



HEGGIES

REPORT 10-4309-R9

Revision 0

White Bay Berth 4 Bulk Liquids Handling Fortune Ship Noise Monitoring Report

PREPARED FOR

Sydney Ports Corporation
207 Kent Street
SYDNEY NSW 2000

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White Bay Berth 4 Bulk Liquids Handling Fortune Ship Noise Monitoring Report

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DOCUMENT CONTROL

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EXECUTIVE SUMMARY

Heggies Pty Ltd (Heggies) has been commissioned by Sydney Ports Corporation (SPC) to conduct monitoring of noise emissions during the unloading of the Fortune (a bulk liquids vessel) at White Bay Berth 4 (WB-4), as required by Clause M7.1(1a) of the EPA's Environment Protection Licence (Licence No. 12095).

Noise measurements were carried out at nearby residential receivers during Fortune vessel cargo handling operations in the early morning of 20 January 2007. The measured noise levels were found to be potentially influenced by north-easterly wind related noise at Pyrmont, however at Balmain wind related noise was not significant as a result of shielding by the Balmain East peninsular. A reference noise measurement was therefore carried out in close proximity to the Fortune vessel, where the noise environment was dominated by the WB-4 based bulk liquids cargo handling noise sources. The reference noise level was then used to predict noise levels at the representative receivers, for comparison with the attended measurements.

It was found that the predicted ship-based $L_{Aeq}(15 \text{ min})$ noise levels meet the Licence imposed noise goals at the representative location in Pyrmont. At Balmain the predicted and measured $L_{Aeq}(15 \text{ minute})$ noise goal is met but the $L_{Aeq}(\text{night})$ noise goal is exceeded by 3 dBA.

Bulk liquids terminal related maximum (L_{Amax}) noise levels were observed also to comply with the Licence imposed noise goals at the representative monitoring location in Balmain and at the representative Pyrmont/Glebe location, for the duration of attended measurements.

Subject to feasibility, practicality and reasonability, the potential noise control measures that may be considered in order to meet the Licence imposed noise goals (as required by condition R4.1) and ensure noise amenity remains unchanged in the area would be implementation of an on-site noise management strategy. Noise impact mitigation measures have been evaluated in the Revised Noise Impact Mitigation and Management Strategy (Document No. 10-4309R10-R1), with a list of mitigation measures considered feasible and reasonable identified in the Noise Impact Mitigation Action Plan.



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1 INTRODUCTION

Heggies Pty Ltd (Heggies) has been commissioned by Sydney Ports Corporation (SPC) to conduct monitoring of noise emissions during the unloading of the “Fortune” (a bulk liquids vessel) at White Bay Berth 4 (WB-4), as required by Clause M7.1(1a) of the EPA’s Environment Protection Licence (Licence No. 12095).

Noise measurements have been conducted during cargo handling operations (ship auxillary power unit (APU), ventilation fans pumps and truck activity on the wharf) at two locations considered representative of the potentially most exposed residential receivers. The locations are at Balmain to the west, and Pyrmont to the east of WB-4. Measurements at both representative locations have been conducted during the unloading of cargo from the ship into road tanker trucks via on-board pumps. The measurements were conducted between 2.25 am and 5.00 am on 20 January 2007, with a North Easterly wind typically 15 km/hr influencing the measurements at Pyrmont. Due the shielding by the Balmain East peninsular there was negligible wind at the Balmain measurement location.

An additional “reference” noise measurement was carried out in close proximity to the Fortune vessel, where the noise environment was dominated by the WB-4 based bulk liquids cargo handling noise sources. The reference noise level was then used to predict noise levels at the representative receivers in absence the of wind noise affecting Pyrmont measurements.

The predicted noise levels correlated well with the measured levels, and were assessed against the noise goals set out in Table U1 of the Environment Protection Licence. Feasible and reasonable noise mitigation measures are discussed in broad terms, with the aim of minimising the noise impacts from the operations, where the noise goals are exceeded.



2 SITE DESCRIPTION

The White Bay Port facility is located at the southern end of the Balmain peninsula. The facility occupies approximately 40 hectares of waterfront land and forms a crescent around White Bay, with a water frontage of about 2,100 m in length.

