appendix g

acoustic report

(Lloyd George Acoustics)

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Lloyd George Acoustics
PO Box 717
Hillarys WA 6923
T: 9401 7770
www.lgacoustics.com.au

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Transportation Noise Assessment

Treeby Estate, Lot 703 Armadale Road, Banjup

Reference: 19054974-01

Prepared for:
LWP Property

Association of Australasian Acoustical Consultants

Report: 19054974-01

Lloyd George Acoustics Pty Ltd

ABN: 79 125 812 544

PO Box 717
Hillarys WA 6923

www.lgacoustics.com.au

T: 9401 7770

Contacts	Daniel Lloyd	Terry George	Matt Moyle	Olivier Mallié	Ben Hillion
E:	daniel@lgacoustics.com.au	terry@lgacoustics.com.au	matt@lgacoustics.com.au	olivier@lgacoustics.com.au	ben@lgacoustics.com.au
M:	0439 032 844	0400 414 197	0412 611 330	0439 987 455	0457 095 555

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Date:	Rev	Description	Prepared By	Verified
11-Oct-19	0	Issued to Client	Matt Moyle	Terry George

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1 INTRODUCTION

Treeby Structure Plan at Lot 703 Armadale Road, Banjup is a proposed structure plan being managed by LWP Property Group. The proposed plan is shown on *Figure 1-1* (Roberts Day Drawing No. RD1 017).

The site is bound by adjoining subdivision to the west and Armadale Road to the south. As such, potential noise impacts from transportation (road traffic) must be considered. The site is within the Frame Area of Jandakot airport and therefore aircraft noise must also be considered.

Figure 1-1 Proposed Subdivision Layout

Appendix B contains a description of some of the terminology used throughout this report.

2 CRITERIA

2.1 Road Traffic Noise

The criteria relevant to this assessment is provided in *State Planning Policy No. 5.4 Road and Rail Noise* (hereafter referred to as SPP 5.4) produced by the Western Australian Planning Commission (WAPC). The objectives of SPP 5.4 are to:

- Protect the community from unreasonable levels of transport noise;
- Protect strategic and other significant freight transport corridors from incompatible urban encroachment;
- Ensure transport infrastructure and land-use can mutually exist within urban corridors;
- Ensure that noise impacts are addressed as early as possible in the planning process; and
- Encourage best practice noise mitigation design and construction standards

Table 2-1 sets out noise targets that are to be achieved by proposals under which SPP 5.4 applies. Where the targets are exceeded, an assessment is required to determine the likely level of transport noise and management/mitigation required.

Table 2-1 Noise Targets for Noise-Sensitive Land-Use

Outdoor Noise Target		Indoor Noise Target	
55 dB $L_{Aeq(Day)}$	50 dB $L_{Aeq(Night)}$	40 dB $L_{Aeq(Day)}$ (Living and Work Areas)	35 dB $L_{Aeq(Night)}$ (Bedrooms)

Notes:

- Day period is from 6am to 10pm and night period from 10pm to 6am.
- The outdoor noise target is to be measured at 1-metre from the most exposed, habitable[1] facade of the noise sensitive building.
- For all noise-sensitive land-use and/or development, indoor noise targets for other room usages may be reasonable drawn from Table 1 of Australian Standard/New Zealand Standard AS/NZS 2107:2016 Acoustics – Recommended design sound levels and reverberation times for building interiors (as amended) for each relevant time period.
- Outdoor targets are to be met at all outdoor areas as far as is reasonable and practicable to do so using the various noise mitigation measures outlined in the Guidelines.

The application of SPP 5.4 is to consider anticipated traffic volumes for the next 20 years from when the noise assessment is undertaken.

In the application of the noise targets, the objective is to achieve:

- indoor noise levels specified in *Table 2-1* in noise-sensitive areas (e.g. bedrooms and living rooms of houses and school classrooms); and

[1] A habitable room is defined in State Planning Policy 3.1 as a room used for normal domestic activities that includes a bedroom, living room, lounge room, music room, sitting room, television room, kitchen, dining room, sewing room, study, playroom, sunroom, gymnasium, fully enclosed swimming pool or patio.

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- a reasonable degree of acoustic amenity for outdoor living areas on each residential lot. For non-residential noise-sensitive developments, for example schools and childcare centres, the design of outdoor areas should take into consideration the noise target.

It is recognised that in some instances, it may not be reasonable and/or practicable to meet the outdoor noise targets. Where transport noise is above the noise targets, measures are expected to be implemented that balance reasonable and practicable considerations with the need to achieve acceptable noise protection outcomes.

2.2 Aircraft Noise

The relevant planning policy in Western Australia in relation to aircraft noise from Jandakot Airport is *State Planning Policy 5.3: Land Use Planning in the Vicinity of Jandakot Airport*; January 2017, Western Australian Planning Commission (hereafter referred to as SPP 5.3). SPP 5.3 applies to any land within the 'Frame' area, defined by Roe Highway, Ranford Road, Warton Road, Armadale Road and the Kwinana Freeway as shown in *Figure 2-1*. SPP 5.3 defines 3 noise exposure zones being:

- Areas below 20 ANEF;
- Areas between 20 ANEF and 25 ANEF; and
- Areas above 25 ANEF.

In this instance, the subject site is outside the 20 ANEF contour (refer *Figure 2-2*), but within the Frame.

