

20200597.3/1012A/R0/AZ

10/12/2020

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Attn: Michael Rumble

**11-13 Percy Street, Auburn - Response to Request for Additional Information**

This letter has been prepared in response to a request for additional information by the NSW Department of Planning, Industry & Environment, regarding the proposed industrial development located at 11-13 Percy Street, Auburn. An acoustic report was submitted as part of the application, prepared by this office (ref: 20200597.1/1610A/R1/LL, dated 16<sup>th</sup> October 2020).

The request generally relates to clarifications of the existing report, including predicted noise levels and the assessment of noise emissions generated by the proposed development once it is operational. These matters are reproduced within this letter and our response to each issue has been detailed.

**NSW Department of Planning, Industry & Environment Query**

1. *Noise criteria for non-residential receiver types are presented in Table 6-4 of the acoustic report. Noise criteria apply during business hours (i.e., when in use) for commercial and industrial premises. The acoustic report did not provide information on the time of use of nearby non-residential receivers.*

*Please provide clarity around whether operational noise should be assessed at non-residential receivers across all time periods corresponding to day, evening and night.*

**Acoustic Logic Response**

The noise criteria for non-residential receivers, depending on the receiver type (i.e., commercial or industrial) is applicable to when the receiver is "in use", and is independent of the time period during which this occurs. The submitted acoustic report demonstrates compliance with the noise emission requirements of the NPfI for all non-residential receivers.

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## **NSW Department of Planning, Industry & Environment Query**

2. *It is identified in the Environmental Impact Statement (EIS) that the development comprises 36 loading bays, including eight inbound loading bays (of which six are suitable for 20 metre articulated vehicles and two suitable for rigid trucks) and 28 small rigid truck loading bays. However, this level of detail is not reflected in the acoustic report as all truck types were assumed to be acoustically similar under Section 7.3 of the acoustic report. Assumptions made for carpark noise in Section 7.2 of the acoustic report appear to have only considered passenger vehicles. Furthermore, although the EIS states the proposal seeks to operate 24 hours a day, 7 days a week, Section 7.3. of the acoustic report is unclear about the hours of operation which creates uncertainty in the noise management and mitigation measures needed to address night-time noise impacts.*

*Please provide clarity around how vehicle related noise has been modelled and how night-time noise criteria would be achieved (details and effectiveness of noise management and mitigation measures need to be clearly identified).*

### **Acoustic Logic Response**

This office has considered NSW's Department of Planning's query and has undertaken a re-assessment of Section 7.3.

Section 7.3 of the revised acoustic report has re-assessed and demonstrated compliance with the noise emissions requirements of the NPfI. The re-assessment assumes that *"During a typical 15-minute period during peak time usage, we have assumed up to 4 inbound or outbound. This corresponds to a maximum of 15 heavy vehicle movements on site in each peak hour period"*. This represents an accurate and the most conservative possible assumption for the use of the loading dock.

The re-assessment also details the criterion that has been adopted in more detail.

## **NSW Department of Planning, Industry & Environment Query**

3. *Section 7.3 of the acoustic report on "Loading dock and Waste Collection" assumed a single sound power level value of 100 dB(A) to represent noise emissions from a variety of scenarios corresponding to heavy vehicle movements, loading activities and waste collection. The oversimplification of modelling parameters is unlikely to result in accurate operational noise predictions. Further, there is insufficient information in the acoustic report to verify if heavy vehicle movements have been modelled appropriately. For example, the duration of noise exposure at a receiver location is sensitive to vehicle passage speed. However, there is no mention of heavy vehicle speed in the acoustic report.*

### **Acoustic Logic Response**

This office has considered NSW's Department of Planning's query and has undertaken a re-assessment of Section 7.3. A sound power level of 100 dB(A) + 5 dB(A) penalty for the reverse beacon (typical of large articulated vehicles) has been adopted to represent heavy vehicle movements, typically travelling at 10km/h. This noise emission level has been obtained from noise measurements carried out at a similar loading dock facility. Noise measurements were obtained using a Norsonics Nor118 sound level analyser, set to fast response. The sound level analyser was calibrated before and after the measurements using a Rion NC-73 calibrator with no significant drift detected during the measurement.

Additional information regarding speed and truck type has been provided within the updated report.



## **NSW Department of Planning, Industry & Environment Query**

4. *There appears to be no evidence of an objective assessment that demonstrates the modifying factors outlined in the Factsheet C of the Noise Policy for Industry have been considered in the acoustic report.*

*The acoustic report needs to include tests for low frequency content, tonality, impulsivity for all assessment time periods as well as the intermittency test for activities undertaken during the night-time period and apply any relevant modifying factors to assess operational noise impacts in accordance with the Noise Policy for Industry.*

### **Acoustic Logic Response**

This office has considered NSW's Department of Planning's query in the re-assessment of loading dock/waste collection noise emissions. A +5dB(A) penalty has been adopted for tonality of the reverse beacon of heavy vehicles. The intermittency test has also been considered, as the noise emission level adopted for truck manoeuvring with the reverse beacon penalty (based on previous measurements conducted by this office) is representative of an intermittent noise source.

Please contact us should you have any further queries.

Yours faithfully,



Acoustic Logic Pty Ltd  
Adrian Zappia