Appendix A  Receptor Locations
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<th>Northing (m)</th>
<th>Elevation (m)</th>
<th>Approximate Distance from Site (m)</th>
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**Table A.2: Receptor Locations (Extended area)**

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Appendix B  Glossary of Acoustic Terms
## GLOSSARY OF ACOUSTIC TERMS

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<th>Term</th>
<th>Description</th>
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<tr>
<td><strong>Adverse Weather</strong></td>
<td>Weather conditions that affect noise measurements (wind, rain and temperature inversions) that occur at a particular site for a significant period of time. The maximum wind speed allowed when acoustics measurements are in process is 5m/s. No rain is allowed.</td>
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<td><strong>Ambient noise</strong></td>
<td>The all-encompassing noise environment at a given location, made up of many sources in the near and far field.</td>
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<td><strong>Assessment Period</strong></td>
<td>The period in a day over which assessments are made.</td>
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<td><strong>A-weighting</strong></td>
<td>Adjustment made to a noise level based on international standards. It approximates a human’s hearing response to frequency at lower sound levels.</td>
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<td><strong>Background Noise</strong></td>
<td>Background noise is the term used to describe the underlying level of noise present in an area, measured in the absence of any extraneous noise. Typically when measured with a sound level meter is measured statistically as the A-weighted noise level exceeded for ninety percent of a sample period (LA90,T).</td>
</tr>
<tr>
<td><strong>dB</strong></td>
<td>Decibel, the logarithmic ratio of a given sound pressure to a reference pressure.</td>
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<td><strong>dB(A)</strong></td>
<td>A-weighted decibels.</td>
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<td><strong>Fee-field</strong></td>
<td>A sound field where the effects of reflection are negligible throughout the region of interest.</td>
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<tr>
<td><strong>Frequency</strong></td>
<td>The number of cycles per unit of time. It is measured with cycles per second (cps) or the interchangeable Hertz (Hz). Frequency can be associated as a synonymous to pitch.</td>
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<td><strong>Impulsive Noise</strong></td>
<td>Noise characterised by having a high peak of short duration or a sequence of such peaks. A sequence of impulses in rapid succession is termed repetitive impulsive noise.</td>
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<td><strong>Intermittent Noise</strong></td>
<td>Level that drops to the background noise level several times during the period of observation.</td>
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<td><strong>Heavy Vehicle</strong></td>
<td>A truck or other vehicle with either two or three axles, two groups or three or more axles, more than two groups.</td>
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<td><strong>Light Vehicle</strong></td>
<td>Passenger vehicles (cars, vans utilities, motorcycles etc.).</td>
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<td><strong>LA1,T</strong></td>
<td>The noise level exceeded for 1% of the time period, T.</td>
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<td><strong>LA10,T</strong></td>
<td>The noise level exceeded for 10% of the time period, T.</td>
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<tr>
<td><strong>LA90,T</strong></td>
<td>The noise level exceeded for 90% of the time period, T. Commonly referred to as the background noise level.</td>
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<td><strong>L_{Aeq,T}</strong></td>
<td>The equivalent average noise level of the time period, T. It represents in a single number, the energy of the actual fluctuating noise level over the period.</td>
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<td><strong>L_{Amax,T}</strong></td>
<td>The maximum noise level measured during the period, T.</td>
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<td><strong>RBL</strong></td>
<td>Rating Background Level. The background noise level as defined by the NSW Industrial Noise Policy (EPA, 2000). It is calculated by the taking the median value of the lowest 10th percentile LA90 measurements in any day, evening or night period.</td>
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<td><strong>Reflection</strong></td>
<td>Sound wave changed in direction of propagation due to an object met on its path.</td>
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<td><strong>Rw</strong></td>
<td>The weighted sound Reduction Index is a number used to rate effectiveness of a material, partition or a like.</td>
</tr>
<tr>
<td><strong>Sound Absorption</strong></td>
<td>The ability of a material to transform sound energy through its conversion into thermal energy.</td>
</tr>
<tr>
<td><strong>Sound Pressure Level (SPL)</strong></td>
<td>Is the difference between the pressure produced by a sound wave and the barometric (ambient) pressure at the same point in space. Typically expressed in decibels, as measured by a standard sound level meter with a microphone.</td>
</tr>
<tr>
<td><strong>Sound Power Levels (Lw)</strong></td>
<td>Ten times the logarithm to the base 10 of the ratio of the sound power of the source to the reference sound power. Typically associated with noise sources.</td>
</tr>
<tr>
<td><strong>Tonal noise</strong></td>
<td>Noise containing a prominent frequency and characterised by a definite pitch.</td>
</tr>
<tr>
<td><strong>Transmission Loss</strong></td>
<td>Is the number of sound decibels that are stopped by a wall or other structure. Is the difference between power incident and the transmitted downstream.</td>
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<tr>
<td><strong>Insertion Loss</strong></td>
<td>The reduction of noise level at a given location due to placement of a noise control device in the sound path.</td>
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Appendix C