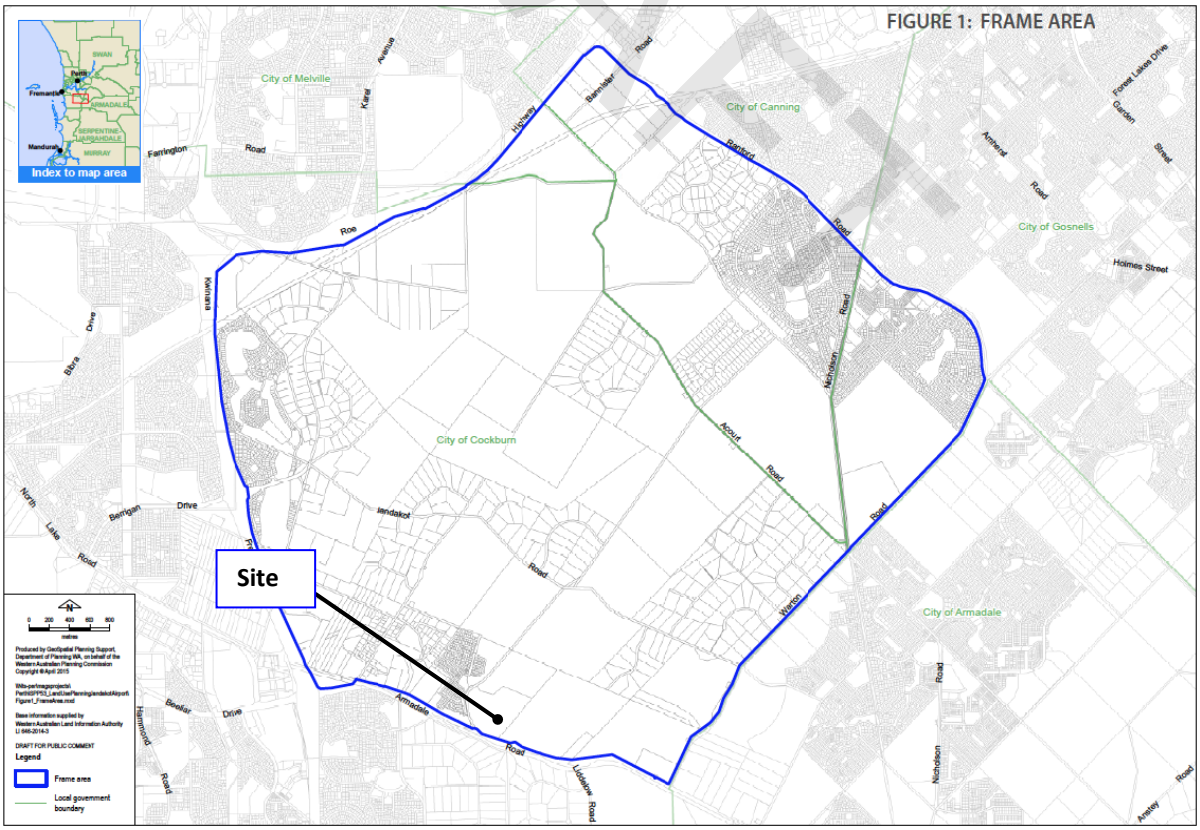

Figure 2-1 Site Locality in Relation to Frame Area

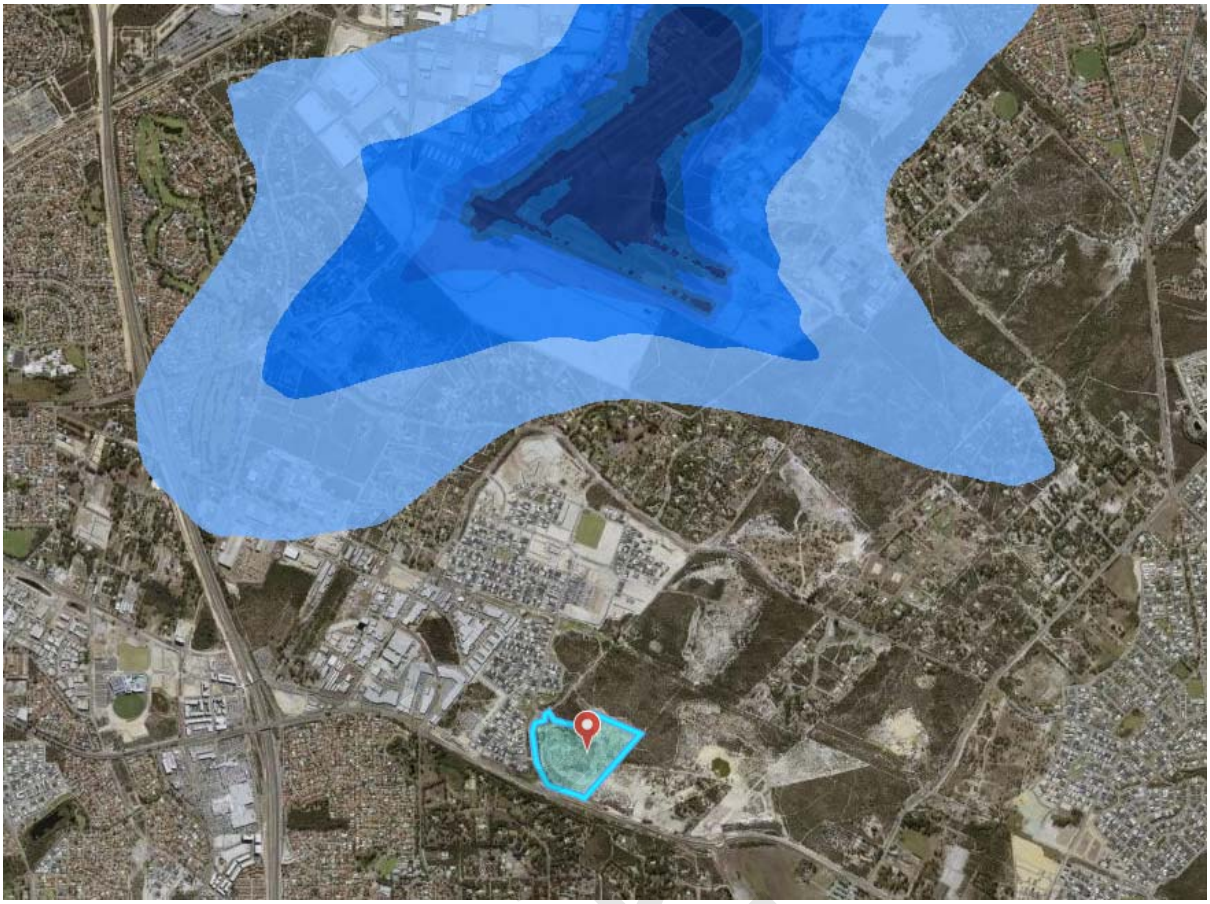

Figure 2-2 Site Locality in Relation to ANEF Contours

3 METHODOLOGY

Noise modelling has been undertaken generally in accordance with the requirements of SPP 5.4 and associated Guidelines[2] as described in the following sections. Lloyd George Acoustics has been involved with the Armadale Road Upgrade (ARU) and the Armadale Road North Lake Road (ARNLR) projects and thus information from these reports has been used for the purposes of this assessment.

