

## Memo

31 August 2018

**Client:** LK Property Group C/- Ratio  
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Response to Acoustical Review

## 1 Introduction

Octave Acoustics prepared technical memorandum number AA313MP-01E02 on 15<sup>th</sup> March 2018 providing a brief assessment and criteria for dealing with truck delivery noise at the Subject Development. That memorandum was reviewed by SLR in the file 640.10090.05460 dated 2<sup>nd</sup> August 2018. This document provides a response to SLR's review.

## 2 Response to review

### 2.1 Noise legislation and Guidelines

SLR have proposed that truck noise is assessed against the threshold for new rail corridors of 80dBA  $L_{max}$  unless there is very limited use of the laneway by trucks. From previous measurements conducted by Octave Acoustics at other supermarket delivery docks, it is typical to have only one or two deliveries by large trucks over the course of any day with occasional deliveries by small trucks and utes. As such, it is the opinion of Octave Acoustics that it is not reasonable to compare this situation to a rail line where the relative frequency of noise events is significantly higher.

### 2.2 Noise Limits

SLR have stated that it is possible that background measurements during the day may result in a lower than neutral SEPP N-1 limit. Even in the unlikely event that the measured levels were as low as that measured in the evening, the SEPP N-1 limit would be lowered to 55dBA from 57dBA. This would still result in compliance with the calculated noise level of 53dB  $L_{Aeq}$ .

## 2.3 Assessment

SLR have arrived at similar levels to what Octave Acoustics have calculated for truck noise however SLR have calculated that  $L_{max}$  levels may exceed rail threshold criteria. As discussed in section 2.1 Octave Acoustics do not believe that this is a valid criterion.

SLR have stated that noise from the loading dock has not been stated. Octave Acoustics did not include noise from the dock as this was not part of the assessment, however from previous measurements at loading docks, when the roller doors are closed, noise from inside the loading dock is likely to be immaterial and would easily comply with SEPP N-1 requirements.

## 2.4 Recommendations

Octave Acoustics concurs that deliveries should be restricted to the hours of 7am to 6pm Monday to Friday and 7am to 1pm on Saturdays as previously recommended in the original memorandum in Section 5.

SLR propose that a noise management plan be implemented to reduce the potential for trucks idling in the lane. Octave Acoustics concurs with this recommendation and this can be resolved by a basic condition on the permit requiring a noise management plan.

SLR state that absorptive treatment may be required in the loading bay to reduce ambient noise levels. While we agree that such treatments may be considered prudent and may provide some further noise mitigation, it is not something that should be considered as a requirement of the permit.

SLR state that no size limit is proposed for trucks and propose a limit of 12.5m. It is Octave Acoustics belief that this is irrelevant as the size will be dictated by the turntable size within the loading dock. In addition, the noise limit is more relevant than a truck size limit and so no size limit should be included. In practice though, the Applicant may accept a size limit that corresponds with the turntable and loading area.

## 3 Summary

SLR propose the following controls / clarifications. Octave Acoustics responses are included below each item.

- Truck deliveries are not to take place outside the hours of 7 am to 6 pm weekdays and 7 am to 1 pm Saturdays. (Van deliveries may be acceptable during the SEPP N-1 defined evening period.)
  - Octave proposed this recommendation in the original memorandum and concur with this recommendation.
- Trucks accessing the loading bay are to be 12.5 m long or less (medium rigid trucks or smaller).

- As discussed in Section 2.4, the truck size is irrelevant and should not be a condition imposed on the Subject Site, however there may be an intrinsic size limit that is consistent with the turntable and loading area.
- A noise management plan for the supermarket is to be prepared. The plan should include a delivery procedure that will eliminate the need for trucks to idle in the lane outside the delivery dock, and in Bik Lane if there are overlooking residences.
  - Octave Acoustics concurs with this recommendation and a permit condition to this effect would be satisfactory.
- Signage is to be provided outside the loading bay to the effect that trucks are not to idle the laneway.
  - Octave Acoustics concurs with this recommendation. As above, a permit condition to this effect would be satisfactory.
- Noise from deliveries, including truck movements in the lane outside the loading bay, is to comply with SEPP N-1 and is not to exceed 85 dBA Lmax outside dwellings. The measured Lmax level should not be corrected for façade reflection.
  - As discussed in Section 2.1, Octave Acoustics does not believe that the rail threshold is a valid criterion for assessment and compliance should only be required to SEPP N-1. Given the infrequent number of events expected and operations only during regular business hours, the Lmax criterion is unnecessary as a condition.
- The roller door proposed for installation on the project is to be reviewed and approved by the acoustical consultant to ensure that it will control noise from the loading bay to SEPP N-1 compliant levels.
  - Octave Acoustics concurs with this recommendation. A permit condition to this effect would be satisfactory.

| Revision | Date       | Comment          | Author | Reviewer |
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| 0        | 31.08.2018 | Issued to client | TM     | DT       |
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