The facility layout comprises the following main elements:

- Five multiple-use berths spread along the northern side of White Bay;
- Storage warehouse situated to the northeast of White Bay, Berth 4 (WB-4); and
- Internal road continuing from Robert Street providing truck access to storage areas of docks 1 to 6.

The Glebe Island facility which includes two multiple-use berths and two car terminal berths is located adjacent to the White Bay Port on a neighbouring peninsula south of White Bay.

Berth 4 is located approximately in the middle of the northern side of White Bay, as shown in **Figure 1**. To the north and northwest of the site is a mixture of residential dwellings consisting of 1 and 2 storey detached houses and terraces. A number of recently constructed 4 and 5 storey residential developments are situated directly west of Berth 4 and incorporate acoustic façade treatments to achieve satisfactory internal noise levels. In addition, buildings in direct view were designed to provide significant acoustical shielding to the rest of the development. The storage warehouse (on port land) to the northeast of WB-4 is about 20 m at the highest point and provides significant acoustic shielding to the residential properties directly behind. To the southeast of the site is Glebe Island, another working port area with four berths, two of which are currently used as car terminals and two as multiple-use berths. To the southeast of WB-4, about 550 m across the water, is the Pyrmont Peninsula, with a number of high-rise residential apartments near the waterfront.

2.1 Measurement Locations

The Noise Impact Assessment (NIA) Study (Report Number 10-4309R1 prepared by Heggies) for the proposed bulk liquid terminal operation has previously identified 5 Waite Street and 36 Refinery Drive as the most affected receiver locations within the Balmain / Rozelle and Pyrmont / Glebe areas respectively.

For the current study, in the Balmain / Rozelle area, monitoring was carried out only at 13 Donnelly Street (also assessed in the noise impact assessment) due to the availability of day/night access to the property boundary. Note that noise measurements at 13 Donnelly Street can be carried out off street, whereas at 5 Waite Street noise measurements require backyard access. Furthermore, the location at 13 Donnelly Street is in close proximity of 5 Waite Street. It is approximately the same distance away and is also directly exposed to unloading operations at WB-4. It is therefore considered to be of similar acoustical environment to that of 5 Waite Street, Balmain.

The monitoring location at 36 Refinery Drive, identified by the NIA as the most affected receiver in the Pyrmont / Glebe area, was found to be exposed to high levels of traffic related noise from the Anzac Bridge. Giba Park (a publicly accessible park situated at the top of the 4 level apartment complex at 2 Point Street) was therefore selected as the representative measurement location for the Pyrmont / Glebe area, as it allowed ship noise measurements to be taken in the relative absence of traffic noise. Giba Park is considered to be equivalent to level 5, 2 Point Street.

Given that the north-easterly wind was influencing noise measurements at the Pyrmont / Glebe location, a reference measurement was carried out in close proximity to the bulk liquids vessel Fortune, where the noise environment was dominated by the bulk liquids vessel related noise.