As the noise model has been adapted from nearby road upgrade project data, it is already calibrated by noise measurement data.

The computer programme *SoundPLAN 8.1* was utilised incorporating the *Calculation of Road Traffic Noise* (CoRTN) algorithms, modified to reflect Australian conditions. The modifications included the following:

- Vehicles were separated into heavy (Austroads Class 3 upwards) and non-heavy (Austroads Classes 1 & 2) with non-heavy vehicles having a source height of 0.5 metres above road level and heavy vehicles having two sources, at heights of 1.5 metres and 3.6 metres above road level, to represent the engine and exhaust respectively. By splitting the noise source into

[2] Road and Rail Noise Guidelines, September 2019

three, allows for less barrier attenuation for high level sources where barriers are to be considered.

- Note that a -8.0 dB correction is applied to the exhaust and -0.8 dB to the engine (based on Transportation Noise Reference Book, Paul Nelson, 1987), so as to provide consistent results with the CoRTN algorithms for the no barrier scenario;

Predictions are made at heights of 1.4 m above ground floor level for single storey houses and 4.2 m for double storey houses. The noise is predicted at 1.0 metre from an assumed building facade resulting in a + 2.5 dB correction due to reflected noise.

Various input data are included in the modelling such as ground topography, road design, traffic volumes etc. These model inputs are discussed in the following sections.

3.1 Ground Topography

Topographical and road design data for this project was adapted from file data for the Armadale Road Upgrade Project.

Buildings have also been included as these can provide barrier attenuation when located between a source and receiver, in much the same way as a hill or wall provides noise shielding. All buildings are assumed to be single storey with a height of 3.5 metres.

Finished lot levels were provided by Cossill and Webley. The road design for Armadale Road includes future upgrade projects and traffic data, sourced from on file project data.

3.2 Traffic Data

Traffic data includes:

- Road Surface – The noise relationship between different road surface types is shown in *Table 3-1*.

Table 3-1 Noise Relationship Between Different Road Surfaces

Road Surfaces						
Chip Seal			Asphalt			
14mm	10mm	5mm	Dense Graded	Novachip	Stone Mastic	Open Graded
+3.5 dB	+2.5 dB	+1.5 dB	0.0 dB	-0.2 dB	-1.5 dB	-2.5 dB

The future road surface is stone mastic asphalt.

- Vehicle Speed – The existing and future posted speeds are 70km/hr.

- Traffic Volumes – Forecast (2031) traffic volumes were provided by Main Roads WA and have been adapted from documents for the Armadale Road Upgrade and Armadale Road Northlake Road Projects. As part of this latter project, the year 2041 scenario was projected by applying a 20% growth factor to 2031 traffic estimates.

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Table 3-2 Traffic Information Used in the Modelling

Parameter	Scenario	
	Future – 2041*	
	Eastbound	Westbound
24 Hour Volume	37,200	36,000
% Heavy	8	8

*Derived by applying a 20% growth factor to 2031 traffic volumes as per project requirements.

3.3 Ground Attenuation

The ground attenuation has been assumed to be 0.0 (0%) for the road, 0.5 (50%) throughout the subdivision, except for the public open space, which was set to 1.00 (100%). Note 0.0 represents hard reflective surfaces such as water and 1.00 represents absorptive surfaces such as grass.

4 RESULTS

With no boundary walls, future noise levels are predicted to be above the outdoor noise target. To achieve the outdoor noise target at proposed residences will require noise walls in excess of 5.0 metres in height, which is not considered reasonable or practicable. As such, a combination of noise walls and architectural upgrades is proposed, in order to achieve the indoor noise targets.

Two noise mitigation scenarios were investigated. The first being a noise wall design that would result in no worse than Package A architectural upgrades at all ground floors of dwellings and the second, allowing Package B at ground floors of dwellings, thus requiring a lower height wall.

The noise modelling results are provided by way of noise contour plots as follows:

1. *Figures 4-1 and 4-2* $L_{Aeq(Day)}$ noise level contour plots being for the future traffic conditions at ground floor and first floors. This set has a noise wall to achieve Exposure Level A, being 1 to 3 dB above the outdoor noise target.

2. *Figures 4-3 and 4-4* $L_{Aeq(Day)}$ noise level contour plots being for the future traffic conditions at ground floor and first floors. This set has a noise wall to achieve Exposure Level B, being 4 to 7 dB above the outdoor noise target.

