



WatsonMossGrowcott  
Acoustics

# Holbrook Distribution BESS

Cnr Bendemeer Lane and Hume Highway, Holbrook

**Acoustic Report – Environmental Noise Emission Assessment**

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The findings of any assessment and / or recommendations provided within this document are based on noise and vibration factors only. Any proposal / recommendation nominated within this document must be reviewed and approved by Relevant Authorities, and third-party consultants, as necessary. This may include but is not limited to structural engineers, mechanical services engineers etc.

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## 1. Introduction

The proposal includes the construction and operation of a new 4.95MW battery energy storage system (BESS) facility at the site located on the corner of Bendemeer Lane and Hume Highway, Holbrook, New South Wales.

The subject site is currently vacant and is generally surrounded by vacant grassland which in some instances includes scattered residential premises.

The new facility will include electrical infrastructure which will generate noise emissions with the potential to impact on the acoustic amenity of the surrounding environment including at residential receptors.

In consideration of the above, Watson Moss Growcott Acoustics (WMG) has been engaged to undertake an assessment of noise emissions from the proposal to consider the following:

- Noise and vibration associated with electrical infrastructure and vehicle activity at the subject site during general operations associated with the proposed facility.
- Noise and vibration emissions associated with the construction phase of the proposal.

This report presents the findings of the assessment, and where appropriate, includes indicative noise mitigation strategies to minimise the potential for adverse impacts at nearby noise sensitive receptor locations.

## 2. Noise Assessment Terminology

Noise assessment terminology used within this report is defined within Table 1 below.

*Table 1: Noise Assessment Terminology*

Terminology	Definition
dB(A)	Decibels recorded on a sound level meter, which has had its frequency response modified electronically to an international standard, to quantify the average human loudness response to sounds of different character
$L_{eq} / L_{Aeq}$	The equivalent continuous level that would have the same total acoustic energy over the measurement period as the actual varying noise level under consideration. It is the noise measure defined by the EPA as the measure of the noise to use in assessing compliance with noise limits.
$L_{90} / L_{A90}$	The level exceeded for 90% of the measurement period, which is representative of the typical lower levels in a varying noise environment. It is the noise measure defined by the EPA as the measure of the background noise level to use in determining noise limits.
Sound Power Level (L <sub>w</sub> )	The sound power level of a source is a measure of the amount of energy in the form of sound emitted from the source. The sound power level of a source is an inherent characteristic of that source and does not vary with distance from the source or with a different acoustic environment. The sound power level equals the sound pressure level at a distance from the source plus 10 times the logarithm (to base 10) of the measurement surface area (m <sup>2</sup> ), and is relative to a reference sound power of 1pW, (10 <sup>-12</sup> Watts).
Sound Pressure Level (L <sub>p</sub> )	Sound that we can hear with our ears or measure with a sound level meter is actually small variations in the pressure of the air around us. The magnitude of the pressure fluctuations vary over a very wide range from the very lowest levels we can just hear to the very high levels we need to be protected from, and for that reason sound is measured on a logarithmic scale. The sound pressure level equals 10 times the logarithm (to base 10) of the sound pressure divided by a reference pressure, which is 20 µPa. The sound pressure level reduces with increasing distance from a source and is influenced by the surroundings.

### 3. Site and Surrounding Environment

The land under consideration is located on the corner of Bendemeer Lane and Hume Highway, Holbrook.

The overall site boundaries abut Bendemeer Lane to the north, Hume Highway to the east, and RU1 zoned land to the west and south. The area of land under consideration is located in the northeastern corner of the subject site and is rectangular in shape.

The land in immediate proximity of the proposal is generally vacant and would not be expected to be noise sensitive in accordance with legislative or guideline criteria.

The closest and therefore most critical sensitive uses located within proximity of the site will include:

- **R01** – located within the boundaries of the subject site off Bendemeer Lane (address unknown).
- **R02** – 85 Mullers Road, Holbrook.

Information regarding the location and the use at the sensitive receptors has been provided by the client.

Figure 1 below provides an aerial photo of the site and surrounds including the sensitive receptors which have been considered as part of the noise emission assessment.



Figure 1: Proposed subject site and surrounding environment

## 4. Operational Phase Noise Assessment

### 4.1. Operational Noise Criteria

#### 4.1.1. Overview

The NSW Environment Protection Authority (EPA) Noise Policy for Industry (NPfI) provides criterion for addressing operational noise emissions associated with the proposed use at sensitive receptors. The Policy was released in 2017 and includes relevant methodologies for assessment and management of typical operational noise emissions from industrial premises within NSW.

Within the NPfI, commercial noise emissions are considered during various assessment periods defined as the day, evening, and night to reflect the sensitivity associated within the impacts of noise. The assessment periods defined by the EPA are included within Table 2 below.

*Table 2: EPA Defined Assessment Periods*

EPA Assessment Period	Relevant Days	Relevant Time Periods
Day	Monday to Saturday	7:00am to 6:00pm
	Sunday	8:00am to 6:00pm
Evening	All Days	6:00pm to 10:00pm
Night	Monday to Saturday	10:00pm to 7:00am
	Sunday	10:00pm to 8:00am

When addressing noise emissions associated with commercial/industrial uses, the NPfI defines project trigger levels which are used to consider potential impacts at sensitive receptors. The levels are determined based on consideration of what the NPfI refers to as the 'Project Intrusiveness Noise Level', and the 'Project Amenity Noise Levels'.

