2025 QUARTER 3 NOISE MONITORING

Concrush Pty Ltd
21 Racecourse Rd, Teralba

Prepared for CONCRUSH

Prepared by RCA Australia

RCA ref 13155-629/0

October 2025

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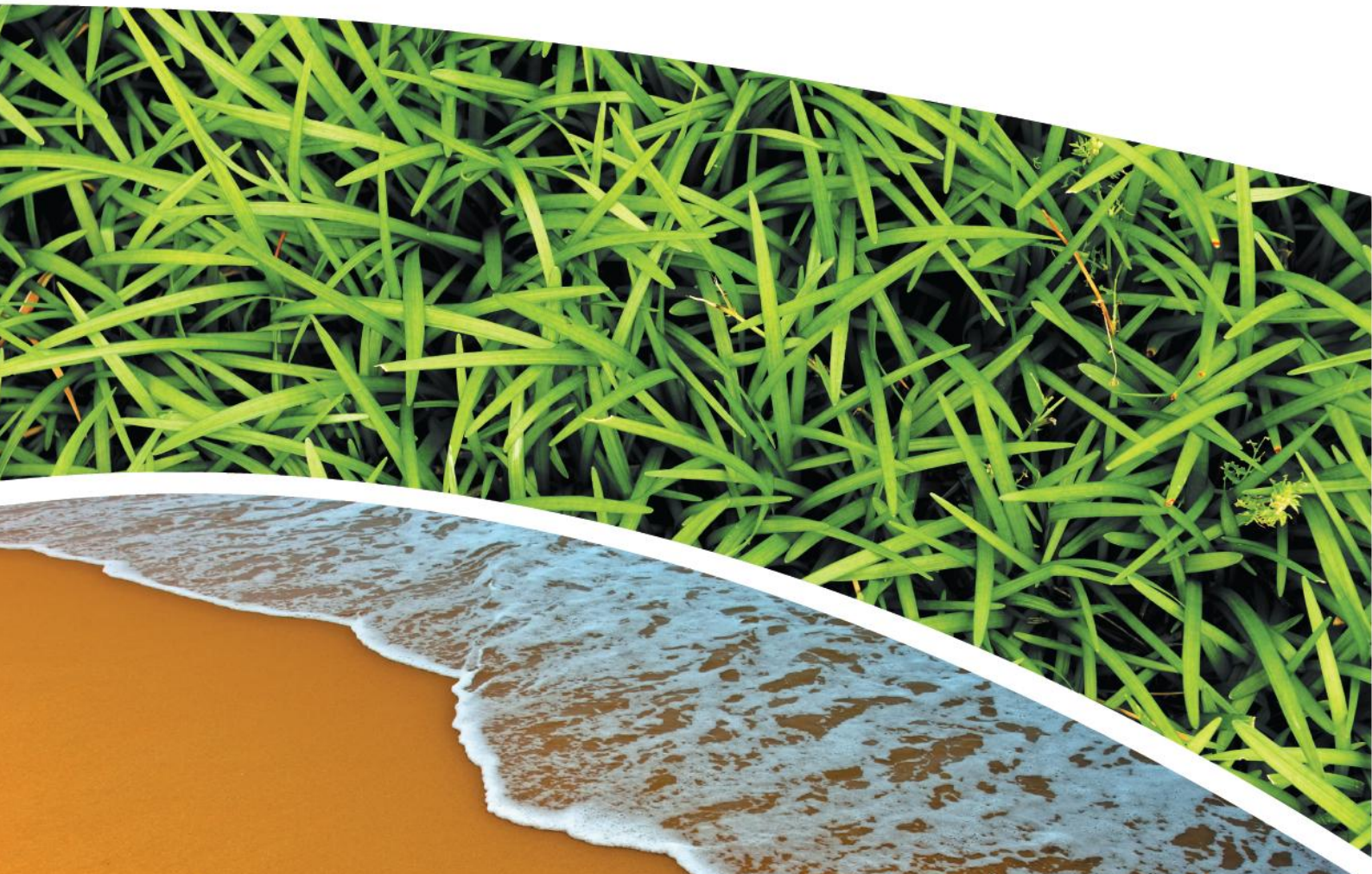

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13 October 2025

Concrush Pty Ltd
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Teralba NSW 2284

Attention: Mr Kevin Thompson

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3RD QUARTER 2025 NOISE MONITORING
CONCRUSH SITE, 21 RACECOURSE RD, TERALBA

1 INTRODUCTION

RCA Australia (RCA) was engaged by Concrush Pty Ltd (Concrush) to carry out a quarterly noise monitoring survey for the Concrush site facility located at 21 Racecourse Road, Teralba, NSW. The purpose of the noise survey was to monitor the noise levels at the closest sensitive receivers and assess site noise against relevant noise criteria.

The survey has been conducted in accordance with the requirements of AS 1055-2018 - Acoustics - Description and Measurement of Environmental Noise [1] and the Noise Policy for Industry [2] (NPfI), (EPA 2017).