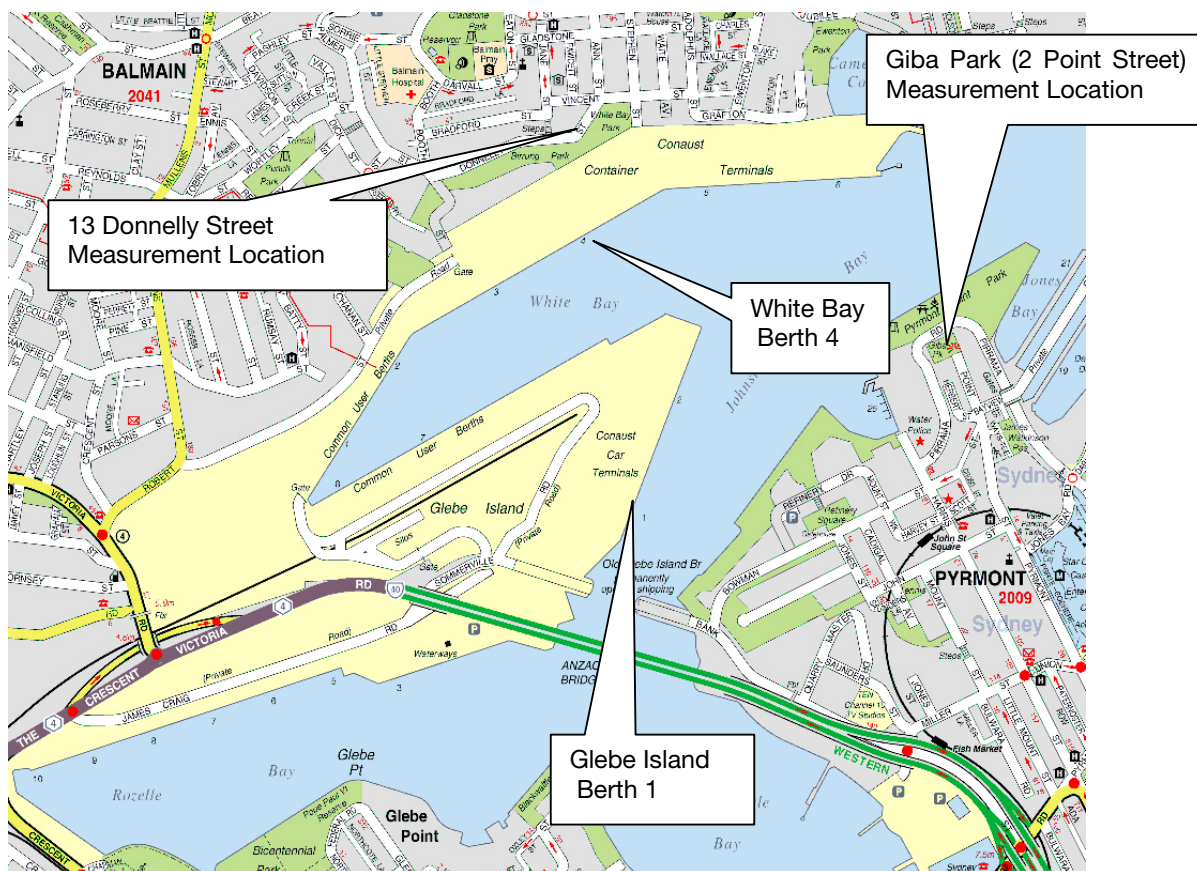
Table 1 summarises the receiver locations where measurements were conducted in each area and gives a brief description of each location. A more detailed description and photos of the selected monitoring locations are presented in **Appendix B** and **Appendix C**.

Table 1 Representative Receiver Locations

Location	Representative Receiver Location	Description
Balmain and Rozelle	13 Donnelly Street, Balmain	Ground level at the front of residence, about 7 m away from the facade
Pymont and Glebe	2 Point Street, Pymont	At Giba Park, on top of a 4 storey building at 2 Point Street (ie height equivalent of a 5 storey building)
Reference Measurement	White Bay Berth 4 Deck	On deck of White Bay Berth 4, and approximately 50 m from the ship rear engine room/exhaust stack area, the main source of noise from the Fortune vessel



Figure 1 White Bay / Glebe Island Layout with Attended Noise Monitoring Locations





3 EPA LICENCE NOISE GOALS

For the purpose of the bulk liquid cargo handling operations at White Bay Berth 4 (WB-4), the environment protection licence granted by the EPA sets out the project noise goals at the neighbouring residential communities. The noise goals are set out in Table U1 of the licence conditions and reproduced in **Table 2**.

Table 2 EPA License Noise Goals (Reproduced from Table U1)

Location	Night		
	LAeq(15minute)	LAeq(night)	LA(max)
Balmain and Rozelle	49 dBA	41 dBA	59 dBA
Pymont and Glebe	41 dBA	Not Applicable	51 dBA

Explanatory notes:

1. LA(max) means maximum A-weighted sound pressure level measured on fast time weighting during the time over which sound is measured.
2. All other acoustic terms including 'night' have the same meaning as in the INP.
3. Not Applicable: In instances where the amenity criteria LAeq(night) has been determined to be a higher number than the intrusive criteria LAeq(15 minute) that the amenity criteria is less stringent than the intrusive criteria, then the amenity criteria becomes 'not applicable'. This is because compliance with the criteria will ensure compliance with the intrusive criteria will ensure compliance with the amenity criteria.