The project trigger levels then adopt the lower and more stringent of the determined values.



#### 4.1.2. Project Intrusiveness Noise Criteria

The intent of the project intrusiveness noise level is to minimise the potential for change in the acoustic environment at relevant sensitive receptors by ensuring that impacts associated with a new source are controlled to values 5 dB above a minimum threshold noise level.

The attributable noise levels are defined as  $L_{Aeq}$  values assessed over a 15 minute period.

It is noted that the site is located in proximity to Hume Highway, and therefore may be subject to elevated noise levels associated with traffic. WMG has not undertaken measurements of the ambient noise environment at or within the vicinity of the site as part of preparation of this report, however, at the client's direction could do so at a later project stage to determine whether traffic movements influence the background noise levels at nearby sensitive receptors.

In consideration of the above and in the absence of site measured data, the minimum 'rating background levels' (RBLs) nominated within the NPfi have been adopted as the basis for the assessment and are included below.

*Table 3: Minimum RBLs*

Descriptor	NPfi Defined Assessment Period		
	Day	Evening	Night
Minimum RBLs	35 $L_{A90}$	30 $L_{A90}$	30 $L_{A90}$

The project intrusiveness noise levels will then be determined based on the adopted minimum RBLs plus 5 dB and will therefore be as shown below in Table 4.

*Table 4: Project Intrusiveness Noise Levels*

Descriptor	NPfi Defined Assessment Period		
	Day	Evening	Night
Project Intrusiveness Noise Levels	40 $L_{Aeq}$ 15min	35 $L_{Aeq}$ 15min	35 $L_{Aeq}$ 15min

#### 4.1.3. Project Amenity Noise Criteria

The intent of the project amenity noise level is to limit continuing noise level increases at sensitive receptors through consideration of independent commercial/industrial operations in accordance with the Intrusiveness Noise Level criteria alone.

Derivation of the project amenity noise levels is based on the 'recommended amenity noise levels' contained within **Table 2.2: Amenity noise levels** of the NPfI. The values presented in the Table represent the total industrial noise which may impact on a receptor location over an assessment period.

In order to compare the amenity values with the **project intrusiveness level**, the values are adjusted from a  $L_{Aeq}$  period to  $L_{Aeq\ 15min}$ , by adding a 3dB correction to the amenity noise level.

When determining the relevant amenity noise levels, WMG has considered the site as 'rural' as surrounding sensitive uses are generally residential type and located within RU1 zoned land. The amenity noise levels for 'rural' areas are summarised below.

*Table 5: NPfI Amenity Noise Levels*

Receiver	Noise Amenity Area	Time of Day	Recommended Amenity Noise Level	
			Raw NPfI Values	Adjusted for 15min
Residential	Rural	Day	50 $L_{Aeq}$ period	53 $L_{Aeq\ 15min}$
		Evening	45 $L_{Aeq}$ period	48 $L_{Aeq\ 15min}$
		Night	40 $L_{Aeq}$ period	43 $L_{Aeq\ 15min}$

New industrial noise sources are then subject to the **project amenity noise level** which is determined to represent an objective for any single commercial/industrial noise source at a receptor location.

Where the surrounds include other commercial/industrial uses which may impact on receptors, the project amenity noise level implements a negative adjustment to account for cumulative contributions.

Based on a review of the land zoning surrounding the subject site, it would not be anticipated that a new industrial or commercial use would be introduced within proximity of the critical sensitive receptors.

In consideration of the above, WMG has not allowed for potential cumulative contributions at the critical sensitive receptor locations. The adopted values are therefore as shown below in Table 6.

*Table 6: Project Amenity Noise Levels*

Descriptor	NPfI Defined Assessment Period		
	Day	Evening	Night
Recommended Amenity Noise Level	50 $L_{Aeq}$ period	45 $L_{Aeq}$ period	40 $L_{Aeq}$ period
Adjustment to reflect 15min assessment period	plus 3 dB	plus 3 dB	plus 3 dB
Project Amenity Noise Levels	53 $L_{Aeq\ 15min}$	48 $L_{Aeq\ 15min}$	43 $L_{Aeq\ 15min}$

#### 4.1.4. Adopted Project Trigger Noise Criteria

In accordance with the assessment methodologies contained within the NPfI, project noise trigger levels will be determined based on whichever of the project intrusiveness level and the project amenity level is the lower or more stringent. In consideration of the above, the project trigger noise levels will be as shown in Table 7.

*Table 7: Project Trigger Noise Levels*

Descriptor	NPfI Defined Assessment Period		
	Day	Evening	Night
Project Intrusiveness Noise Levels	40 LAeq 15min	35 LAeq 15min	35 LAeq 15min
Project Amenity Noise Levels	53 LAeq 15min	48 LAeq 15min	43 LAeq 15min
Project Trigger Noise Levels	40 LAeq 15min	35 LAeq 15min	35 LAeq 15min

For sensitive receptors, the trigger levels are assessed at the most affected point within site boundaries, or within 30 metres of dwellings where the dwellings are setback from boundaries.

Due to the continuous operation of the subject site and new equipment, the critical criteria will be based on the night period when the lowest criteria will be applicable.

#### 4.1.5. Modifying Factor Corrections

When considering noise impacts on sensitive receptors, NPfI methodology includes relevant adjustment factors which account for the potential for the noise source under consideration to impact on the acoustic amenity of the noise sensitive receptor.

The relevant factors are included within Fact Sheet C of the NPfI and include:

- Tonal noise.
- Low frequency noise.
- Intermittent noise.