NOISE LOGGER LOCATIONS AND RESULTS
C.1 BACKGROUND LOCATION 1 (TRAFFIC NOISE)

C.1.1 Noise Logger Location
C.1.2 **Measured Noise Levels (Traffic Noise)**

Location 1
Measured Noise Levels - Thursday  10/12/2015

Location 1
Measured Noise Levels - Friday  11/12/2015
C.2 BACKGROUND LOCATION 2 (BACKGROUND NOISE)

C.2.1 Noise Logger Location
C.2.2  Measured Noise Levels (Background Noise)

Location 2
Measured Noise Levels - Friday 11/12/2015

Location 2
Measured Noise Levels - Saturday 12/12/2015
Location 2
Measured Noise Levels - Saturday 19/12/2015

Location 2
Measured Noise Levels - Sunday 20/12/2015
C.3  BACKGROUND LOCATION 3 (BACKGROUND NOISE)

C.3.1  Noise Logger Location
C.3.2 Measured Noise Levels (Background Noise)

Location 3
Measured Noise Levels - Thursday 10/12/2015

Location 3
Measured Noise Levels - Friday 11/12/2015
Merimbula Weather Station - Wind Speed m/s
Appendix D  NOISE MODELLING ASSUMPTIONS
### Table D.1: Operation Source power Levels, dB(A)

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<th>Source</th>
<th>Octave Band Sound Level, (Hz) dB(A)</th>
<th>Total SWL dB(A)</th>
<th>Source</th>
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<tbody>
<tr>
<td></td>
<td>63</td>
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<tr>
<td>POINT SOURCES</td>
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<tr>
<td>Docked Ship (medium) (Exhaust/Mech. Plant)</td>
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<tr>
<td>Docked Ship (large) (Exhaust/Mech. Plant)</td>
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<td>104.5</td>
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<td>Cruise ship engine room vent (docked)</td>
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<td>Cruise ship berthing rope</td>
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<td>Cruise ship PA chime</td>
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<td>People Talking</td>
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<td>Trucks/busses travelling around site</td>
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### Table D.2: Construction Source power Levels, dB(A)

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D.2  OPERATIONAL NOISE SOURCES LOCATION

D.2.1  Ship in transit
D.2.2 Ship at Berth

Wave Attenuator

Docked Ship

PA Chime (39 units)

Engine Room Vent

Berthing Rope

People Talking (5 groups)

Idling Bus
D.2.3 No Operation

Wave Attenuator
D.3 CONSTRUCTION NOISE SOURCES LOCATION

D.3.1 Initial works

- Jackhammer
- Concrete Saw
- 4WD
- Idling Truck
- Mechanical Plant
- Generator
- Hand Tools
D.3.2 Dredging

- Backhoe Dredge
- Excavator
- Dredging Area
- Tugboat & Barge
- 4WD
- Truck Idling
D.3.3 Piling

- Truck Manoeuvring
- Truck Idling
- Crane
- Hand Tools
- Drill Rig
- Grinding - Cutting
- Impact Piling
D.3.4 Wharf Extension

- Concrete Pump
- Hand Tools
- Concrete Vibrator
- 4WD
- Truck Idling
Appendix E NOISE MODELLING RESULTS
### Table E.1: Operational Modelling Results – Ship in Transit

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Predicted Noise Level $L_{Aeq, 15min}$ dB(A)
## E.2 C-WEIGHTED NOISE MODELLING RESULTS

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### E.3 LOW FREQUENCY THRESHOLDS

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Table E.11: Maximum Low Frequency Noise Modelling Results – Ship at Berth (small)

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### E.4 SLEEP DISTURBANCE NOISE MODELLING RESULTS

**Table E.12: Sleep Disturbance Noise Modelling Results – Ship in Transit**

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### E.5 CONSTRUCTION NOISE MODELLING RESULTS

#### Table E.13: Construction Noise Modelling Results – Site Establishment

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Appendix F  NOISE CONTOURS
F.1  SHIP IN TRANSIT

F.1.1  Day – Worst Case

Legend

- Sensitive Receptor

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| Period: Daytime | Scenario: Worst-case | Scenario: No Ship at Berth |