4 MEASUREMENT METHODOLOGY AND INSTRUMENTATION

The licence calls for LAeq (A-weighted equivalent continuous) sound pressure level measurements to be carried out at locations representative of those potentially most affected (ie, waterfront) locations during periods of inactivity (eg, ship Auxiliary Power Units (APUs) operating) and during unloading operations (eg, ship pumps and truck activity on the wharf in addition to APUs), in accordance with Clause M7.1 (2).

A window of opportunity to measure ship noise levels during periods of unloading inactivity exists immediately after the ship berths, while the unloading equipment is being set up (hoses unrolled and connected to the ship's manifold etc). The equipment setup phase usually lasts less than 2 hours, after which the unloading is continuous, with at least one road tanker being filled at any one time. Ship noise measurements during periods of activity can be measured at any time after unloading commences.

The previous ship noise monitoring report prepared by Heggies (Report Number 10-4309R2R1) concluded that measurements are best carried out at night (preferably after 1 am). Extraneous noise (not related to the subject activity) is generally at a minimum at this time and measurement results are consequently likely to be much more meaningful.

The bulk liquids ship Fortune berthed at approximately 4:00 pm on Friday 19 January 2007. Measurements were conducted between 2.25 am and 5.15 am on 20 January following the arrival of the vessel.

Attended noise level measurements were carried out at 1.5 m above ground level at 13 Donnelly Street and 1.5 m above ground level at Giba Park, located on top of the residential apartment complex at 2 Point Street, Pymont.

As a result of wind at the Pymont measurement location, direct measurements of the bulk liquids unloading related noise at this representative receiver was influenced by noise from wind in trees.

A "reference" measurement was conducted in close proximity to the Fortune, where the noise environment was dominated by bulk liquids unloading related noise. The "reference" measurement was then used as a basis for the estimation of WB-4 activity related noise at the receivers of interest (ie in absence of the wind in tree related noise).

An equivalent ship sound power level was therefore calculated based on the "reference" measurement and noise contributions related to the bulk liquids cargo handling were estimated at each noise sensitive location. The predicted noise levels were compared with measured of WB-4 activity related noise at the receivers of interest (ie predicted noise compared with measured in the presence of wind in tree related noise).

All items of acoustic instrumentation employed during the noise monitoring surveys were designed to comply with the requirements of AS IEC 61672.1 2004: "*Electroacoustics-Sound level meters-Specifications*" and carried appropriate and current NATA (or manufacturer) calibration certificates. Calibration was checked prior to and subsequent to the survey. Any drift in calibration was within 0.5 dBA and considered acceptable.

The survey instrumentation used during the studies is set out in **Table 3**.

Table 3 Noise Survey Instrumentation

Type	Serial Number	Instrument Description
2260	2335702	Brüel & Kjær Modular Precision Sound Level Meter
4189	2378026	Brüel & Kjær 12.5 mm Prepolarised Condenser Microphone
4231	2022772	Brüel & Kjær Calibrator



Environmental noise measurements were carried out with reference to the guidelines contained within the NSW Industrial Noise Policy 2000 (INP). In circumstances where it was not practical to carry out measurements at the potentially most affected receiver locations as predicted by the Noise Impact Assessment, locations of similar noise characteristics were chosen, as described in **Section 2.1**.

Given the relatively constant nature of noise related to the bulk liquids cargo handling operations, short-term measurements (of 15 minute duration) were considered to be sufficient to provide an estimate of the $L_{Aeq(night)}$ noise levels at the selected residential receivers. A brief description of acoustic terminology used in this report is presented in **Appendix A**.

Attended measurements during periods of unloading activity were carried out during the early morning of 20 January 2007, commencing at approximately 2:25 am, as extraneous ambient noise unrelated to port activities is generally at a minimum at this time.

Two separate 15 minute measurements were carried out at the representative Balmain location during cargo handling operations at WB-4, at 3.00 am and 4.00 am.

Two 15 minute noise measurements were also carried out at the representative receiver at the Pyrmont site, at 2.25 am and at 4.30 am. At this location, the 2.25 am measurement was significantly influenced by wind noise, however by 4.30 am the wind had reduced in strength and was not significantly influencing the noise measurements.



5 RESULTS AND ANALYSIS

The results of the 15 minute duration attended noise measurements are summarised in **Table 4**. Discussion of the results is presented in **Section 6** of this report. It should be noted that the measured noise levels presented below include noise from the bulk liquids cargo handling facility at WB-4 as well as ambient noise unrelated to the facility.