Clarification regarding each of the adjustments is shown below in Table 8.

*Table 8: NPfI Modifying Factor Corrections*

Relevant Factor	Assessment / Measurement	When to Apply	Correction
Tonal Noise	One-third octave band analysis.	Level of one-third octave band exceeds the level of the adjacent bands level on both sides by in the order of 5dB – 15dB as defined in the NPfI.	5 dB
Low-Frequency Noise	Measurement of source contribution C-weighted and A-weighted level and one third octave measurements.	Measured/assess source contribution C and A weighted Leq,t levels over same time period. Correction to be applied where the C minus A level is 15 dB or more and the level defined in Table C2 of the NPfI is exceeded.	2 or 5 dB
Intermittent Noise	Subjectively assessed but should be assisted with measurement to gauge the extent of change in noise level.	The source noise heard at the receiver varies by more than 5 dB(A) and the intermittent nature of the noise is clearly audible.	5 dB

The adjustments are applied to the measured/predicted values at sensitive receptors for consideration relative to the project noise trigger levels. A maximum of 10dB correction will be applied to the measured/predicted noise levels at the sensitive receptor, with a maximum of 5dB applicable when the tonal character is in the low frequency range below 160Hz.

## 4.2. Noise Modelling Results

### 4.2.1. Noise Prediction Methodology

Modelling of operational noise emissions from the site has been conducted using DataKustik CadnaA environmental noise modelling software.

Relevant information regarding site elevations, site buildings and the surrounding environment has been provided by the client and sourced from online databases including Nearmaps, NSW Planning Portal, and topography from the ANZLIC Committee on Surveying and Mapping.

With the utilisation of the above, the model has been developed and configured with sufficient detail for appropriate noise emission calculations to be undertaken.

For this assessment, the modelling software has implemented the calculation procedures defined within International Standard ISO 9613-2: 1996 Acoustics – Attenuation of sound during propagation outdoors – Part 2: General method of calculation (ISO 9613).

The described standard has been considered and approved as part of many previous projects requiring noise emission assessment works. Through implementation of the Standard using CadnaA, the noise emission modelling considers the following attenuation measures:

- Geometrical spreading.
- Atmospheric absorption.
- Ground attenuation.
- Meteorological effects.
- Source / Receiver height effects.
- Attenuation due to the surrounding environment including existing buildings / structures.

In addition to the above, and in accordance with the methodologies contained within the NPfI, noise predictions must account for noise enhancing weather conditions in the direction of sensitive receptors.

This can be addressed via two options:

- **Option 1**  
Adopt the **noise-enhancing meteorological conditions** for all assessment periods for noise impact assessment purposes without an assessment of how often these conditions occur – a conservative approach that considers source-to-receiver wind vectors for all receivers and F class temperature inversions with wind speeds up to 2 m/s at night.
- **Option 2**  
Determine the **significance** of noise-enhancing conditions.

Option 1 has been adopted as the basis for predicting noise emissions from the proposed use and is often considered conservative as it represents a worst case operation scenario.

The critical receptors located in proximity of the subject site are understood to be single level dwellings, therefore an assessment height of 1.5m has been adopted as the basis for the noise model.

Predicted values at receptor locations have been calculated in the 'free-field', which do not include reflections from localised surfaces other than the ground.



#### 4.2.3. Predicted Noise Levels

The results of the noise model are presented below in Table 10. It should be noted that the noise sources have been modelled as follows:

- As an omnidirectional noise source for the MVPS unit inverters and transformer. There may be the potential for the MVPS to include directivity which may reduce noise emissions in some directions pending orientation.
- With directivity facing east for the battery units. The battery units therefore must be configured so that the higher noise emissions from the unit face east away from the nearest sensitive receptors.

*Table 10: Noise modelling results compared with Project Trigger Noise Levels*

Assessment Location	Predicted Noise Level (15 <sub>min</sub> )	Project Trigger Noise Levels L <sub>Aeq</sub>		
		Day	Evening	Night
R01	34 dB(A) L <sub>eq</sub>	40	35	35
R02	30 dB(A) L <sub>eq</sub>	40	35	35

The findings of the assessment indicate that in the absence of noise control, residual noise levels at the R01 and R02 receptors are compliant with the project trigger levels during the day, evening, and night periods.

#### 4.2.4. Consideration of Modifying Factors

As part of previous assessments, WMG has identified that electrical infrastructure has the potential to include a tonal character which may be audible at nearby receptors and warrant an adjustment in accordance with the NPfI.

Due to the distance separation between the electrical infrastructure and nearby sensitive receptors however, WMG would expect that residual tonal noise may not be present and therefore not require an adjustment for this project.

The noise modelling software utilised as part of the assessment includes the capability to predict the one-third octave band noise levels at the sensitive receptors. The predicted one-third octave band noise levels are summarised below.

*Table 11: Predicted one-third octave band noise levels - dB*

Rec	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
R01	34	32	34	34	31	35	28	32	33	26	28	22	25	26	26	28	25	24	22	18	17	21	<10	<10	<10	<10	<10
R02	29	26	29	29	26	29	21	25	26	20	22	16	19	20	20	21	19	24	22	18	15	12	<10	<10	<10	<10	<10

To provide a basis for understanding the presence of any modifying factors, WMG has compared the predicted values with the criteria nominated in the NPfI which relates to tonal noise and low frequency noise.

