



30 January 2026

REFERRAL RESPONSE – ENVIRONMENTAL HEALTH

FILE NO: Development Applications: 376/2025/1

ADDRESS: 351 New South Head Road DOUBLE BAY 2028

PROPOSAL: Demolition of the existing building and construction of a new residential flat building including basement carpark with affordable housing

FROM: Louie Salvatore

TO: Mr B McIntyre

1. ISSUES

- Acoustics – Construction, Traffic & Operational.

2. DOCUMENTATION

I refer to the following documents received for this report:

- Statement of Environment Effects: prepared by GSA Planning – Job No. 25225 – September 2025.
- Architectural Plans: prepared by Hill Thalys Architecture + Urban Projects – Project No. 2508/2510 – 16 September 2025.
- Acoustic Report: prepared by Rodney Stevens Acoustics – Traffic Noise Assessment – Report No. R230492R1 – Revision 0 – 06 August 2025.

3. RESEARCH

The following research was undertaken in the preparation of this assessment:

- A site inspection was carried out on the following date: *#Insert/delete as appropriate*

4. SUMMARY OF PROPOSAL

It is proposed to demolish the existing building and construct a new eight storey residential flat building above two levels of basement parking with plant enclosure above. The proposed development comprises 24 dwellings.

Basement Floor Level 2

The Basement Floor Level 2 is at RL 3.55 AHD and is accessed by a car ramp from Basement Level 1 above. This level comprises eighteen car spaces, three motorcycle spaces, two storage rooms, two stairwells and a lift.

Basement Floor Level 1

The Basement Floor Level 1 is at RL 6.35 AHD and is accessed by the amended existing crossover from New South Head Road. This level comprises eighteen car spaces, a motorcycle space, a bin storage room, two stairwells and a lift.



Ground Floor Level

The Ground Floor Level is at RL 9.45 AHD and is accessed by a pedestrian entrance from New south Head Road. This level comprises one 3-bedroom unit, the lower level of two 2-bedroom unit and a single 1-bedroom unit. All of these units are allocated as affordable housing. This level will also comprise 27 bicycle parking spaces, a fire pump room, plant room, MSB room as well as staircase and lift access. There is a communal garden located at the rear as well as to the west.

First Floor Level

The First Floor Level is at RL 13.45 AHD. This level comprises one 3-bedroom affordable unit, one standard 3-bedroom unit, the upper level of two 2-bedroom affordable units and a single 1-bedroom affordable unit. Staircase and lift access is available provided in the communal lobby.

Second to Sixth Floor Level

The Second Floor Level is at FFL 16.67 AHD and the Sixth Floor Level is at FFL 29.55 AHD, with a level in between at 3.22m intervals, totalling five levels. All these levels comprise the same floor plan. Each level comprises two 3-bedroom units and one 4-bedroom unit. Staircase and lift access is available provided in the communal lobby.

Seventh Floor Level

The Seventh Floor Level is at RL 32.77 AHD. This level comprises two 4-bedroom units. The Unit 23 comprises four ensuites, a kitchen, dining and living room, a powder room and laundry. The Unit 24 comprises three ensuites, a kitchen, dining and living room, a powder room and laundry. Staircase and lift access is available provided in the communal lobby.

Plant Enclosure and Roof Plan

The Plant Enclosure and Roof Level is at RL 35.99 AHD. This level comprises a plant room only as well as photovoltaic roof panels. The plant room is accessible from the stairs and has a curved roof form above, at RL 38.96 AHD

5. ASSESSMENT

Comments have been prepared on the following. **Where Approval is recommended, Conditions of Consent follow at the end of the comments.**

a) ACOUSTICS

Environmental Health – Review

Review of Acoustic Report: prepared by Rodney Stevens Acoustics – Traffic Noise Assessment – Report No. R230492R1 – Revision 0 – 06 August 2025.

The proposal seeks to demolish the existing building and construct a new eight storey residential flat building above two levels of basement parking with plant enclosure above.

For the current stage of the project, it would be appropriate to consider the potential acoustic aspects arising from the proposed development, namely:

- **External noise intrusions into** the building will generally be via the building envelope (external wall, glazing or external roof). Noise objectives as recommended in *Council's DCP 2015*, and the ambient noise levels and reverberation times for internal spaces provided for in NSW Department of Planning document *Development Near Rail Corridors and Busy Roads – Interim Guidelines (2008)*, the *State Environmental Planning Policy*



(Transport and Infrastructure) 2021 and AS 2107 – 2016, ‘Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors’.