Table 4 Measured Noise Levels - Unloading Activity

Address	Start Time	LAeq (15min)	LA90 (15min)	WB-4 Related L _{Amax} Range	Comments
13 Donnelly Street (Balmain / Rozelle)	3.00 am 4.00 am	45 dBA 44 dBA	43 dBA 43 dBA	46 dBA to 58 dBA 52 dBA to 54 dBA	LAeq representative of ship noise
Level 5, 2 Point Street (Pymont / Glebe)	2.25 am 4:30 am	50 dBA 42 dBA	47 dBA 41 dBA	None observed None observed	Wind noise affecting LAeq Ship "just audible"

During the first measurement at 2 Point Street (at approximately 2:25 am), the measured noise levels were generally subject to wind noise with the underlying LA90 or background noise level resulting from a distant "drone", the source of noise not being clearly identifiable. During the second measurement at Point Street, the wind had reduced, with the ambient noise resulting from distant city noise, seagulls and wind in trees. WB-4 ship noise was "just audible" during the second measurement.

At 13 Donnelly Street on the other hand, the measured noise levels appeared to be dominated by noise related to the bulk liquids unloading operations. Noise from the ship's APU was the dominant noise source, and was found to be constant in nature.

Noise from trucks was observed to be the main contributor to the maximum (L_{Amax}) noise level events. A summary of the L_{Amax} events at the Balmain site are presented in **Table 5**. WB-4 related L_{Amax} events were not observed at the Pymont monitoring location.

Table 5 Summary of Attended L_{Amax} Noise Levels at 13 Donnelly Street, Balmain

L _{Amax} Source	L _{Amax} Range	Notes
Truck exhaust brakes	52 dBA – 58 dBA	Truck exhaust brake noise could be heard from trucks at arrival to the site. The events last for approximately 1 second.
Trucks arriving and leaving the site	52 dBA	Truck engine noise.
Tapping and clunk	46 dBA to 50 dBA	Tapping noise and metal clunk noise could be heard from the site.

In order to confirm the contribution to the ambient by bulk liquids related noise, noise levels were predicted based on the reference measurement taken in close proximity of the Fortune, where the noise environment was dominated by bulk liquids unloading related noise.

Table 6 presents the "reference" noise measurement carried out 50 m away from the bulk liquids vessel Fortune, where the noise environment was dominated by bulk liquids cargo handling related noise.

Table 6 Fortune "Reference" Noise Level

Location	Distance from Source	Height of Source	Start Time	LAeq
WB-4	45 m	15 m	03:40 am	58 dBA



Calculations performed with the reference measurements taken in close proximity of the Fortune vessel indicate bulk liquids unloading related LAeq noise levels at the representative receivers at 13 Donnelly Street and 2 Point Street of 44 dBA and 30 dBA respectively, as summarised in **Table 7** below. As presented in the table, the predicted levels at 13 Donnelly Street, Balmain agree with the measurements, with a predicted LAeq level of 44 dBA, and measured levels of 44 dBA to 45 dBA. At 2 Point Street, Pyrmont, the predicted levels are below the measured background or (LA90) of 41 dBA, which is consistent with the ship noise “just” audible.

Table 7 Predicted Bulk Liquids Related Noise Levels at the Representative Receivers

Location	Distance from Source	Source SWL (LAeq)	Predicted LAeq
13 Donnelly Street, Balmain	170 m	99 dBA	44 dBA
2 Point Street, Pyrmont	660 m	99 dBA	30 dBA

A comparison of the predicted noise levels with the noise goals listed in the Licence Conditions are presented in **Table 8**, **Table 9** and **Table 10**.