##### **Tonal noise**

The predicted values do not exceed the level of the adjacent one-third octave bands on both sides by the 5dB, 8dB and 15dB thresholds nominated in the NPfI. In consideration of the above, a tonal adjustment will not be applicable for the assessment.

##### **Low frequency noise**

The predicted values do not exceed the low-frequency noise threshold values, and hence an adjustment will not be applicable for the assessment.

The above outcomes confirm that the predicted noise levels at the R01 and R02 sensitive receptors will comply with the project trigger levels during the day, evening, and night periods.



## 5. Construction Noise Assessment

### 5.1. Duration of Construction Works and Construction Program

The construction program for the proposed BESS facility is expected to have a duration of four weeks, during which various activities will be undertaken at the subject site.

The client has advised that the construction hours will be limited in accordance with the 'recommended standard hours' nominated by the EPA which include:

- Monday to Friday, 7:00am to 6:00pm.
- Saturday, 8:00am to 1:00pm.
- Sunday and Public Holidays, no construction works.

In consideration of the above, assessment of noise emissions due to construction activities at the site has been limited to the above 'recommended standard hours', as the client has advised that there is no need for works to be completed during other times.

For the purposes of this assessment, the client has provided a breakdown of the proposed construction program to assist with calculating residual noise levels at the critical sensitive receptors within proximity of the subject site.

The construction program is included below in Table 12 and indicates that the potentially 'noisy' activities including excavation, crane usage and heavy delivery vehicles will generally be limited to week 1 and week 2 of the program.

*Table 12: Proposed construction program*

Period	Site Works	No. of Vehicle Access per week
Week 1	<ul style="list-style-type: none"> <li>• Drainage, road, and fencing works</li> <li>• Installation of concrete footings</li> </ul>	Light – 10 (2 per day) Heavy – 2
Week 2	<ul style="list-style-type: none"> <li>• Cable installation</li> <li>• Delivery of battery shipping containers and inverter station</li> <li>• Installation of battery shipping containers and inverter station</li> </ul>	Light – 15 (3 per day) Heavy – 12
Week 3	<ul style="list-style-type: none"> <li>• Electrical installation and cable termination</li> <li>• Electrical testing</li> </ul>	Light – 15 (3 per day)
Week 4	<ul style="list-style-type: none"> <li>• commissioning / demobilisation</li> </ul>	Light – 10 (2 per day) Heavy – 1

## 5.2. Interim Construction Noise Guideline

### 5.2.1. General Assessment Methodologies

Construction noise and vibration associated with demolition, remediation, renewal, maintenance, and general building works has been identified as a major environmental issue within NSW. Construction activities can generate high levels of noise which can adversely impact on the surrounding acoustic environment including affecting sleep, concentration, mental and physical health.

In consideration of the above, several agencies including the Department of Environment and Climate Change (DECC), NSW Department of Planning, Roads and Traffic Authority (RTA), WorkCover NSW, NSW Health together with the Local Government and Shires Association of NSW prepared the *Interim Construction Noise Guideline* (INCG) to assist with addressing construction noise and vibration impacts.

The guideline was released in 2009 and provides methodologies for assessing and managing the potential impacts of construction noise on residences and other sensitive land uses.

The INCG document is currently under review by the EPA with a new draft guideline having been issued for *public consultation purposes only*, however had not been superseded at this stage.

In consideration of the above, WMG has adopted the currently applicable INCG document as the basis for providing an assessment of construction noise and vibration emissions associated with the project.

The main objectives of the ICNG are to:

- Promote a clear understanding of ways to identify and minimise noise from construction works.
- Focus on applying all 'feasible' and 'reasonable' work practices to minimise construction noise.
- Encourage construction activities to be undertaken only during the 'recommended standard hours' unless approval is given for works that cannot be undertaken during these hours.
- Streamline the assessment and approval stages and reduce time spent dealing with complaints at the project implementation stage.
- Provide flexibility in selecting site-specific feasible and reasonable work practices to minimise noise impacts.

When addressing construction noise and vibration, the guideline presents two alternative assessment methodologies expressed as either quantitative or qualitative and which vary based on the proposed construction project duration.

For shorter duration projects which are nominally defined as less than three weeks in total, the qualitative assessment procedures are commonly adopted which require the proponent to consider the guideline's checklist of work practices to minimise noise and implement appropriate strategies.

Where projects have a duration of greater than three weeks, the quantitative assessment procedure is recommended which includes derivation of 'noise management levels' (NML) and noise predictions to consider the potential noise impacts at sensitive receptor locations.

This BESS project will be undertaken for a period of four weeks and will therefore marginally exceed the timeframe which is nominated for a qualitative assessment. Furthermore, due to the proximity of the site to the nearest sensitive receptors, it is considered appropriate that a detailed investigation consistent with the quantitative assessment approach is undertaken for the proposal.

### 5.2.2. Determination of Project Noise Management Levels

The NMLs are determined based on an emergence of the construction noise impacts above the RBLs defined within the NPfI for the 'recommended standard hours' as shown within Table 13.

*Table 13: Hours Nominated within ICNG*

Period Designation	Relevant Hours
Recommended Standard Hours	Monday to Friday – 7:00am to 6:00pm Saturday – 8:00am to 1:00pm
Outside Recommended Standard Hours	All Days – 6:00pm to 7:00am Saturday – 1:00pm to 6:00pm Sunday / Public Holidays – All Day

A summary of the methodologies associated with determining the NMLs and the methods of application are included within Table 14 below.