Consent Condition B47 makes reference to observing noise limits stated in *EPL13351*. *EPL13351* however does not contain any noise limits, and so environmental noise management levels has been based on the *Operational Noise Management Plan* [3] *(ONMP*) for the Project prepared by RCA.

2 SITE & SURROUNDS

2.1 LOCATION AND SENSITIVE RECEIVERS

Attended noise monitoring will be undertaken on a quarterly basis at the three monitoring locations indicatively shown below. Monitoring locations may change depending on safety and access considerations and to minimise disturbance to residential receivers.

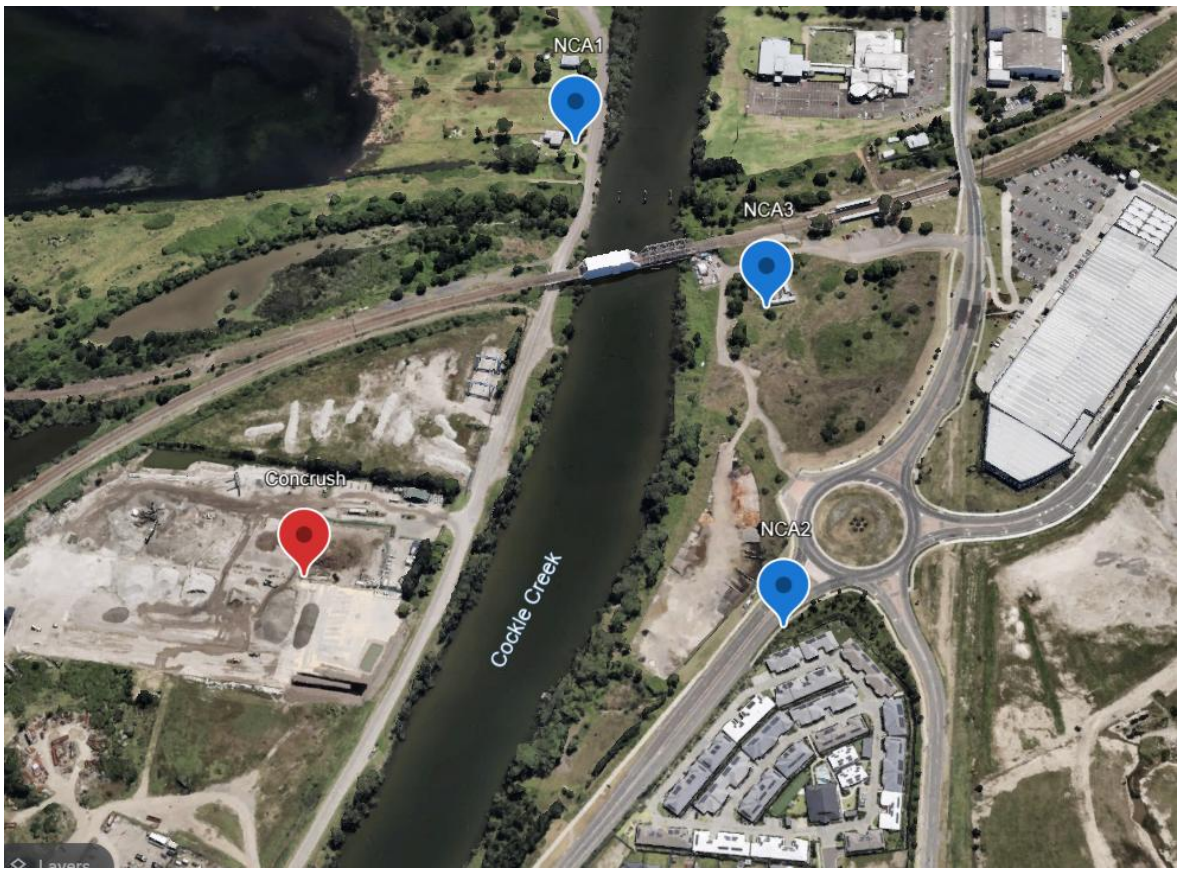


Figure 1 *Site (red) and noise monitoring locations (blue)*

3 CRITERIA

The site's environmental noise management levels at the nominated monitoring locations are shown in **Table 1.**

Table 1 *Quarterly noise monitoring locations and noise management levels*

NCA	Day noise management level $L_{Aeq,15\ min}$ dBA	Eve noise management level $L_{Aeq,15\ min}$ dBA
NCA 1	51	43
NCA 2	56	47
NCA 3	53	53

3.1 ANNOYING CHARACTERISTICS

Under the *NPfI* corrections to measured site levels may apply if annoying characteristics apply to the noise. Possible characteristics are identified in **Table 2**.