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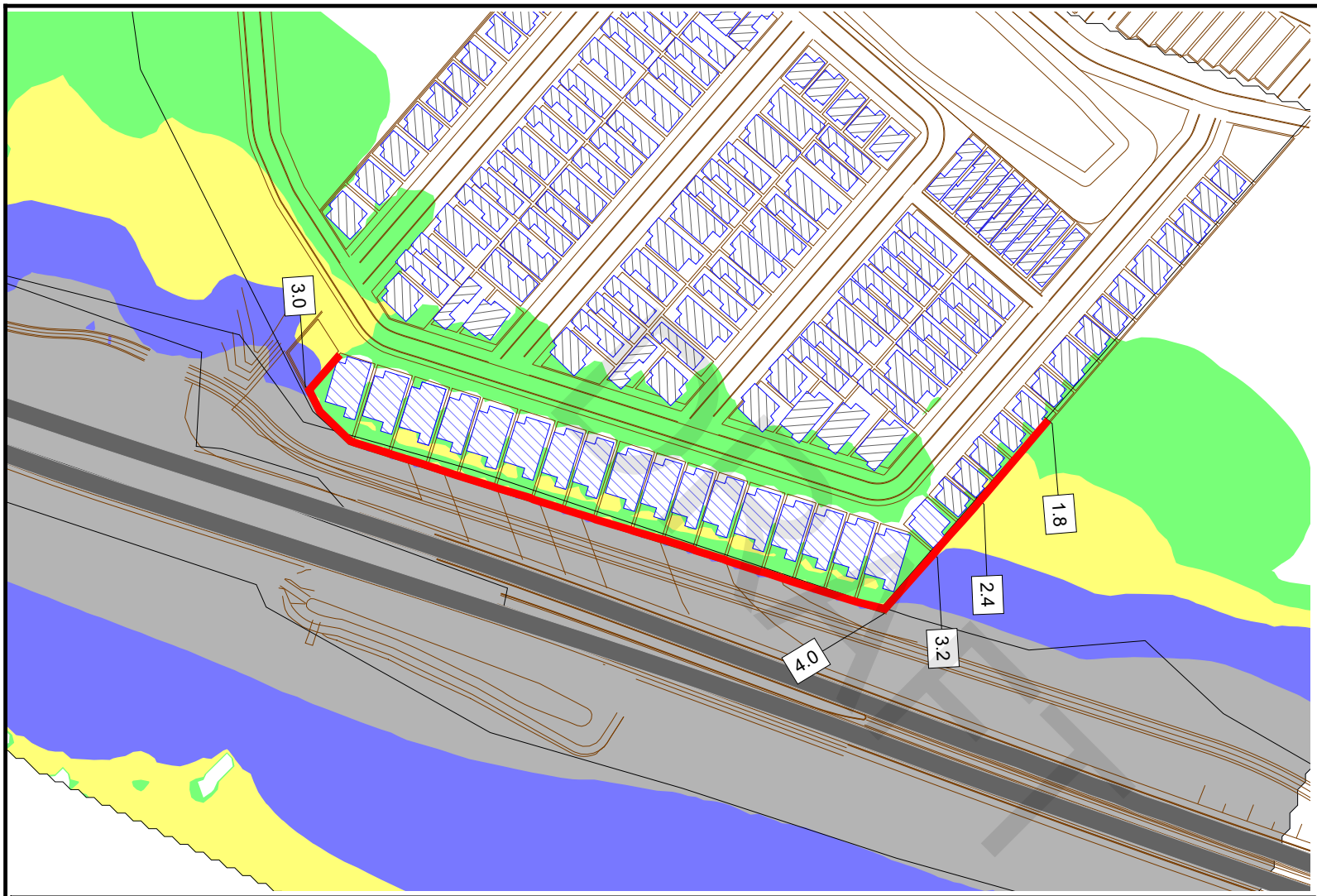
Figure 4-1



Noise levels
$L_{Aeq,Day}$ dB

<= 55	
<= 56	Exposure A
<= 57	
<= 58	
<= 59	Exposure B
<= 60	
<= 61	
<= 62	
<= 63	Exposure C
<= 64	
<= 65	
<= 66	
> 66	Exposure D

SPP 5.4 (Sep 2019)

Signs and symbols
- Road
- Building
- Noise Wall

N

Length Scale 1:2400

0 12.5 25 50 75 100 m

Treeby Structure Plan, Lot 703 Armadale Road, Banjup -
Future Noise Level Contours

$L_{Aeq(Day)}$ Noise Level Contours Based on Future 2041 Conditions
Ground Floor Level
Noise Wall achieves no more than "Exposure A" Levels on Ground Floor

SoundPlan v8.1
CoRTN Algorithms

11 October 2019

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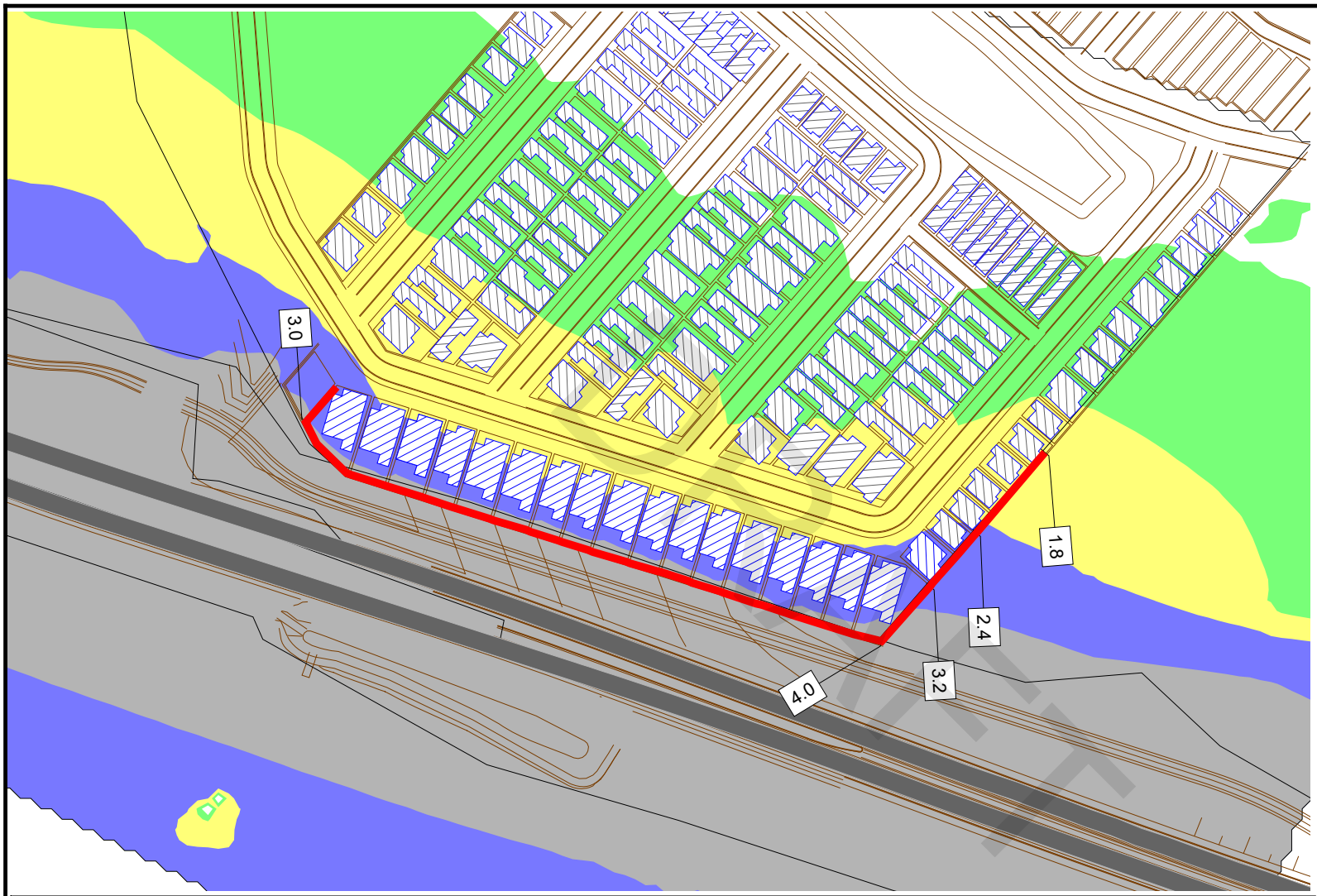
PO Box 717
HILLARYS WA 6923
(08) 9401 7770