- **External noise emissions** from the development impact upon residential receivers, including but limited to demolition & construction and mechanical plant. Noise objectives listed in Council’s DCP 2015, the NSW EPA Noise Policy for Industry (NPI) 2017 and the NSW EPA Interim Construction Noise Guideline (ICNG) (2009).

1. External Noise Intrusions – Traffic Noise

The Acoustic Report addresses the road traffic noise impacts from New South Head Road on the amenity of the proposed residential development. Final façade noise levels were predicted for each time period taking into account the distance attenuation from each respective source, virtual source, façade’s orientation and any barrier effects.

Site-specific internal road traffic noise goals (LAeq, period) in line with the *State Environmental Planning Policy (Transport and Infrastructure) 2021 and AS 2107 – 2016, ‘Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors’* are set at 35 dBA for sleeping areas and 40 dBA for living/work areas. These are summarised in Table 4-1 of the Acoustic Report:

Table 4-1 DP&I Interim Guideline Noise Criteria

Type of occupancy	Noise Level dB(A)	Applicable time period
Sleeping areas (bedroom)	35	Night 10 pm to 7 am
Other habitable rooms (excl. garages, kitchens bathrooms & hallways)	40	At any time

Note 1: Airborne noise is calculated as LAeq(15hour) daytime and LAeq(9hour) night-time

Section 5.2 of the Acoustic Report has recommended acoustic treatments to ensure the recommended internal noise levels are achieved. The recommended acoustic constructions to the buildings external façade glass elements, building elements, external roof & ceiling constructions and all opening and penetration requirements are detailed in this section.

Comment

Noise and vibration levels primarily resulting from road traffic movements using New South Head Road, have been measured in the vicinity of the subject site at 351-353 New South Head Road Double Bay. The measurements have been used to predict internal noise and vibration levels for the proposed residential development at the subject site. No exceedances of internal noise or vibration levels are predicted in accordance with the relevant criteria. This is providing that the recommendation details shown in **Section 5.2** above are fully complied with.

Environmental Health is satisfied that internal noise intrusions that may adversely impact the development can be controlled through design and construction noise control measures, as detailed in Section 5.2 of the *Acoustic Report: prepared by Rodney Stevens Acoustics – Traffic Noise Assessment – Report No. R230492R1 – Revision 0 – 06 August 2025*.

Prior to the issue of a Construction Certificate, an Acoustic Assessment must be provided to the Principal Certifying Authority confirming necessary acoustic control measures which must be incorporated into the design of the building. The acoustic measures must set out recommendations



to ensure compliance with the internal noise limits set out in as defined in the *State Environmental Planning Policy (Transport and Infrastructure) 2021* and the *Development near Rail Corridors and Busy Roads Interim Guideline December 2008*, when applied inside the most sensitive internal living areas of the development with doors and windows closed and mechanical ventilation/air-conditioning operating.

2. External Noise Emissions from the Development

A. Mechanical Plant Services

Section 5.6 of the Acoustic Report presents the outcomes of the assessment of noise emissions from mechanical plant and equipment, which shall be managed in accordance with the Noise Policy for Industry 2017 (NPfI). It should be noted that Mechanical Plant Enclosure is proposed at roof level. The Acoustic Report states that specific mechanical plant selection has not been supplied at this stage. It is anticipated that the building will be serviced by typical mechanical ventilation/air conditioning equipment and assuming supply/exhaust ventilation systems for the basement carparking areas, sanitary compartments and garbage storage areas.

Comments

All future plant and equipment are to be selected and acoustically treated to ensure the **cumulative** noise levels at all surrounding receivers comply with the Operational Project Trigger Noise Levels (OPTNL), as detailed in **Table 4-2** of the Acoustic Report. Details of the required mechanical services equipment and acoustic treatments to ensure the OPTNL is achieved is to be provided as part of the Construction Certificate submission of the project.

In general, mechanical plant services noise emissions can be controllable by appropriate mechanical system design and implementation of acoustic treatments that may include any of the following:

- Procurement of 'quiet' plant;
- Strategic positioning of plant away from sensitive neighbouring premises, maximising the intervening shielding between the plant and sensitive neighbouring premises;
- Commercially available silencers or acoustic attenuators for air discharge and air intakes of plant;
- Acoustically lined and lagged ductwork;
- Acoustic screens and barriers between plant and sensitive neighbouring premises.

