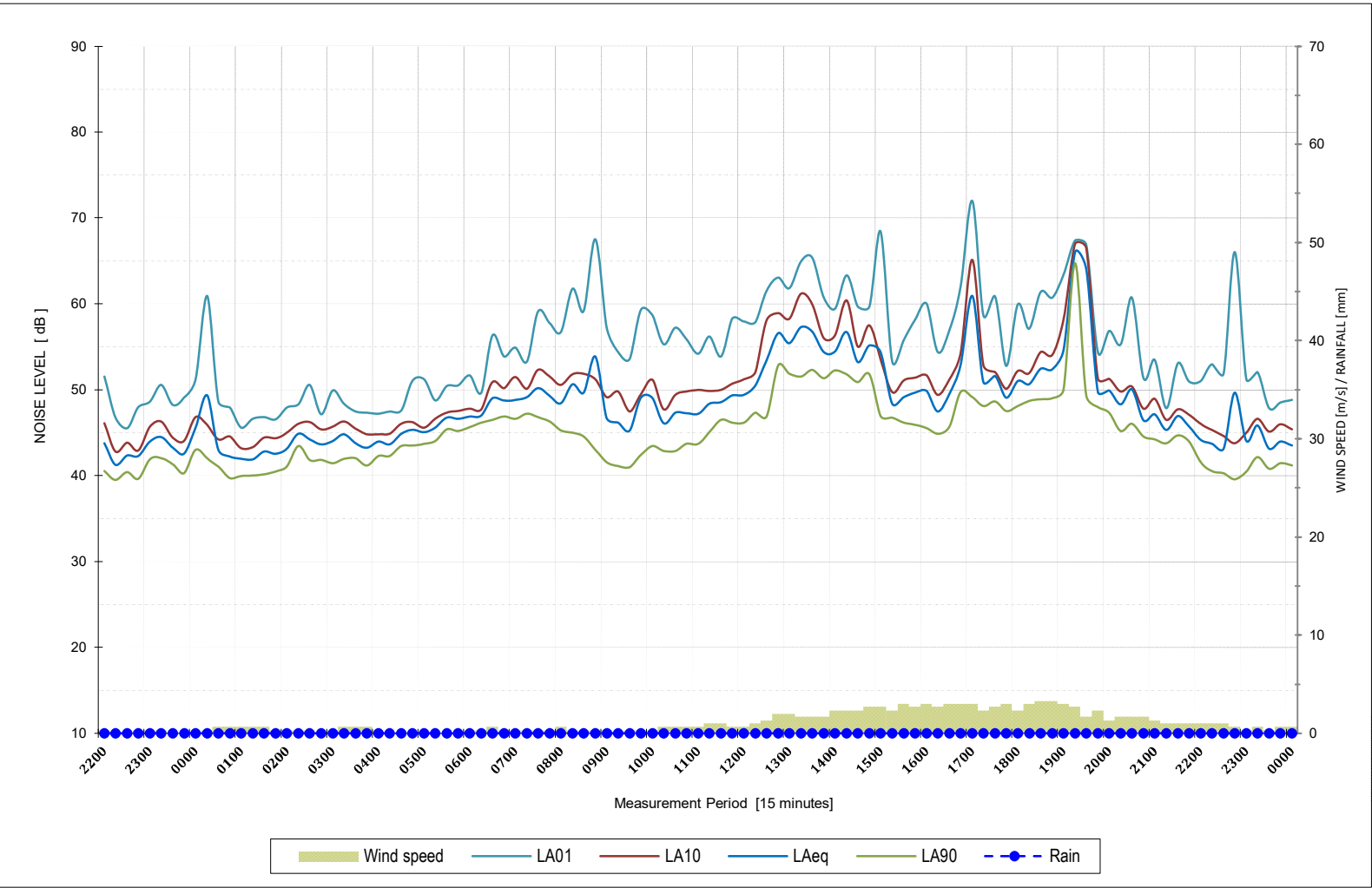
LAeq 15 hours	0700-2200	55	dB
LAeq 9 hours	2200-0700	44	dB
Max LAeq 1 hour	0700-2200	56	dB
Max LAeq 1 hour	2200-0700	46	dB

Maximum noise events as defined in the Environmental Noise Management Manual [L _{Amax} - L _{Aeq} ≥ 15]	7
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DAY 7

LOGGER LOCATION: Coffs Harbour Avenue

DATE: Tuesday, 31 March 2026



AMBIENT NOISE METRICS

Descriptor	Period	Level	Units
LA90 Daytime	0700-1800	43	dB
LA90 Evening	1800-2200	44	dB
LA90 Night-time	2200-0700	40	dB
LAeq Daytime	0700-1800	53	dB
LAeq Evening	1800-2200	57	dB
LAeq Night-time	2200-0700	45	dB

TRAFFIC & MISC. NOISE METRICS

LAeq 15 hours	0700-2200	54	dB
LAeq 9 hours	2200-0700	45	dB
Max LAeq 1 hour	0700-2200	56	dB
Max LAeq 1 hour	2200-0700	46	dB

Maximum noise events as defined in the Environmental Noise Management Manual [$L_{Amax} - L_{Aeq} \geq 15$]	7
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