Metres
WGS 1984 UTM Zone 55S

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F.1.2 Night – Worst Case
F.2  **SHIP AT BERTH (LARGE)**

F.2.1  **Day – Worst Case**

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Legend

- Sensitive Receptor

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Metres  
WGS 1984 UTM Zone 55S
F.3   SHIP AT BERTH (SMALL)

F.3.1 Day – Worst Case

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Period: Daytime
Scenario: Worst-case
Scenario: Ship at Berth

Metres
WGS 1984 UTM Zone 55S

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F.4 WAVE ATTENUATOR

F.4.1 Day – Worst Case

Legend
- Sensitive Receptor

Period: Daytime
Scenario: Worst-case
Scenario: No Ship at Berth

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F.4.2 Night – Worst Case

Legend
- Sensitive Receptor

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Period: Daytime

Scenario: Worst-case

Scenario: No Ship at Berth

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Appendix G  METEOROLOGICAL MODELS
G.1 TAPM

The Air Pollution Model, or TAPM, is a three dimensional meteorological and air pollution model developed by the CSIRO Division of Atmospheric Research. A detailed description of the TAPM model and its performance is provided elsewhere. The Technical Paper by Hurley (2008) describes details of the model equations, parameterisations, and numerical methods. A summary of some verification studies using TAPM is also given in Hurley et al. (2008).

TAPM solves the fundamental fluid dynamics and scalar transport equations to predict meteorology and (optionally) pollutant concentrations. It consists of coupled prognostic meteorological and air pollution concentration components. The model predicts airflow important to local scale air pollution, such as sea breezes and terrain induced flows, against a background of larger scale meteorology provided by synoptic analyses.

Upper air data were generated over the study region using TAPM. It is noted that observed surface meteorological data nudged with TAPM in generating upper air data. CALMET was set up to use the TAPM generated upper air data as an initial guess field which is then adjusted to the observations in the final guess filed.

The TAPM-generated data and observed surface meteorological data were then entered into the CALMET diagnostic meteorological model, which is discussed below.
Figure G.1: Modelling Methodology Utilised in this Study
CALMET is a meteorological pre-processor that includes a wind field generator containing objective analysis and parameterised treatments of slope flows, terrain effects and terrain blocking effects. The pre-processor produces fields of wind components, air temperature, relative humidity, mixing height and other micro-meteorological variables to produce the three-dimensional meteorological fields that are used in the CALPUFF dispersion model. CALMET version 6.333 and level 110324 was used.

To obtain local meteorology for the project site for input into CALMET, nearby Bureau of Meteorology (BOM) surface stations were investigated. Two stations were identified:

- Merimbula Airport Automatic Weather Station (AWS) - station number 69147, 18 km north
- Green Cape AWS - station number 69137, 20 km south

Both stations were located right at the coast. However, due to the distance from the project sites and different local terrain, they were not used in the CALMET modelling.

CALMET was set up with “no observation” option, driven only by three-dimensional output from TAPM according to the Approved Methods. TAPM output for the nested grid of 300 m in resolution was used to generate 3D.dat for input into CALMET.

One recent year of meteorology, 2013, was modelled for this project. This year was determined to be a representative meteorological year based on analyses of wind speed and direction distribution, temperature and rainfall data. (See Section Error! Reference source not found. for details)

It was modelled with a horizontal domain size of 10 km x 10 km, with a fine resolution of 100 m to resolve localised wind conditions. The project site was located in the model of the domain. Vertical cell face heights are 0, 20, 40, 80, 160, 320, 640, 1250, 2500, and 3500 m. They are dense near the surface to better represent the meteorology in lower atmosphere, where the emissions are to be dispersed and receptors are located.

High resolution of terrain and land use data were used for CALMET. The terrain data was produced from Shuttle Radar Topography Mission (SRTM) data, and land use from Australian Collaborative Land Use and Management Program (ACLUMP) data. SRTM data has a resolution of approximately 90 m. ACLUMP data has fine resolution for the project area.

The project area is located on the UTM zone 56 south, with south east corner located at 752.750 km easting and 5886.000 km northing.

A summary of the data and parameters used as part of the meteorological component of this study are shown in Table G.1.
### Table G.1: Meteorological Parameters used for this Study

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<td>Centre of analysis</td>
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<table>
<thead>
<tr>
<th><strong>CALMET (v 6.333)</strong></th>
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<td>Meteorological grid resolution</td>
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<td>Surface and upper data</td>
<td>TAPM</td>
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