Figure 4-2



Noise levels
$L_{Aeq,Day}$ dB

<= 55	
<= 56	Exposure A
<= 57	
<= 58	
<= 59	Exposure B
<= 60	
<= 61	
<= 62	
<= 63	Exposure C
<= 64	
<= 65	
<= 66	
> 66	Exposure D

SPP 5.4 (Sep 2019)

Signs and symbols
- Road
- Noise Wall
- Building

N

Length Scale 1:2400

0 12.5 25 50 75 100 m

Treeby Structure Plan, Lot 703 Armadale Road, Banjup - Future Noise Level Contours

$L_{Aeq(Day)}$ Noise Level Contours Based on Future 2041 Conditions
Upper Floor Level
Noise Wall achieves no more than "Exposure A" Levels on Ground Floor

SoundPlan v8.1
CoRTN Algorithms

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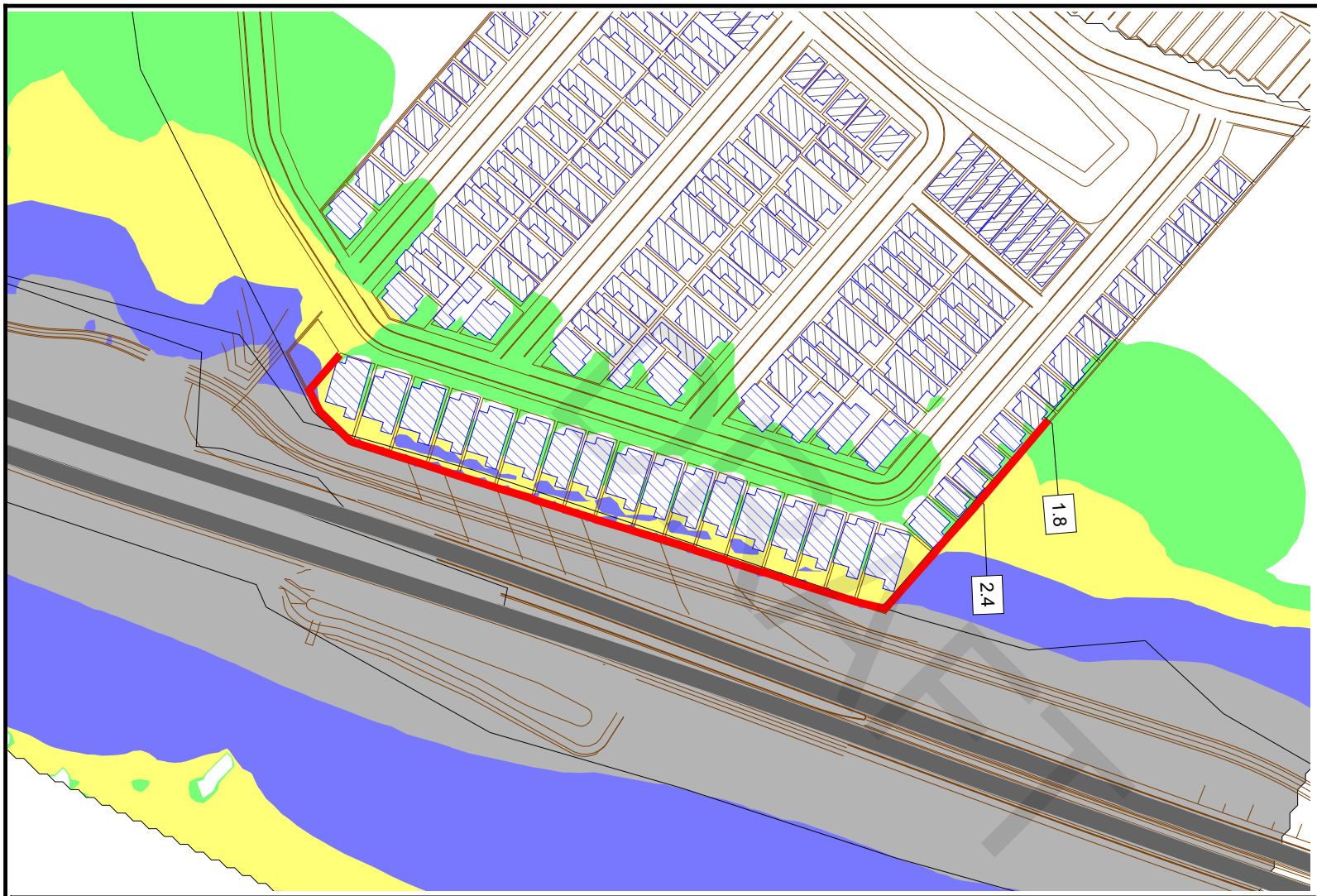
Figure 4-3



Noise levels
$L_{Aeq,Day}$ dB

<= 55	
<= 56	Exposure A
<= 57	
<= 58	
<= 59	Exposure B
<= 60	
<= 61	
<= 62	
<= 63	Exposure C
<= 64	
<= 65	
<= 66	
> 66	Exposure D

SPP 5.4 (Sep 2019)

Signs and symbols
- Road
- Building
- Noise Wall

N

Length Scale 1:2400

0 12.5 25 50 75 100 m

Treeby Structure Plan, Lot 703 Armadale Road, Banjup -
Future Noise Level Contours

$L_{Aeq(Day)}$ Noise Level Contours Based on Future 2041 Conditions
Ground Floor Level
Noise Wall achieves no more than "Exposure B" Levels on Ground Floor