Table 2 *Modifying factors as defined in NPfI*

Factor	Description	Correction
Tonal noise	Level of one-third octave band L_{Zeq} exceeds the level of the adjacent bands on both sides by: • 5 dB or more if the centre frequency of the band containing the tone is in the range 500-10,000 Hz • 8 dB or more if the centre frequency of the band containing the tone is in the range 160-400 Hz • 15 dB or more if the centre frequency of the band containing the tone is in the range 25-125 Hz.	5 dB
Low frequency noise	Difference between L_{Ceq} and L_{Aeq} is 15 dB or more and low frequency one-third octave band L_{Zeq} levels exceed the thresholds in Table C2 of the NPfI.	2 - 5 dB
Intermittent noise	Observed level of the source varies by more than 5 dB during the night.	5 dB
Duration	One noise event in a 24-hr period, which lasts less than 2.5 hours.	0-20 dB increase in criteria

3.2 WEATHER CONDITIONS

The *NPfI* states that environmental noise measurements should not be conducted under the following conditions:

> *Average wind speeds (over 15-minute periods or shorter) at microphone height are greater than 5 metres per second, or when rainfall occurs.*

4 SURVEY METHODOLOGY

4.1 MODIFICATIONS OF PROCEDURES

The quarterly noise monitoring methodology defined in the O*NMP* requires two fifteen minute attended noise measurements to be taken at each monitoring location during both the day and evening. Concrush only operate during the evening in response to customer demands, which are usually local roadworks projects. As such, evening work is sporadic and often requested at short notice. Because of this, RCA have not been able to capture noise measurements of evening works this reporting quarter.

4.2 EQUIPMENT

The equipment used for attended monitoring is shown below in **Table 3**. The sound monitoring equipment are class 1 measurement instruments.

The onsite sound level monitor has not been reinstalled since being sent for repair. No onsite noise monitoring data for this quarter is reported.

Table 3 *Equipment used for attended noise monitoring*

Type	Make/Model	Serial Number	Last Calibrated
Sound Level Meter	SVAN 979	92044	February 2025
Calibrator	B&K 4230	1558684	June 2025

4.3 WEATHER

Conditions were clear and suitable for monitoring in accordance with *AS1055* and the *NPfI*.

Weather conditions observed by the operator at the time of the survey are shown in **Table 4**.

Table 4 *Survey weather conditions*

Survey Date	Time	Wind Speed (m/s)	Wind Direction (°)	Cloud cover (observed)	Valid weather conditions?
02/09/2025	9:36am	0 - 1	90	1/8	Yes
02/09/2025	9:51am	0 - 1	90	1/8	Yes
02/09/2025	10:18am	0 - 1	90	3/8	Yes
02/09/2025	10:33am	0 - 1	90	3/8	Yes
02/09/2025	11:08am	0 - 1	90	5/8	Yes
02/09/2025	11:23am	0 - 1	90	5/8	Yes

5 SURVEY RESULTS

Table 5 provide the results of the daytime attended noise surveys. Marked time traces of the attended noise surveys are shown in **Appendix A** at the end of this report. The Concrush site was not always audible during all off-site measurements.

Table 5 *Noise survey observations Daytime 02/09/2025, dBA*

Survey Location	Survey Date Start Time	Overall				Site L_{Amax} 15 min	Site L_{Aeq} 15min Limit	Site $L_{Aeq\ 15min}$ Contribution	Penalty for annoying characteristics[1]	Site $L_{Aeq\ 15min}$ Contribution including penalty	Complies with condition Y/N?	Noise Sources and Level Range
		L_{Amax} 15min	L_{Aeq} 15 min	L_{A10} 15min	L_{A90} 15min							
NCA1	02/09/2025 10:18 am	80	64	69	44	Nil	51	< 40	Nil	Nil	Y	Site was not audible. Road noise: ~70-80 dBA Train: ~58-75 dBA
NCA1	02/09/2025 10:33 am	81	64	69	42	Nil	51	< 40	Nil	Nil	Y	Site was not audible. Road noise: ~70-80 dBA Train: ~58-75 dBA
NCA2	02/09/2025 9:36 am	106	77	75	62	Nil	56	Nil	Nil	Nil	Y	Site Inaudible. Road Noise: ~60-106 dBA Train: ~75 dBA
NCA2	02/09/2025 9:51 am	88	70	74	62	Nil	56	Nil	Nil	Nil	Y	Site Inaudible. Road Noise: ~60-88 dBA Train: ~71-75 dBA

Survey Location	Survey Date Start Time	Overall				Site L_{Amax} 15 min	Site L_{Aeq} 15min Limit	Site $L_{Aeq\ 15min}$ Contribution	Penalty for annoying characteristics[1]	Site $L_{Aeq\ 15min}$ Contribution including penalty	Complies with condition Y/N?	Noise Sources and Level Range
		L_{Amax} 15min	L_{Aeq} 15 min	L_{A10} 15min	L_{A90} 15min							
NCA3	02/09/2025 11:08 am	77	62	62	50	~50	53	< 45	Nil	Nil	Y	Site engine noise ~48-50 dBA. Distant road ~55-63 dBA Trains: ~55-77 dBA Council works: ~50-69 dBA Birds: ~50-62 dBA
NCA3	02/09/2025 11:23 am	79	60	57	49	~50	53	< 45	Nil	Nil	Y	Site engine noise ~48-50 dBA. Distant road ~55-63 dBA Trains: ~55-79 dBA Council works: ~48-60 dBA Birds: ~50-62 dBA

IA indicates “inaudible”, NM indicates “not measurable”.