Table 8 Assessment of Measured/Predicted Noise Levels Against LAeq(15minute) Noise Goals

Prediction Location	Measured / Predicted LAeq Noise Levels	LAeq(15 minute) Noise Goals	LAeq (15 minute) Exceedance of Licence Goals
13 Donnelly Street (Balmain / Rozelle)	44/45 dBA	49 dBA	No exceedance
Level 5, 2 Point Street (Pyrmont / Glebe) ¹	30 dBA	41 dBA	No exceedance

Table 9 Assessment of Measured/Predicted Noise Levels Against LAeq(night) Noise Goals

Prediction Location	Measured / Predicted LAeq Noise Levels	LAeq(night) Noise Goals	LAeq Exceedance of Licence Goals
13 Donnelly Street (Balmain / Rozelle) ¹	44 dBA	41 dBA	3 dBA Exceedance
Level 5, 2 Point Street (Pyrmont / Glebe)	30 dBA	N/A	N/A

Note 1 The measured LAeq varied from 44 dBA to 45 dBA, which includes contributions from extraneous noise. Given the LAeq(night) noise goals considers the WB-4 LAeq contribution over the full 9 hour night period it is appropriate to adopt the lower LAeq as representative of the night-time contribution.

Table 10 Assessment of (WB-4 Related) Measured Noise Levels Against LMax Noise Goals

Measurement Location	Range of Maximum Measured Levels (LMax Range)	LMax Noise Goals	Range of Recorded LMax Exceedances of the Licence Noise Goals
13 Donnelly Street (Balmain / Rozelle)	46 dBA – 58 dBA	59 dBA	No exceedance
Level 5, 2 Point Street (Pyrmont / Glebe)	N/A ¹	51 dBA	No exceedance

Note 1 No LMax events associated with the bulk liquids unloading activity at WB-4 were recorded during the 15 minute monitoring periods at 2 Point Street, Pyrmont.



6 DISCUSSION

Predicted ship based $L_{Aeq(15\text{ min})}$ noise levels meet the Licence imposed noise goals at the representative location in Pymont. At Balmain, the predicted and measured noise levels meet the $L_{Aeq(15\text{ minute})}$ noise goal but the $L_{Aeq(\text{night})}$ noise goal is exceeded by 3 dBA.

A comparison of the predicted noise levels based on Fortune measurements with those predicted by the NIA model (based on Botany Treasure) indicates that the Fortune is a relatively quieter vessel when compared with the Botany Treasure. This observation is supported by noise monitoring results of previously monitored bulk liquids ships to date.

In order to fulfill the requirement of Licence Condition R4.1, and in relation to compliance with Licence conditions O4.1 and O4.2, the potential in-concept noise control measures are discussed below for the sources identified during the attended monitoring.

Bulk liquids terminal related maximum (L_{Amax}) noise levels were observed to comply with the Licence imposed noise goals at the representative monitoring locations for the duration of the attended measurements.

A Revised Noise Impact Mitigation and Management Strategy (Document No. 10-4309R10-R1) has been prepared for the operation. Taking into consideration the infrequency and limited duration of the operation, expected costs, development times, uncertainty of effective outcome, and the impact on flexibility in relation to ships that may be used in the operation, the implementation of ship specific engineering noise control measures is not considered practical nor reasonable within the Revised Noise Impact Mitigation and Management Strategy. Instead, the document recommends an on-site mitigation management strategy be implemented based on operator awareness and procedures to identify and repair abnormally noisy equipment, as outlined within the Noise Impact Mitigation Action Plan.



7 CONCLUSION

Noise measurements were carried out during the Fortune cargo handling operations in the early morning of 20 January 2007. The measured noise levels were found to be potentially influenced by north-easterly wind related noise at Pyrmont, however at Balmain, wind related noise was not significant as a result of shielding by the Balmain East peninsular. A reference noise measurement was therefore carried out in close proximity to the Fortune vessel, where the noise environment was dominated by the WB-4 based bulk liquids cargo handling noise sources. The reference noise level was then used to predict noise levels at the representative receivers, for comparison with the attended measurements.

Predicted ship based $L_{Aeq(15 \text{ min})}$ noise levels meet the Licence imposed noise goals at the representative location in Pyrmont. At Balmain, the predicted and measured noise levels meet the $L_{Aeq(15 \text{ minute})}$ noise goal but the $L_{Aeq(\text{night})}$ noise goal is exceeded by 3 dBA.

Bulk liquids terminal related maximum (L_{Amax}) noise levels were also observed to comply with the Licence imposed noise goals at the representative monitoring location in Balmain as well as at the representative Pyrmont/Glebe location, for the duration of attended measurements.