SoundPlan v8.1
CoRTN Algorithms

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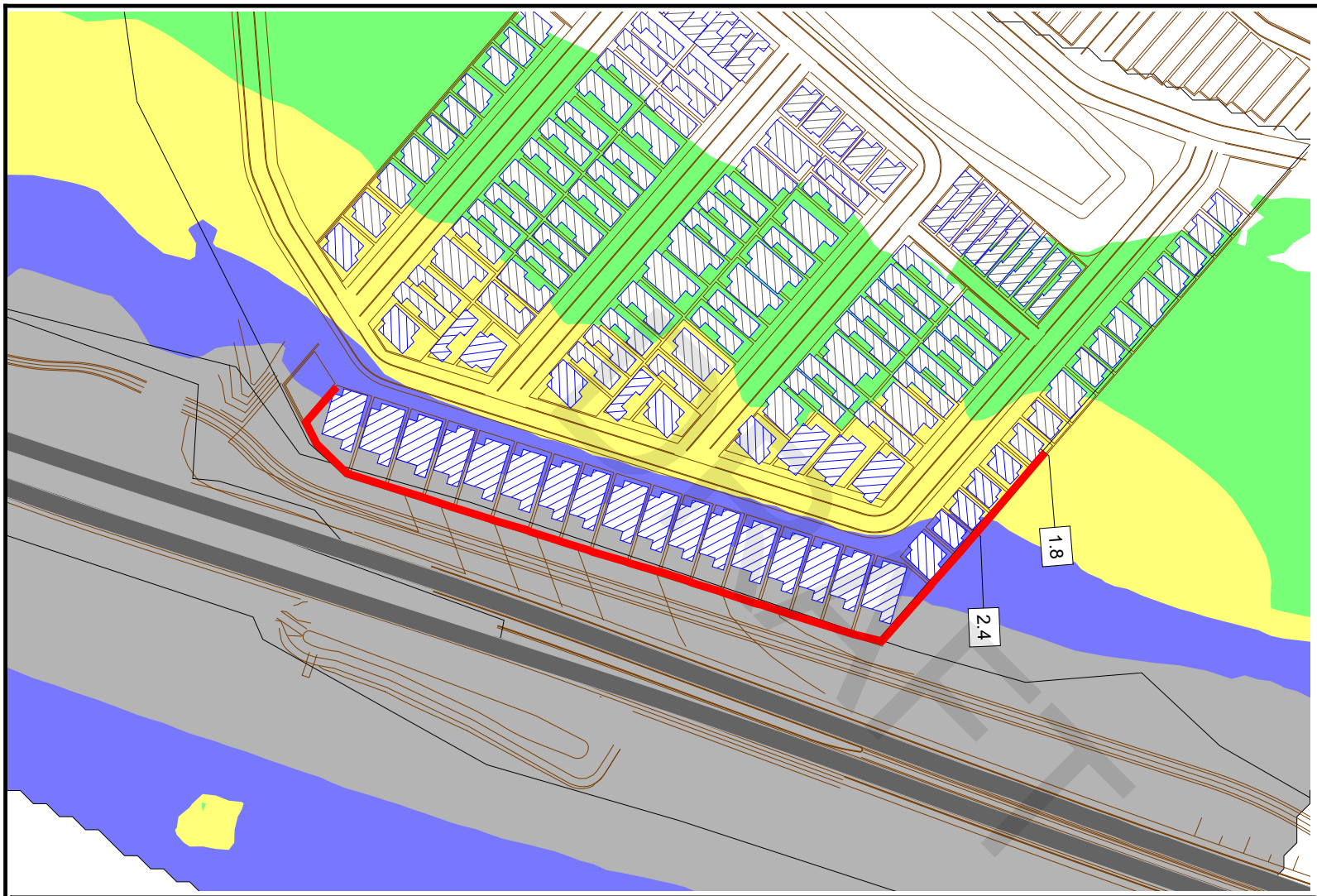
Figure 4-4



Noise levels
$L_{Aeq,Day}$ dB

<= 55	
<= 56	Exposure A
<= 57	
<= 58	
<= 59	Exposure B
<= 60	
<= 61	
<= 62	
<= 63	Exposure C
<= 64	
<= 65	
<= 66	
> 66	Exposure D

SPP 5.4 (Sep 2019)

Signs and symbols
- Road
- Noise Wall
- Building

N

Length Scale 1:2400

0 12.5 25 50 75 100 m

Treeby Structure Plan, Lot 703 Armadale Road, Banjup - Future Noise Level Contours

$L_{Aeq(Day)}$ Noise Level Contours Based on Future 2041 Conditions
Upper Floor Level
Noise Wall achieves no more than "Exposure B" Levels on Ground Floor

SoundPlan v8.1
CoRTN Algorithms

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PO Box 717
HILLARYS WA 6923
(08) 9401 7770

5 ASSESSMENT

5.1 Road Traffic Noise

The objectives of SPP 5.4 are to achieve:

- indoor noise levels specified in *Table 2-1* in noise-sensitive areas (e.g. bedrooms and living rooms of houses and school classrooms); and
- a reasonable degree of acoustic amenity for outdoor living areas on each residential lot.

Where the outdoor noise targets of *Table 2-1* are achieved, no further controls are necessary.

With reference to the predicted noise levels in *Section 4*, it is evident the outdoor noise target will be exceeded. As such, one of the following two mitigation options, being combinations of noise barriers and facade treatments are recommended.

<u>Mitigation Option 1: Achieves "Exposure A" Level</u>

- Construct a noise wall as shown in *Figure 5-1*. The noise wall is to be solid, free of gaps and of minimum surface mass 15kg/m^2.
- Adopt Packages A, B or C (Refer *Appendix A*) as dictated in *Figures 5-1* to *5-2* for ground and upper floors, respectively, noting ground floors are Package A only.

  Alternative constructions from the deemed to satisfy packages may be acceptable if supported by a report undertaken by a suitably qualified acoustical consultant (member from of the Association of Australasian Acoustical Consultants (AAAC)), once the lots specific building plans are available.

<u>Mitigation Option 2: Achieves "Exposure B" Level</u>

- Construct a noise wall as shown in *Figure 5-3*. The noise wall is to be solid, free of gaps and of minimum surface mass 15kg/m^2.
- Adopt Packages A, B or C (Refer *Appendix A*) as dictated in *Figures 5-3* to *5-4* for ground and upper floors, respectively, noting ground floor now increases to Package B in some instances.

  Alternative constructions from the deemed to satisfy packages may be acceptable if supported by a report undertaken by a suitably qualified acoustical consultant (member from of the Association of Australasian Acoustical Consultants (AAAC)), once the lots specific building plans are available.

All affected lots are to have notifications on lot titles as per SPP 5.4 requirements – refer *Appendix A*.