5.1 ASSESSMENT OF ANNOYING CHARACTERISTICS

5.1.1 LOW FREQUENCY NOISE

Site was not the dominant noise source. As a result, a low frequency assessment could not be undertaken.

5.1.2 TONALITY

Site was not the dominant noise source. As a result, a tonality assessment could not be undertaken.

5.1.3 INTERMITTENT NOISE

The penalty for intermittency is only applicable to the night-time assessment period. This noise survey was undertaken during day, and so this potential penalty does not apply to results in this report.

5.1.4 DURATION

Site is operational for more than 2.5 hours each day, and so no 'duration' modifications apply.

5.2 SUMMARY OF OBSERVATIONS

The site was inaudible at NCA 1 and NCA 2. All measurements complied with noise targets set in the Operational Noise Management Plan.

6 CONCLUSION

Site noise could be heard during two of the off-site noise measurements, however it was not the dominant noise source. Noise levels from the Concrush site complied with noise targets adopted in the ONMP at all monitoring locations.

Yours faithfully

RCA AUSTRALIA

Rebekah Rees

REFERENCES

[1] Standards Australia, AS1055 (2018): Acoustics – Description and measurement of environmental noise.

[2] The Noise Policy for Industry (NSW EPA, 2017)

[3] Operational Noise Management Plan for Concrush Pty Ltd Teralba Facility

GLOSSARY

dB (A) ..... Unit of sound pressure level, modified by the A-weighting network to represent the sensitivity of the human ear.

SPL (Lp) ..... The incremental variation of sound pressure from the reference pressure level expressed in decibels.

L_{eq} ..... Equivalent continuous noise level averaged over time on an equivalent energy basis.

L_1 ..... Average Peak Noise Level in a measurement period.

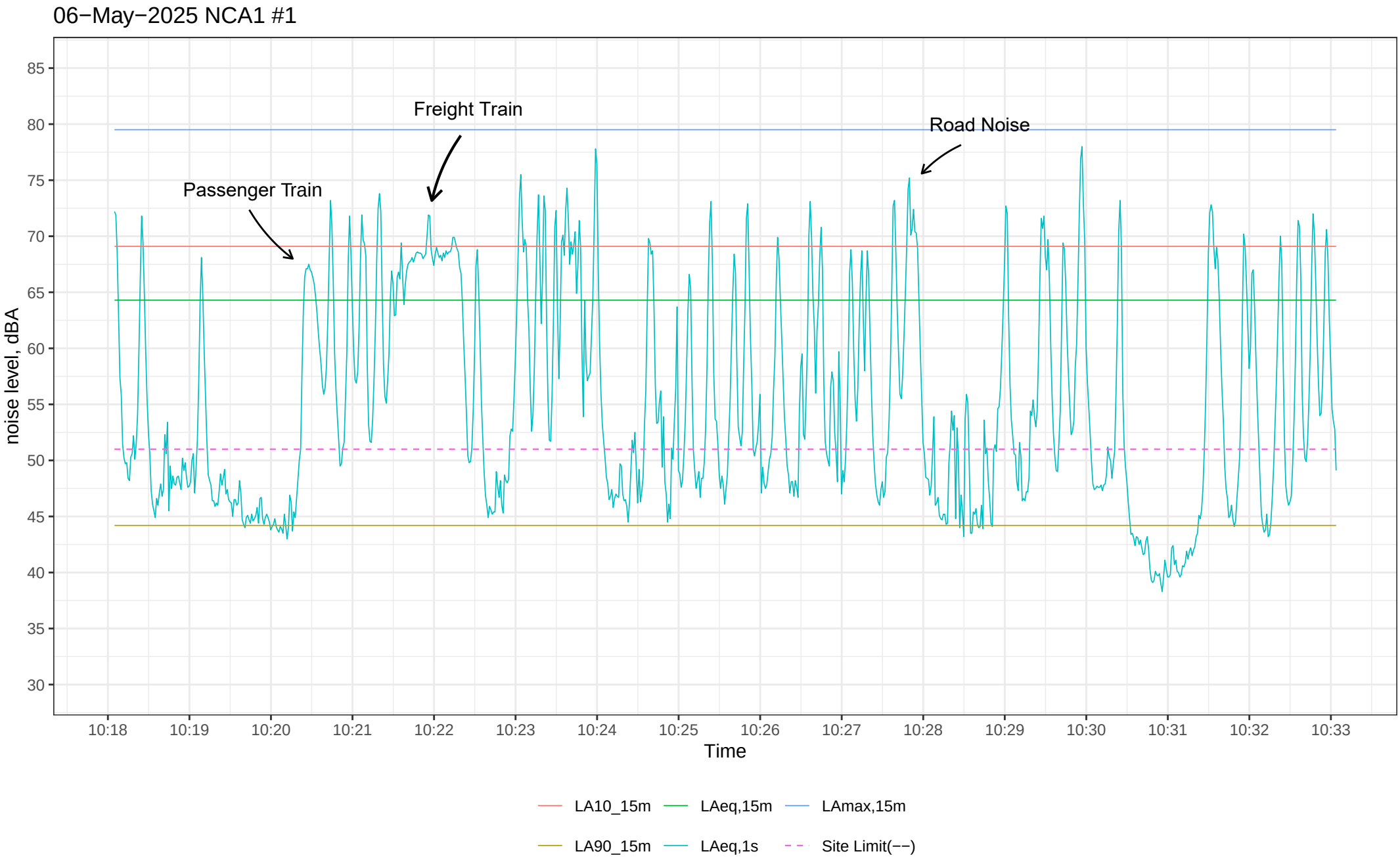
L_{10} ..... Average Maximum Noise Level in a measurement period.