*Table 14: Noise impacts at residences using quantitative assessment procedure.*

Time of Day	NML $L_{Aeq}$ (15 min)	How to Apply
Recommended standard hours.	Noise affected RBL + 10 dB	<p>The noise affected level represents the point above which there may be some community reaction to noise.</p> <ul style="list-style-type: none"> <li>Where the predicted or measured <math>L_{Aeq}</math> (15 min) is greater than the noise affected level, the proponent should apply all feasible and reasonable work practices to meet the noise affected level.</li> <li>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.</li> </ul>
	Highly noise affected 75 dB(A)	<p>The highly noise affected level represents the point above which there may be strong community reaction to noise.</p> <ul style="list-style-type: none"> <li>Where noise is above this level, the relevant authority (consent, determining or regulatory) may require respite periods by restricting the hours that the very noisy activities can occur, taking into account: <ol 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> </ol> </li> </ul>
Outside recommended standard hours	Noise affected RBL + 5 dB	<ul style="list-style-type: none"> <li>A strong justification would typically be required for works outside the recommended standard hours.</li> <li>The proponent should apply all feasible and reasonable work practices to meet the noise affected level.</li> <li>Where all feasible and reasonable practices have been applied and noise is more than 5 dB(A) above the noise affected level, the proponent should negotiate with the community.</li> </ul>

The NMLs are not mandatory limits, however where construction noise levels are predicted to exceed the NMLs, it is considered appropriate that the proponent implement feasible and reasonable work practices to minimise the potential impacts on noise sensitive receptors.

Guidance in relation to what is considered feasible and reasonable is included in the ICNG and generally relates to practical implementation and ongoing maintenance associated with the proposed treatment.

It also considers whether the overall noise benefits associated with the noise control approach outweigh the overall adverse social, economic, and environmental effects, including the cost of the measure.

When determining the noise management levels for the construction phase of the project, and in the absence of site measured data, WMG has adopted the minimum RBLs which form part of the NPfI.

The adopted NMLs for the project are therefore as shown below in Table 15.

*Table 15: Residential Receptor Noise Management Levels for Construction*

Descriptor	NPfI Defined Assessment Period		
	Day	Evening	Night
Recommended Standard Hours – Noise Affected	45 L <sub>Aeq</sub>	N/A	N/A
Recommended Standard Hours – Highly Affected	75 L <sub>Aeq</sub>	N/A	N/A

Where appropriate, the ICNG also requires consideration of ground borne noise impacts at residential receptors as well as the potential for noise emissions to cause sleep disturbance at residential receptors during the night periods.

Given the distance setback of the closest sensitive receptor to the site and the proposed construction hours which are limited to the day period, potential ground borne noise emissions, and the potential for sleep disturbance has not been considered further.

### 5.3. Proposed Construction Activities and Noise Assessment

Based on information provided by the client, equipment which will form part of the construction works associated with preparation and commissioning of the subject site will include:

- Excavator.
- Water dust suppression truck.
- Truck mounted crane (60 tonne) – lifting and positioning works expected to be completed in 1 day.
- Concrete truck and associated agitator.
- Power hand tools.

In addition to the above, a total of fifteen (15) heavy vehicles will attend the subject site throughout the four week construction program, with fourteen (14) expected within the first two weeks. The heavy vehicles will deliver the battery containers and inverter station. The final truck will likely be for waste collection.

An indicative breakdown of the construction stages during which each type of equipment will be utilised is included below within Table 16.

*Table 16: Summary of Construction Activities.*

Construction Stage	Equipment and Activity
Drainage, road and fencing works.	<ul style="list-style-type: none"> <li>▪ Excavator for landscaping.</li> <li>▪ Water trucks for dust suppression.</li> <li>▪ Concrete truck and associated agitator for fence construction.</li> <li>▪ Private vehicles.</li> </ul>
Installation of concrete footings	<ul style="list-style-type: none"> <li>▪ Concrete truck and associated agitator.</li> <li>▪ Private vehicles.</li> </ul>
Delivery of battery shipping containers and inverter station unit.	<ul style="list-style-type: none"> <li>▪ Semi-trucks for good deliveries.</li> <li>▪ Crane truck to move containers and place in position.</li> <li>▪ Private vehicles.</li> </ul>
Cable installation	<ul style="list-style-type: none"> <li>▪ Excavator for cable trenching.</li> <li>▪ Water trucks for dust suppression.</li> <li>▪ Powered hand tools for connection.</li> <li>▪ Private vehicles.</li> </ul>
Electrical installation, cable termination and electrical testing.	<ul style="list-style-type: none"> <li>▪ Powered hand tools for connection.</li> <li>▪ Private vehicles.</li> </ul>
Commissioning and demobilisation	<ul style="list-style-type: none"> <li>▪ Private vehicles.</li> <li>▪ Waste truck.</li> </ul>

Private vehicles, although relevant, will have source sound power levels significantly lower than other potential noise sources forming part of the proposed construction activities and will not contribute to the calculated value at the sensitive receptors. In consideration of the above, WMG has not considered noise associated with private vehicles further within the construction noise assessment.

Transient sources such as trucks may travel within the site boundaries, however, for the purposes of this assessment, WMG has considered that the construction activities will generally occur where the electrical infrastructure will be located.

When addressing source noise levels associated with the construction activities, WMG has considered the following:

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- Maximum noise levels from plant and equipment nominated within Appendix C of the Construction Noise and Vibration Strategy document issued by Transport for NSW 2019.
- Noise level data provided by the manufacturer / equipment suppliers.
- Noise level data obtained by WMG as part of previous independent investigations.