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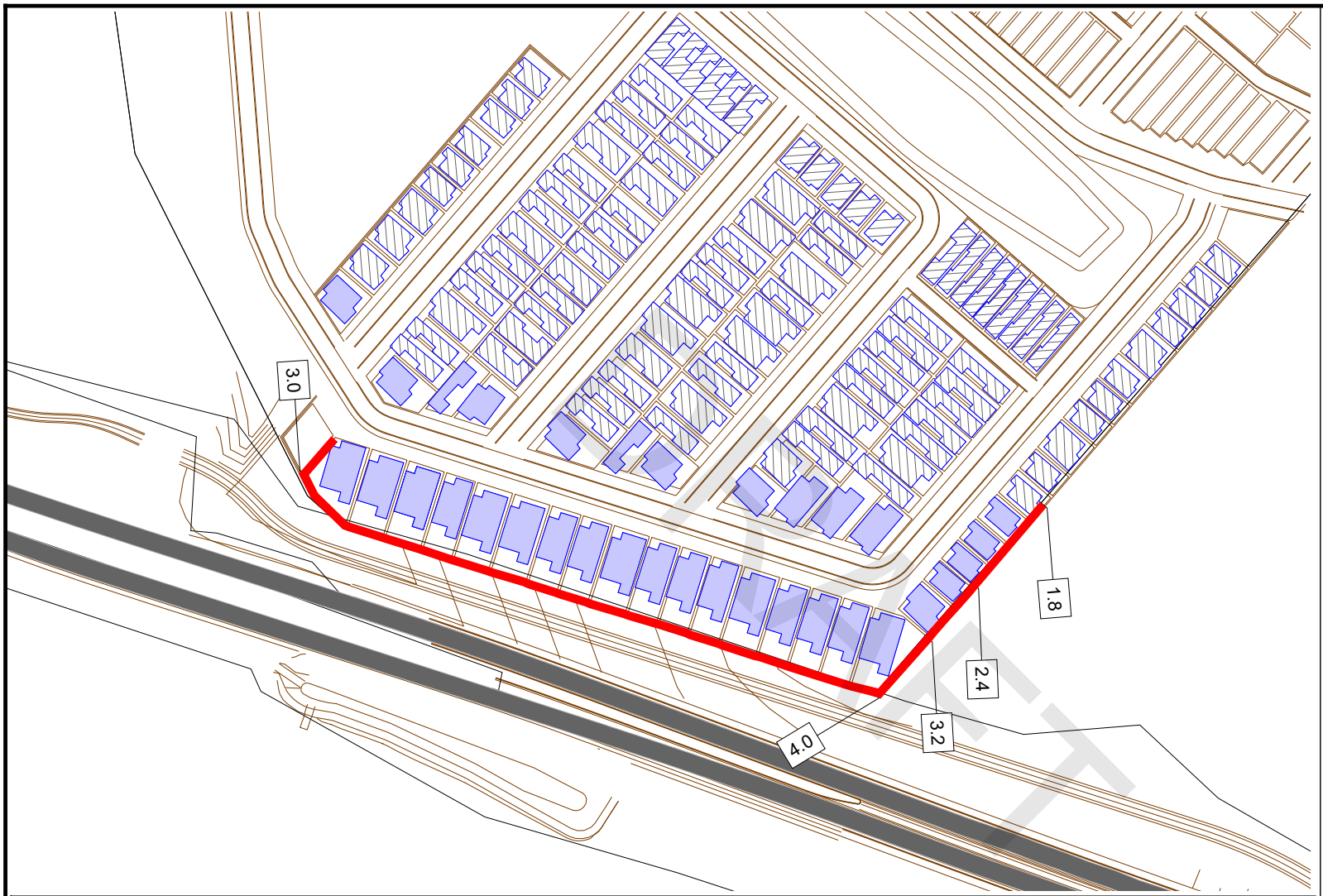
Figure 5-1



Signs and symbols

- Road
- Building
- Wall
- Package A

N

Length Scale 1:2400

0 12.5 25 50 75 100 m

Noise Mitigation Requirements -
Treeby Estate, Lot 703 Armadale Road, Banjup

Ground Floor Level
Wall heights read from right to left

SoundPlan v8.1

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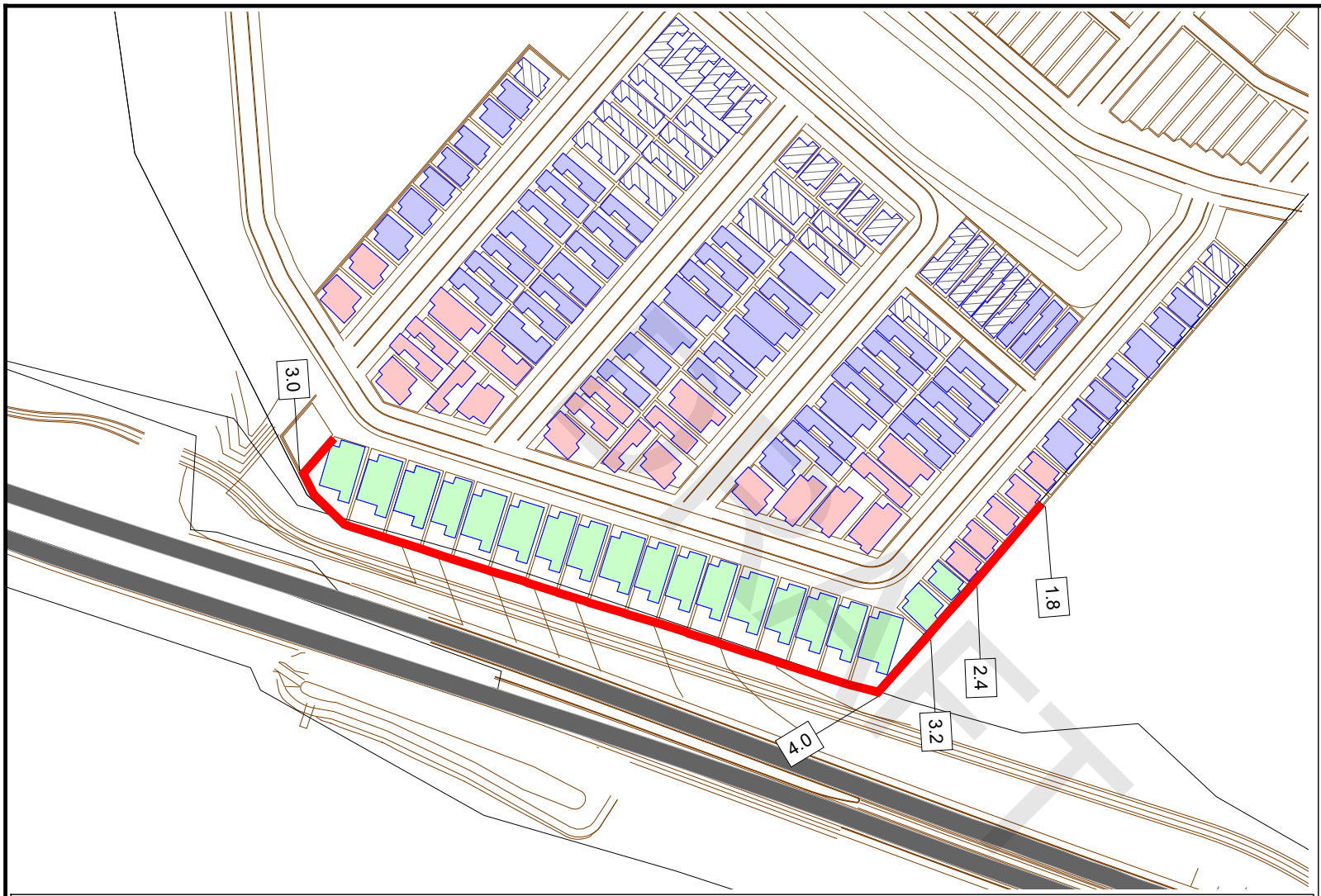
Figure 5-2