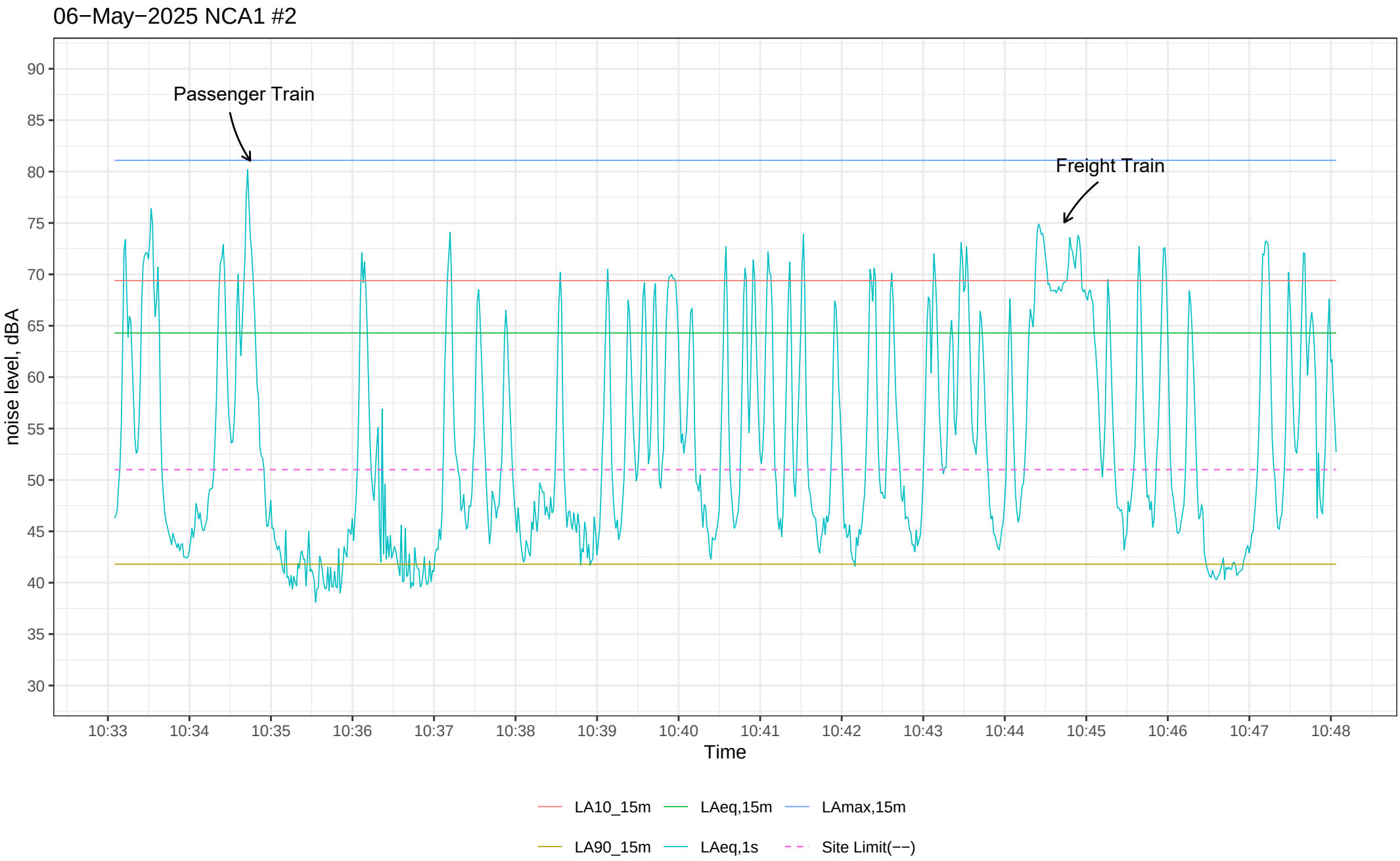
L_{90} ..... Average Minimum Noise Level in a measurement period.