Based on the above, and with input from the client, the equipment types and adopted sound power levels are included within Table 17 below.

*Table 17: Summary of Equipment and Associated Sound Power Levels*

Construction Stage	Equipment Type	No. of Units	Adopted Sound Power Level	Operating Time in 15min period	Adopted $L_{WA}$ per Stage
Drainage, road, and fencing works.	Excavator	1	95 dB(A)	100 %	111 dB(A)
	Water Cart	1	102 dB(A)	50 %	
	Concrete Truck	1	104 dB(A)	25 %	
	Concrete pouring	1	110 dB(A)	100 %	
Concrete footings install	Concrete Truck	1	104 dB(A)	25 %	110 dB(A)
	Concrete pouring	1	110 dB(A)	100 %	
Delivery of battery shipping containers and inverter station unit	Truck movements	1	101 dB(A)	25 %	102 dB(A)
	Crane truck	1	104 dB(A)	50 %	
Cable installation.	Excavator	1	95 dB(A)	100 %	102 dB(A)
	Water Cart	1	102 dB(A)	50 %	
	Hand Tools	3	96 dB(A)	50 %	
Electrical installation, cable termination and electrical testing	Hand Tools	3	96 dB(A)	50 %	98 dB(A)
Commissioning and demobilisation.	Waste Truck	1	101 dB(A)	50 %	98 dB(A)

The client has advised that each phase of the construction program will be undertaken progressively which will result in cumulative noise levels during each stage rather than due to multiple construction stages.

Using the adopted sound power levels and usage rates described in Table 17, the calculated resultant noise levels at the critical receptors are summarised within Table 18 below.

*Table 18: Predicted Construction Noise Levels*

Construction Phase	Predicted Noise Levels L <sub>Aeq</sub> (15 minute)		Predicted Noise Levels relative to Derived NMLs L <sub>Aeq</sub> (15 minute)		Comments
	R01	R02	R01	R02	
Drainage, road, and fencing works.	49	43	45	45	Noise impact at receptor dominated by concrete pouring.
Concrete footings install	48	42	45	45	Noise impact at receptor dominated by concrete pouring.
Battery containers and inverter station unit delivery and placement	40	34	45	45	Noise impact at receptor dominated by crane truck moving containers.
Cable installation.	40	34	45	45	Noise impact at receptor includes contributions due to all noise sources.
Electrical installation, cable termination and electrical testing	36	30	45	45	Noise impact at receptor includes contributions due to all noise sources.
Commissioning and demobilisation.	36	30	45	45	Noise impact at receptor includes contributions due to all noise sources.

The results of the noise model indicate that during the initial stages of the construction program, noise emissions associated with the concrete truck, and more particularly, the concrete pouring process have the potential to be higher than the 'Noise Affected' NMLs during the recommended standard hours.

The calculated values will continue to be well below the 'highly affected' NML of 75 dB(A).

For the purposes of this assessment, WMG has assumed that the pouring process will be continuous for the 15-minute assessment period. Exceedances will be lesser if the process occurred for less than a continuous 15 minutes, however, would need to occur for less than 4-5 minutes in a 15-minute period to be equal or below the NMLs.

Given the calculated NML exceedances, construction noise mitigation strategies have been included in Section 5.4.

## 5.4. Construction Noise Mitigation and Management

The NSW ICNG requires that noise emissions associated with construction are assessed against NMLs.

The NMLs are not mandatory noise limits, however where construction activity noise levels are predicted to exceed the NMLs, it is considered appropriate that the proponent implement feasible and reasonable work practices to minimise the potential impacts on noise sensitive receptors.

Guidance regarding minimisation of disturbance due to construction is included within *AS2436-2010 Guide to noise and vibration control on construction, demolition and maintenance sites* as well as the ICNG and includes the reference to the following:

- Implementation of universal work practices relating to minimising noise.
- Selection of low noise plant and equipment.
- Consultation and transparency with the surrounding community.

In addition, due to the calculated exceedances of NMLs at the R01 receptor, specific noise control for some activities should be considered by the client.

### 5.4.1. General Work Practices

Universal work practices which should form part of a construction management plan will include:

- Regular enforcement (ie toolbox talks) of the need to minimise noise and vibration. This will include educating heavy vehicle drivers regarding expectations of their vehicle use (eg. avoid engine brakes, sudden acceleration, minimising reversing etc).
- Regular identification of noisy activities and adoption of improvement techniques.
- Avoiding the use of portable radios, public address systems or other methods of site communication that may unnecessarily impact upon nearby residents.
- Developing routes for the delivery of materials and parking of vehicles to minimise noise.
- Where possible avoiding the use of equipment that generates impulsive noise.
- Minimising the need for vehicles reversing at the site and within proximity of receptors.
- Use of broadband audible alarms on vehicles and elevating work platforms used on site.
- Minimising the movement of materials and plant and unnecessary metal-on-metal contact.
- Minimising truck movements.
- Scheduling respite periods (eg. noisy periods limited to 3 hours).
- Prioritise ensuring that construction works, and heavy vehicle movements occur during standard work hours between 7am and 6pm Monday to Friday, and 7am to 1pm Saturday.