Potential noise control measures that may be considered to meet the Licence imposed noise goals (as required by condition R4.1) subject to feasibility, practicality and reasonability, include a combination of applying engineering noise control measures to trucks and an on-site noise management strategy. Noise impact mitigation measures have been evaluated in the Revised Noise Impact Mitigation and Management Strategy (Document No. 10-4309R10-R1), with a list of mitigation measures considered feasible and reasonable identified in the Noise Impact Mitigation Action Plan.

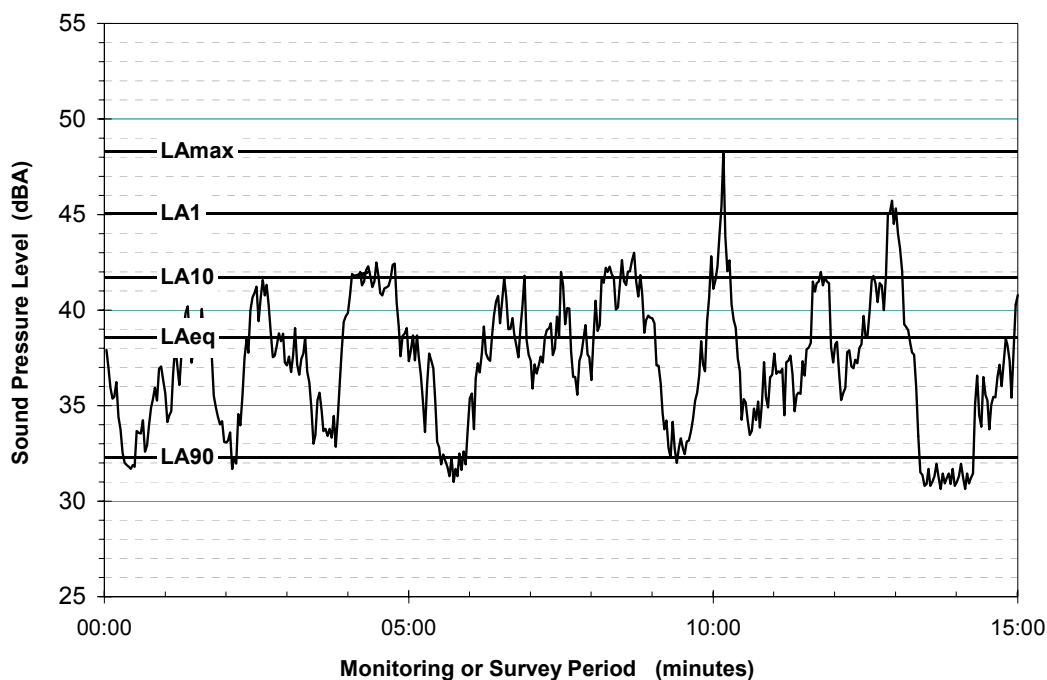
ACOUSTIC TERMINOLOGY USED IN THE REPORT

Typical Noise Indices

This Report makes repeated reference to certain noise level descriptors, in particular the LA10, LA90 and LAeq and LAmax noise levels.

- The LA10 is the A-weighted sound pressure level exceeded 10% of a given measurement period and is utilised normally to characterise typical maximum noise levels.
- The LAeq is essentially the average sound level. It is defined as the steady sound level that contains the same amount of acoustical energy as a given time-varying sound over the same measurement period. The LAeq(15hour) is the measurement parameter used to describe the road traffic noise level over the entire daytime (7.00 am to 10.00 pm) period. The LAeq(9hour) is the measurement parameter used to describe the road traffic noise level over the entire night-time (10.00 pm to 7.00 am) period. Similarly, the LAeq(1hour) is the measurement parameter used to describe the road traffic noise level during the loudest 1-hour period during the daytime or night-time periods.
- The LA90 noise level is the A-weighted sound pressure level exceeded 90% of a given measurement period and is representative of the average minimum background sound level (in the absence of the source under consideration), or simply the “background” level.
- The LAmax noise level is the maximum A-weighted noise level associated with road traffic movements.

Graphical Display of Typical Noise Indices



Typical Noise Levels

The following table presents examples of typical noise levels.