1/3 Octave ..... Division of frequencies into bands of width one-third of an octave. Sound data can be calculated for each division.

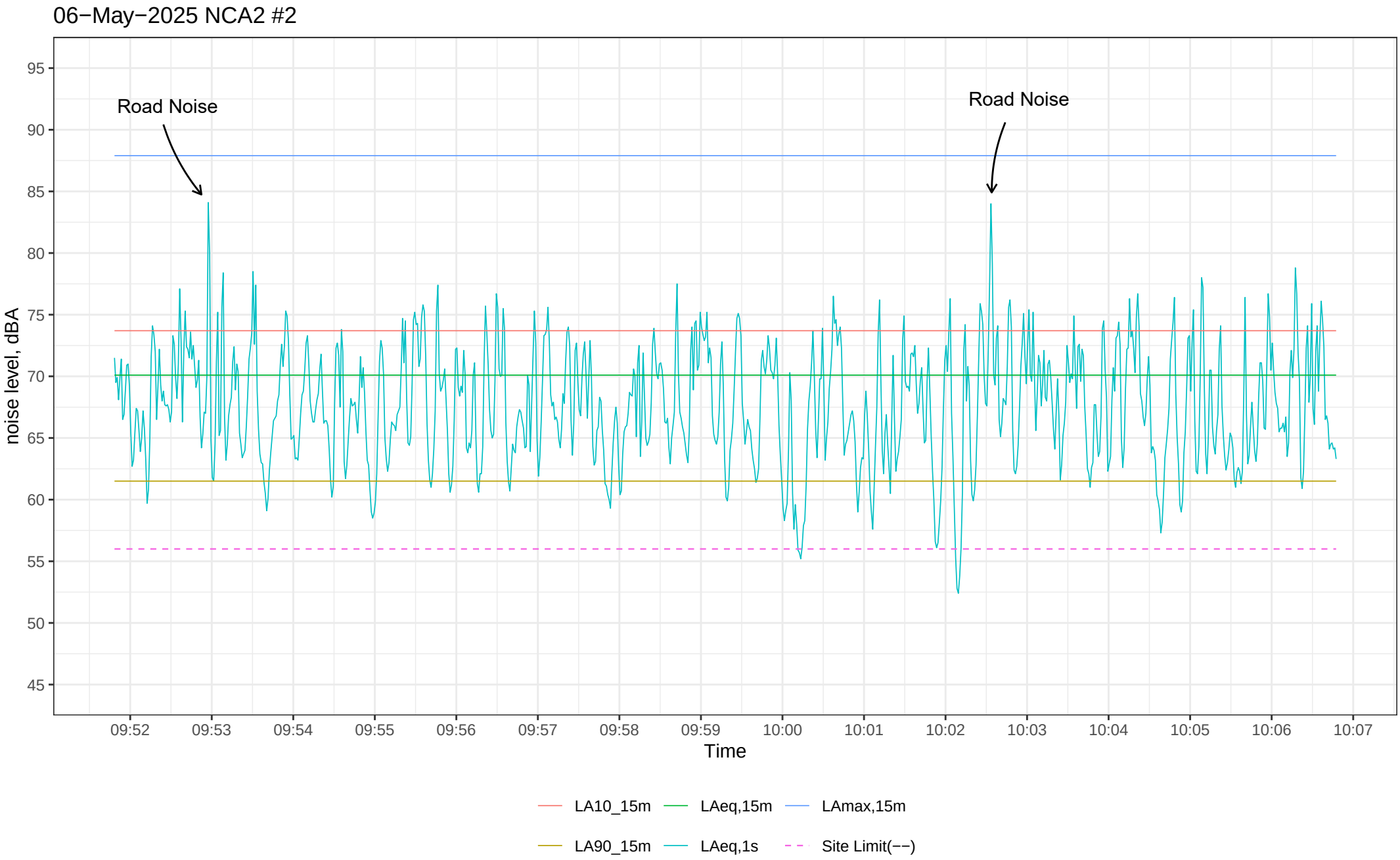
Appendix A

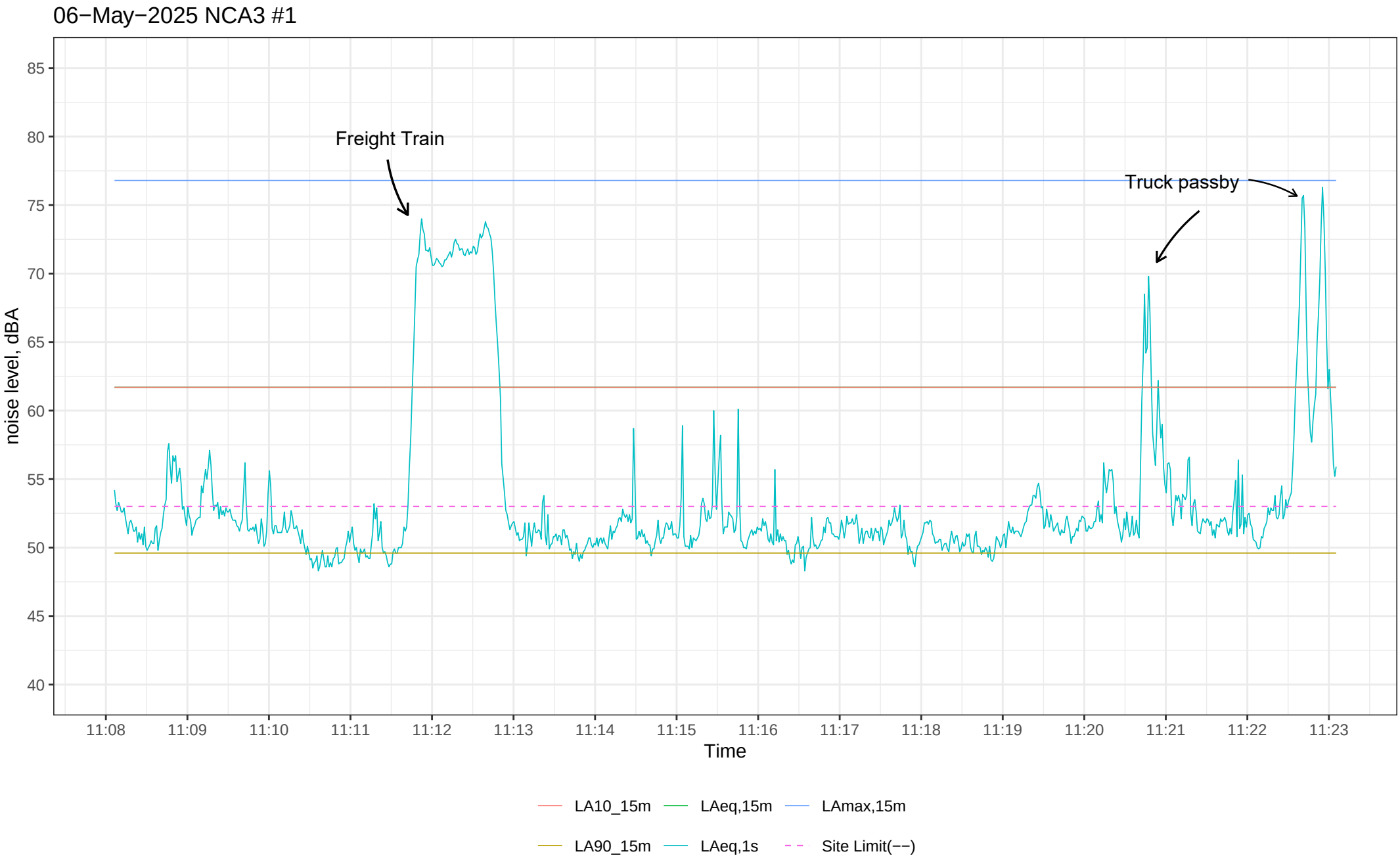
Daytime survey Time Traces

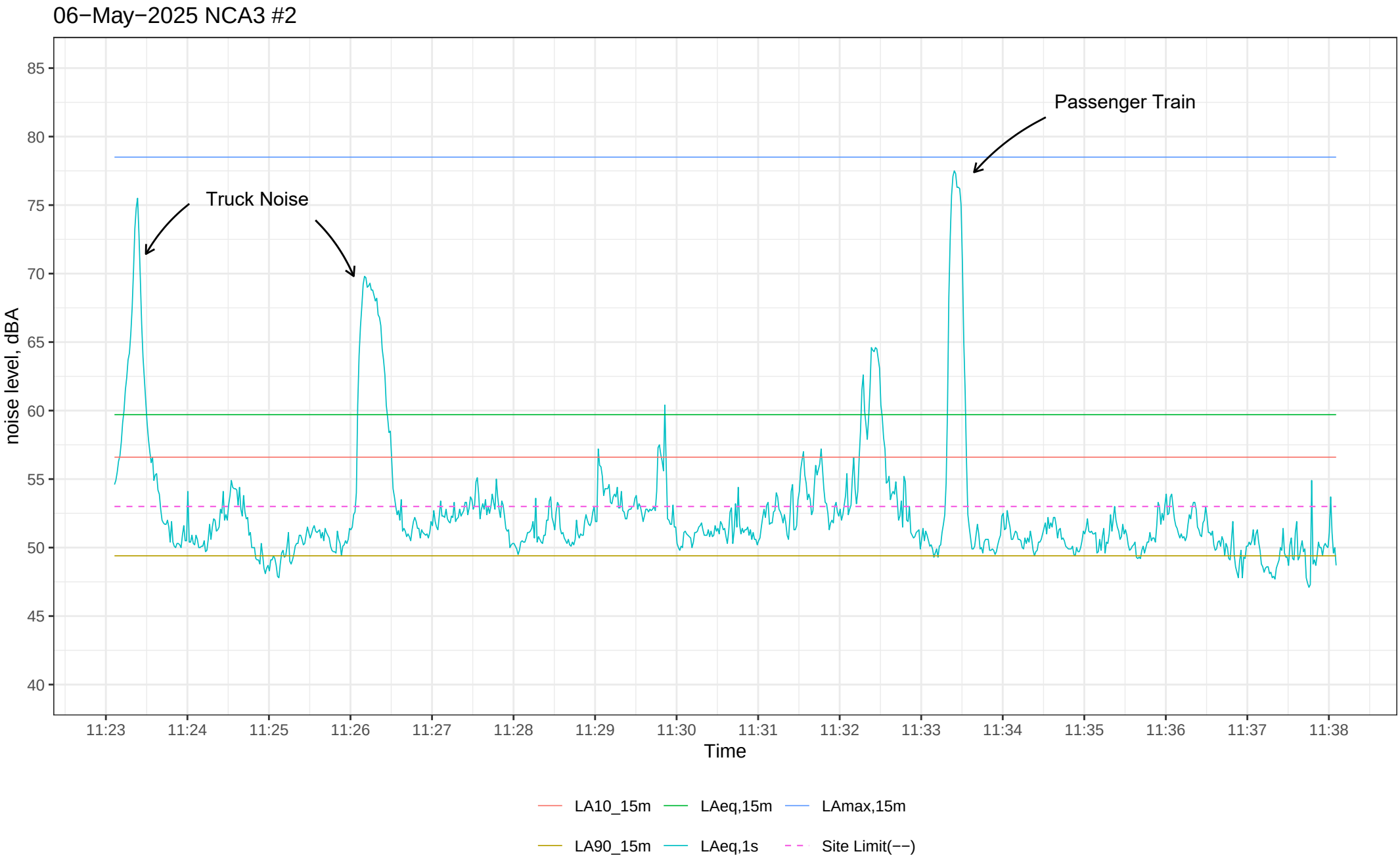

06−May−2025 NCA1 #1
Freight Train
Road Noise
Passenger Train
noise level, dBA
85
80
75
70
65
60
55
50
45
40
35
30
10:18
10:19
10:20
10:21
10:22
10:23
10:24
10:25
10:26
10:27
10:28
10:29
10:30
10:31
10:32
10:33
Time
LA10_15m
LAeq,15m
LAmax,15m
LA90_15m
LAeq,1s
Site Limit(−−)


06−May−2025 NCA1 #2
Passenger Train
Freight Train