### 5.4.2. Plant and Equipment

General work practices which will minimise the potential for noise emissions to cause disturbance at sensitive receptors will include:

- Where possible, implementing quieter techniques for high noise activities.
- Choosing quieter mobile and fixed equipment based on the site requirements.
- Operating equipment in the quietest and most efficient manner.
- Regular inspection and maintenance of equipment to ensure it is in good working order.



### 5.4.3. Community Relations

Communication and transparency with the surrounding community will be critical in minimising the potential for adverse impacts on the acoustic amenity at sensitive receptors. In order to orchestrate the above, it is advised that the client implement the following:

- Appoint a relevant community relations manager prior to project commencement.
- The manager must approach and communicate with sensitive receptors information regarding the project timeline, construction methodologies, potentially noisy periods.
- Maintain contact with receptors throughout duration of project to ensure that they are up to date on when certain events will commence and finish.
- Provide a construction noise management plan to the sensitive receptors which includes site contact information for residents to call regarding complaints and other queries.

Where complaints are received, they must be recorded on a centralised system and handled in a prompt and responsive manner. This may involve noise monitoring or a review of processes.

### 5.4.4. Specific Construction Activity Noise Control

#### 5.4.4.1. Concrete Truck Pouring

The noise emission assessment has identified the potential for exceedances of NMLs at the critical R01 residential receptor due to the concrete pouring works which will occur during fencing and concrete footing installation.

Predicted values at all other identified receptor locations will be  $< 45 L_{Aeq}$  during the described works which is below the NML for the recommended standard hours at these locations. As a result, predicted exceedances will be limited to a single dwelling.

Due to the calculated exceedances, it would be recommended that the client engage in consultation with the receptor and ensure that they are aware of the works proposed and the duration of the works.

It would be expected that the main source of noise associated with the pouring activity will be the truck engine revs, therefore the contractor should minimise this where possible to minimise noise emissions.

Furthermore, in accordance with information provided in AS2436-2010, where feasible, the contractor should:

- Locate static mixing activities as far as possible from sensitive receptors.
- Ensure that workers do not hammer the drum as part of cleaning.
- Fit more efficient silencers to diesel or petrol engines.

#### 5.4.4.2. Reversing and Warning Alarms

Community concerns in relation to construction noise have often resulted from the use of tonal reversing beepers associated with mobile equipment at construction sites. In consideration of the above, WMG provide the following recommendations:

- Equipment which is based at site should be fitted with 'new generation' broadband reverse alarms which vary their noise output according to the ambient noise level in the surrounding environment.
- Encourage operators of commercial vehicles making deliveries / collection at site to replace any tonal reversing beepers with the described 'new generation' broadband reverse alarms.
- Configure the site to minimise the requirement for non-site based vehicles to reverse.

Where possible, non-audible warning systems (eg. flashing lights, reversing cameras) should be used to reduce noise and must be approved by relevant safety authorities.

## 6. Vibration Assessment

The client has advised that vibration intense activities will not form part of the construction or operational phase of the proposed use. In consideration of the above, WMG has not considered vibration further.

## 7. Road Traffic Noise Assessment

During the operational phase of the BESS project, it is understood that there will be no permanent staff based at the site, and therefore no regular traffic movements.

Site inspections and maintenance works will be undertaken intermittently as required.

Given the infrequency of the operational vehicle movements, noise impacts during these times will be negligible and are not expected to impact adversely on the acoustic environment at sensitive receptors.

The focus of any vehicle movements will therefore be based on the project construction phase during which there will be weekly vehicle movements. It is understood that during this phase, vehicles will access the site directly from Hume Highway located adjacent to the eastern site boundary.

When addressing the potential noise impacts associated with vehicle movements along public roads, commonly adopted criterion is provided within the NSW Department of Environment Climate Change and Water (DECCW) Road Noise Policy, March 2011.

The Policy includes assessment criteria to consider the potential noise impacts at residences affected by traffic on existing roadways generated by land use developments as shown in Table 19.

*Table 19: Road Traffic Noise Assessment Criteria for Residential Land Uses*

Road Category	Type of Project / Land Use	Assessment Criteria $L_{Aeq}$	
		Day (7am to 10pm)	Night (10pm to 7am)
Freeway	Existing residences affected by additional traffic on described roadway generated by land use developments	60 (15 HOUR)	55 (9 HOUR)
Local Roads	Existing residences affected by additional traffic on described roadway generated by land use developments	55 (1 HOUR)	50 (1 HOUR)

Based on guidance provided by the client, it is understood that the following light and heavy vehicle movements will form part of the four week project construction program:

- **Week 1** – two light vehicles accessing the site per day, and a total of two heavy vehicles accessing the site across the week period. No more than one heavy vehicle in a one hour period.
- **Week 2** – three light vehicles accessing the site per day, and a total of twelve heavy vehicles accessing the site across the week period. No more than one heavy vehicle in a one hour period.
- **Week 3** – three light vehicles accessing the site per day, and no heavy vehicles.
- **Week 4** – two light vehicles accessing the site per day, and a total of one heavy vehicle accessing the site across the week period.

The heavy vehicles will be delivering materials to the site including the new battery storage containers and the MVPS containers. Light vehicles will be associated with construction staff and their personal vehicles. Based on information provided by the client it is understood that vehicles can arrive at the site from the east along Hume Highway.

The Hume Highway is already a heavily trafficked roadway during the day period, and hence the relative small number of traffic movements associated with the project are not anticipated to impact on the existing acoustic environment at sensitive receptor locations.