Environmental Health recommends that **Compliance Testing** following the installation of the mechanical plant services should be undertaken prior to the issue of an Occupation Certificate demonstrating compliance with the Operational Project Trigger Noise Levels (OPTNL), as detailed in **Table 4-2** of the Acoustic Report.

B. Noise from Vehicles Accessing Carpark

The proposed development is anticipated to generate the following net traffic generation (Traffix Impact Assessment Report September 2025):

- 4 vehicle trips per hour during the morning peak period (+1 in, +3 out); and
- 2 vehicle trips per hour during the evening peak period (+1 in, +1 out).



Comments

The above net traffic generation equates to a single additional vehicle every 15-30 minutes, which is considered minor and will have negligible impacts to the surrounding road network.

The traffic generation arising from the development has been assessed to generate a net increase of 2-4 vehicle trips per hour during the morning and evening peak periods. This net traffic generation is considered minor.

Environmental Health considers that future Acoustic Reporting should address noise impacts arising from vehicles being driven in the basement carpark and nominate any required specific acoustic treatments. Sleep disturbance criteria for carpark noise typically focus on limiting maximum noise levels (L_{Amax}) during the night-time period (10 PM to 7 AM) to prevent awakening reactions. The commonly applied standard in NSW (based on the EPA Noise Policy for Industry and Road Noise Policy) is that maximum internal noise levels should not exceed 50–55 dB(A).

C. Construction Noise

The Application has not considered Construction Noise and Vibration impacts. The *“Interim Construction Noise Guidelines”* (published by the NSW Office of Environment and Heritage, 2009) deals with the assessment of noise from demolition, excavation and construction activities and advises on best practice approaches to minimise noise impacts. The ICNG provides noise management levels for construction noise at residential and other potentially sensitive receivers.

An appropriate assessment in compliance with DECCW’s *Interim Construction Noise Guidelines June 2009* and DEC’s *Assessing Vibration: A technical Guideline dated February 2006 Construction Noise Reports* are usually appropriate at Construction Certificate stage.

Comments

At the Construction Certificate stage, a *Construction Noise & Vibration Management Plan (CNVMP)* is to be prepared by a suitably qualified acoustic consultant. Demolition, excavation and construction noise will be assessed with consideration to *DECCW Interim Construction Noise Guidelines (ICNG) (2009)* to provide noise management levels for demolition, excavation and construction noise at residential and other potentially sensitive receivers. The management levels are to be calculated based on the Operational Project Trigger Noise Levels (OPTNL), as detailed in **Table 4-2** of the Acoustic Report.

The CNVMP shall be a site specific plan developed to ensure that appropriate work practices are implemented during the demolition, excavation and construction to minimise noise and vibration impact. The CNVMP shall include:

- Attended and unattended noise monitoring at locations indicative of noise sensitive receivers.
- Site description.
- Staging of construction.
- Establishment of project specific airborne noise construction goals based on monitored existing noise levels.
- Prediction of construction noise levels from proposed demolition, excavation and construction works.
- Plant and equipment source mitigation.
- Recommendation of environmental noise control options/management practices.
- Potential structural damage of buildings as a result of vibration managed by ensuring vibration induced into the structure does not exceed limits and standards, such as German Standard DIN4150-3.



Notes:

- Warning to Principal Certifier – You must always insist on sighting the original Council stamped approved plans. You must not rely solely upon the plan reference numbers in this condition. Should the Applicant not be able to provide you with the original copy Council will provide you with access to its files so you may review our original copy of the approved plans.
- These plans and supporting documentation may be subject to conditions imposed under section 4.17(1)(g) of the Act modifying or amending the development.

Condition Reason: To ensure all parties are aware of the approved plans and supporting documentation that applies to the development.

(Standard Condition A.5 - Autotext 5A)

- B. BEFORE DEMOLITION WORK COMMENCES**
- C. ON COMPLETION OF REMEDIATION WORK**
- D. BEFORE ISSUE OF A CONSTRUCTION CERTIFICATE**
- E. BEFORE BUILDING WORK COMMENCES**
- F. DURING BUILDING WORK**
- G. BEFORE ISSUE OF AN OCCUPATION CERTIFICATE**
- H. OCCUPATION AND ONGOING USE**

Louie Salvatore
A/Team Leader – Compliance & Enforcement

30/01/2026
Completion Date