noise level, dBA
90
85
80
75
70
65
60
55
50
45
40
35
30
10:33
10:34
10:35
10:36
10:37
10:38
10:39
10:40
10:41
10:42
10:43
10:44
10:45
10:46
10:47
10:48
Time
LA10_15m
LAeq,15m
LAmax,15m
LA90_15m
LAeq,1s
Site Limit(−−)


06−May−2025 NCA2 #1
Road Noise
Road Noise
noise level, dBA
115
110
105
100
95
90
85
80
75
70
65
60
55
50
45
09:37
09:38
09:39
09:40
09:41
09:42
09:43
09:44
09:45
09:46
09:47
09:48
09:49
09:50
09:51
09:52
Time
LA10_15m
LAeq,15m
LAmax,15m
LA90_15m
LAeq,1s
Site Limit(−−)


06−May−2025 NCA2 #2
Road Noise
Road Noise
noise level, dBA
95
90
85
80
75
70
65
60
55
50
45
09:52
09:53
09:54
09:55
09:56
09:57
09:58
09:59
10:00
10:01
10:02
10:03
10:04
10:05
10:06
10:07
Time
LA10_15m
LAeq,15m
LAmax,15m
LA90_15m
LAeq,1s
Site Limit(−−)


06−May−2025 NCA3 #1
Freight Train
Truck passby
noise level, dBA
85
80
75
70
65
60
55
50
45
40
11:08
11:09
11:10
11:11
11:12
11:13
11:14
11:15
11:16
11:17
11:18
11:19
11:20
11:21
11:22
11:23
Time
LA10_15m
LAeq,15m
LAmax,15m
LA90_15m
LAeq,1s
Site Limit(−−)


06−May−2025 NCA3 #2
Passenger Train
Truck Noise
noise level, dBA
85
80
75
70
65
60
55
50
45
40
11:23
11:24
11:25
11:26
11:27
11:28
11:29
11:30
11:31
11:32
11:33
11:34
11:35
11:36
11:37
11:38
Time
LA10_15m
LAeq,15m
LAmax,15m
LA90_15m
LAeq,1s
Site Limit(−−)