## 8. Conclusion

WMG has undertaken an acoustic assessment to address potential operational and construction noise and vibration impacts associated with the BESS facility proposed on the corner of Bendemeer Lane and Hume Highway, Holbrook, New South Wales.

Assessment of noise emissions from the proposed site operations, and construction activities have been based on the methodologies described within the following documentation:

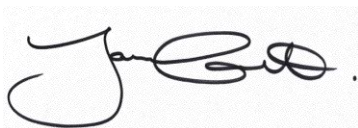
- NSW EPA Noise Policy for Industry.
- NSW Interim Construction Noise Guideline 2009.
- Department of Environment and Conservation's 'Assessing Vibration: a technical guideline'.
- NSW Department of Environment Climate Change and Water Road Noise Policy 2011.

The findings of the assessment have concluded that operational noise and vibration emissions associated with the proposal will comply with relevant criteria at sensitive receptors in the absence of any noise mitigations strategies.

When addressing general construction noise and vibration as well as road traffic noise, the findings of the assessment concluded the following:

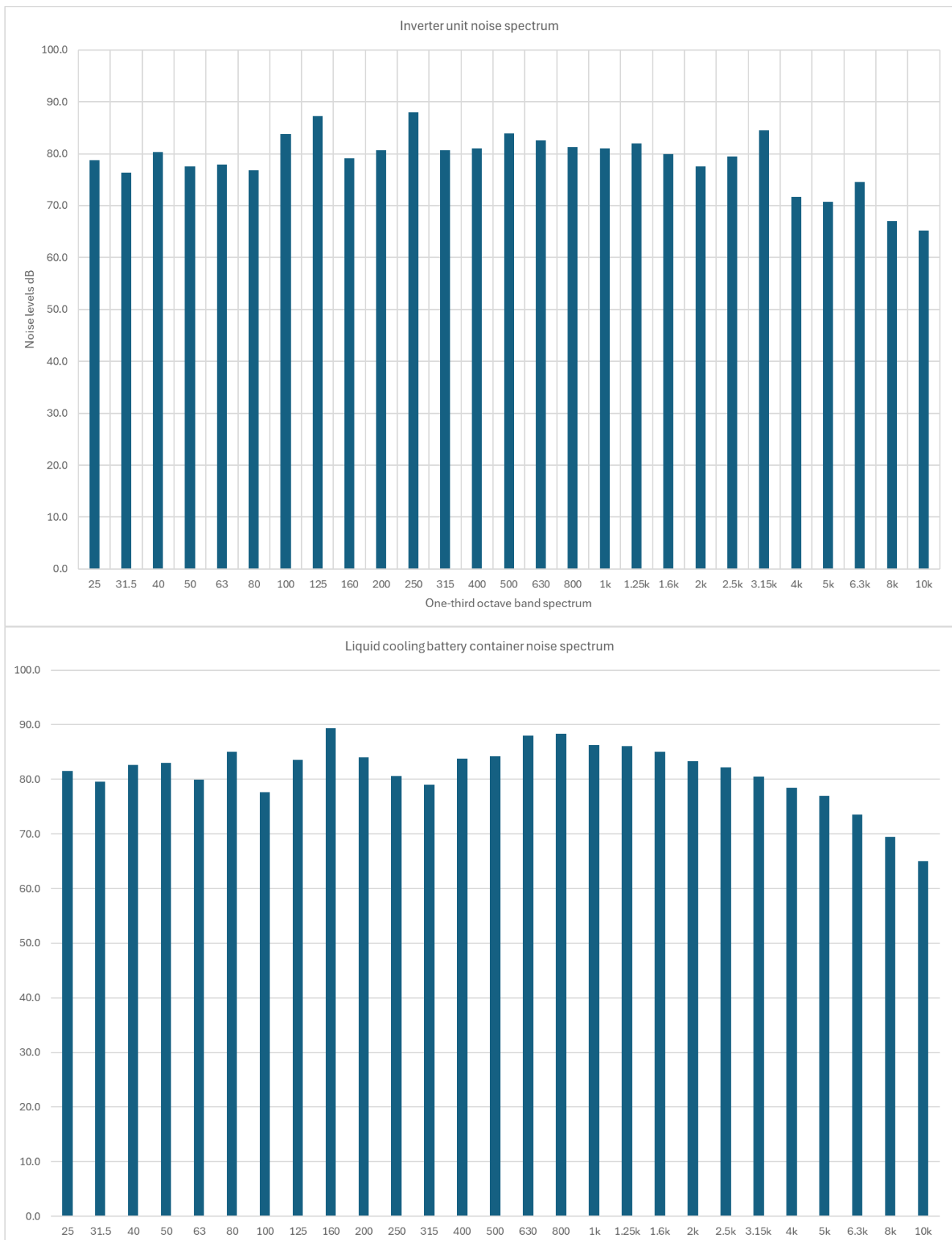
- Noise due to construction vehicle movements is predicted to be below noise level criteria nominated within the Road Noise Policy.
- Noise emissions due to some construction activities have been predicted to exceed NMLs at receptors. In these instances, WMG has provided suitable noise mitigation strategies to minimise the potential for adverse impacts on the relevant sensitive receptors.
- The client has advised that vibration intense activities will not form part of the project construction or operational phase and have therefore not been considered within the assessment.

Given the preliminary nature of the assessment, WMG would recommend that the finalised design is reviewed by an acoustic consultant to ensure that the outcomes comply with relevant criteria.



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## Appendix 1 – Noise source one-third octave band spectrum



## Appendix 2 – Aerial Site Plan Layout