Typical Noise Levels

Sound Pressure Level (dBA)	Typical Source	Subjective Evaluation
130 120 110	Threshold of pain Heavy rock concert Grinding on steel	Intolerable Extremely noisy
100 90	Loud car horn at 3 m Construction site with pneumatic hammering	Very noisy
80 70	Kerb side of busy street Loud radio or television	Loud
60 50	Department store General Office	Moderate to Quiet
40 30	Inside private office Inside bedroom	Quiet to Very quiet
20	Unoccupied recording studio	Almost silent

A-Weighting or dBA Noise Levels

The overall level of a sound is usually expressed in terms of dBA, which is measured using the “A-weighting” filter incorporated in sound level meters. These filters have a frequency response corresponding approximately to that of human hearing. People’s hearing is most sensitive to sounds at mid frequencies (500 Hz to 4000 Hz), and less sensitive at lower and higher frequencies. Thus, the level of a sound in dBA is a good measure of the “loudness” of that sound. Different sources having the same dBA level generally sound about equally as loud, although the perceived loudness can also be affected by the character of the sound (eg the loudness of human speech and a distant motorbike may be perceived differently, although they are of the same dBA level).

Sensitivity of People to Noise Level Changes

A change of up to 3 dBA in the level of a sound is difficult for most people to detect, whilst a 3 dBA to 5 dBA change corresponds to a small but noticeable change in loudness. A 10 dBA change corresponds to an approximate doubling or halving in loudness

Appendix B

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13 DONNELLY STREET, BALMAIN

13 DONNELLY STREET, BALMAIN

The location is situated approximately 170 m away from and directly overlooking White Bay Berth 4 (across the park). It is elevated some 15 m above dock level. The measurement was conducted from street level (from a footpath) with Donnelly Street traffic less than 2 m away.



Aerial Photo showing the monitoring location at 13 Donnelly Street, relative to White Bay Berth 4 (WB-4).



View from WB-4 deck towards 13 Donnelly Street



View from 13 Donnelly St towards the bulk liquids ship, berthed at WB-4

Appendix C

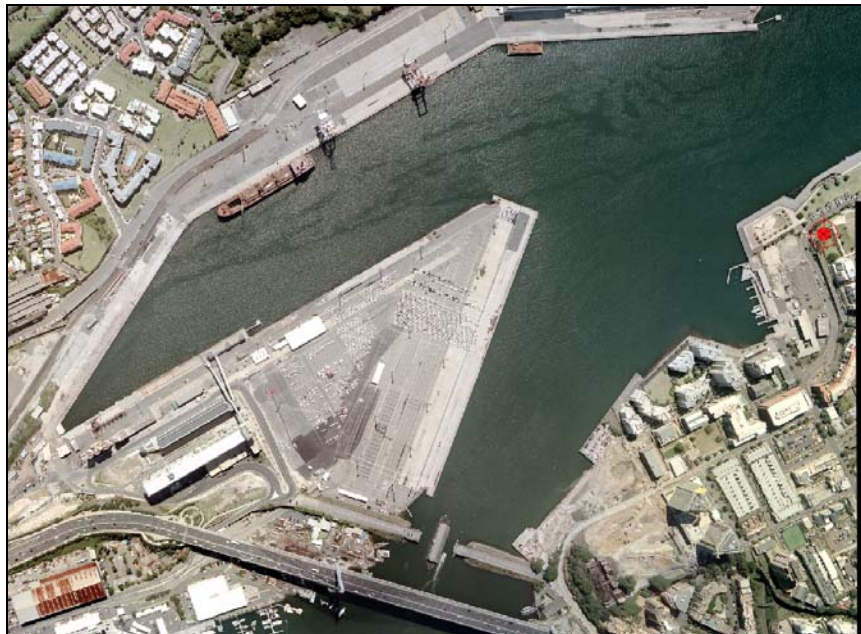
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2 POINT STREET, PYRMONT

2 POINT STREET, PYRMONT

This monitoring location is situated approximately 660 m away from White Bay Berth 4 (across the bay). Monitoring was conducted at a height equivalent of a 5 storey building, on the cliffs edge. Pirrama Road encircles the park from west, north and east sides, approximately 15 m below.



Aerial Photo showing the monitoring location at 2 Point Street, relative to White Bay Berth 4 (WB-4).



View from WB-4 deck towards 2 Point Street



View from 2 Point Street towards the bulk liquids ship berthed at WB-4