

16 May 2016

WM Project Number: 16048  
Our Ref: 16048L01 20160516  
Email: ncairney@tacticalgroup.com.au

Nathan Cairney  
Tactical Group  
Level 15, 124 Walker Street  
NORTH SYDNEY NSW 2060

Dear Sir

**Re: Minto WH&LH  
Noise & Vibration Impact Assessment  
Response to DP&E Comments**

We have reviewed the comments received from the DP&E in relation to our Report 16048 (Ver A) dated 5 April 2016. The DP&E comments have been summarised in italics and our response follows.

*Comment 1 – The site is currently used for the storage and processing of motor vehicles, however there is no detail on what this is or details of the 'existing' conditions.*

The current use of the site by Prixcar is documented in Section 2.1 (paragraph 2).

The current operations were not detailed since it will cease operation once the proposed WH&LH is developed. The Prixcar operations may remain (in part) until Stages 2 and 3 of the WH&LH are developed.

Prixcar services principally include vehicle storage, vehicle processing, pre-delivery inspection and detailing, accessory fitting, fleet build-up and design, paint and panel rectification, showroom and event detailing, event organisation and vehicle preparation and car transport and relocation. Sources of operational noise associated with these services would include heavy vehicle movements associated with transportation of vehicles to and from the site, on-site vehicular movements (light and heavy), general workshop noise emissions associated with spray painting, mechanical services, detailing (water gurneys) and the like. There would also be HVAC plant associated with the offices. Operational noise emissions from the Prix Car services would be inaudible at surrounding residential receivers and therefore would not contribute to the ambient noise level at these locations.

All existing environmental noise sources are quantified in ambient noise survey results (refer Section 3) upon which assessment criteria is based (refer Section 4). Where "amenity" is the basis for determining the applicable assessment criterion, then cumulative effect is taken into account in the setting of the permissible emissions levels from the proposed future development.

*Comment 2 – Noise – similar to traffic, it appears that noise would comply with relevant criteria, however there is no detail of the existing noise environment.*

The existing noise environment is documented under the Section 3 of the report and assessment criteria for both continuous and short duration operational noise, road traffic noise and management levels for construction noise are documented in detail in Section 4. All assessment criteria is achieved.

*Comment 3 – Noise – section breaks the construction down into 'phases', however the length of time associated with each is not presented. In addition, it is not clear what works are to be undertaken during the 'Miscellaneous' phase.*

Precise details in relation to the length of each construction phase were unavailable at this stage of the project. The overall construction period was stated as 36 months. A quantitative assessment has been carried out in accordance with the ICNG for long-term duration works and the management levels for noise emissions has been determined accordingly.

All recommended NMLs are achieved at all surrounding receiver locations.


The construction works under the 'Miscellaneous' phase are documented in Table 5.1 and generally relate to finishing works and decommissioning. The relevant part of Table 5.1 is reproduced below:

Phase 3 – Miscellaneous structural construction and finishing works	• Decommissioning/demobilisation of construction sites
	• Landscaping
	• Rehabilitation of affected areas
	• Post-construction condition surveys
	• Removal of construction environmental controls
	• Removal of construction ancillary facility related traffic signage

I trust this information is sufficient. Please contact us if you have any further queries.

Yours faithfully

**WILKINSON MURRAY**



**Lee Hudson**

Associate

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