Signs and symbols

- Road
- Building
- Wall
- Package A
- Package B
- Package C

N

Length Scale 1:2400

0 12.5 25 50 75 100 m

Noise Mitigation Requirements -
Treeby Estate, Lot 703 Armadale Road, Banjup

Upper Floor Level
Wall heights read from right to left

SoundPlan v8.1

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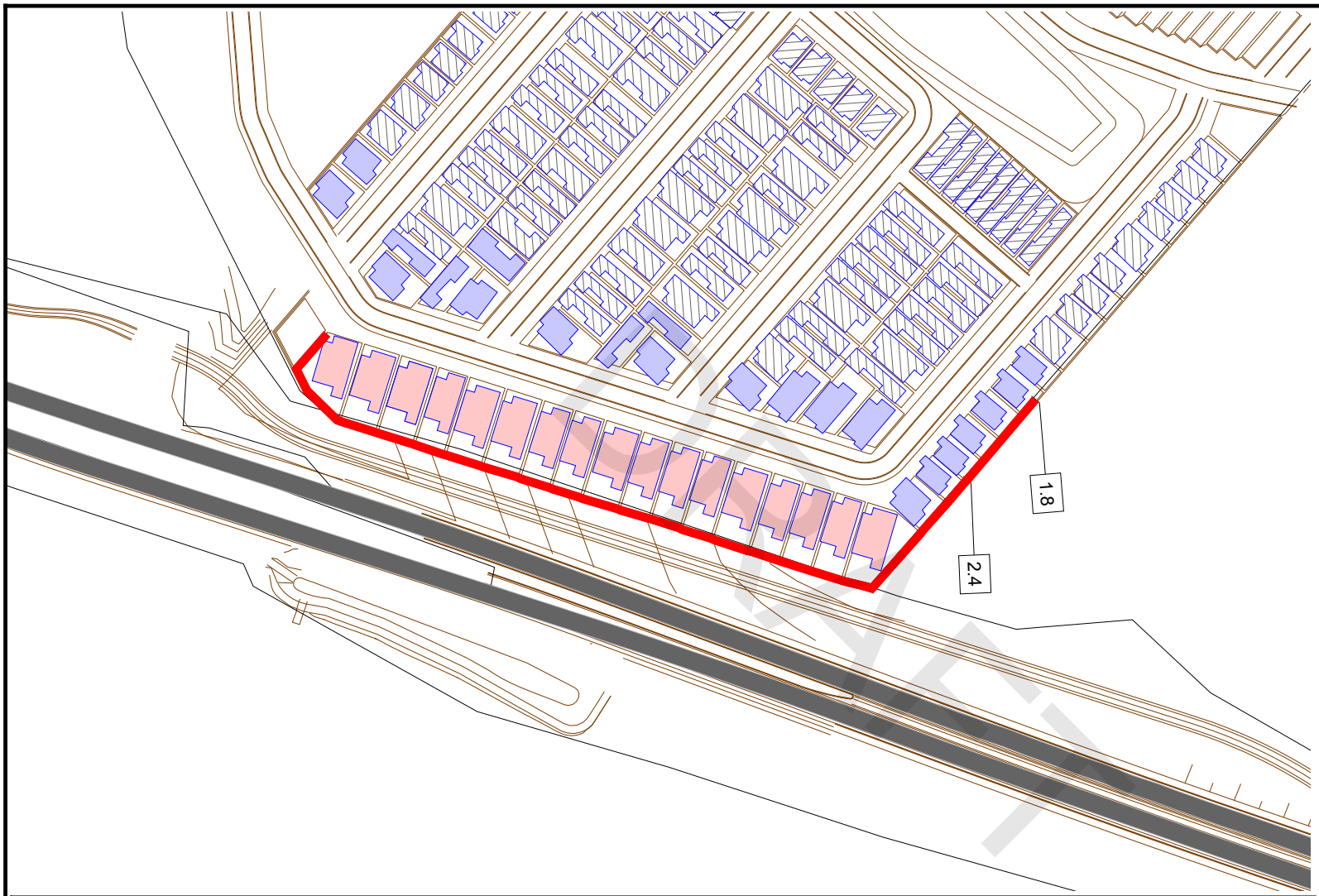
Figure 5-3



Signs and symbols

- Road
- Building
- Wall
- Package A
- Package B

N

Length Scale 1:2400

0 12.5 25 50 75 100 m

Noise Mitigation Requirements -
Treeby Estate, Lot 821 Armadale Road, Banjup

Ground Floor Level
Wall heights read from right to left

SoundPlan v8.1

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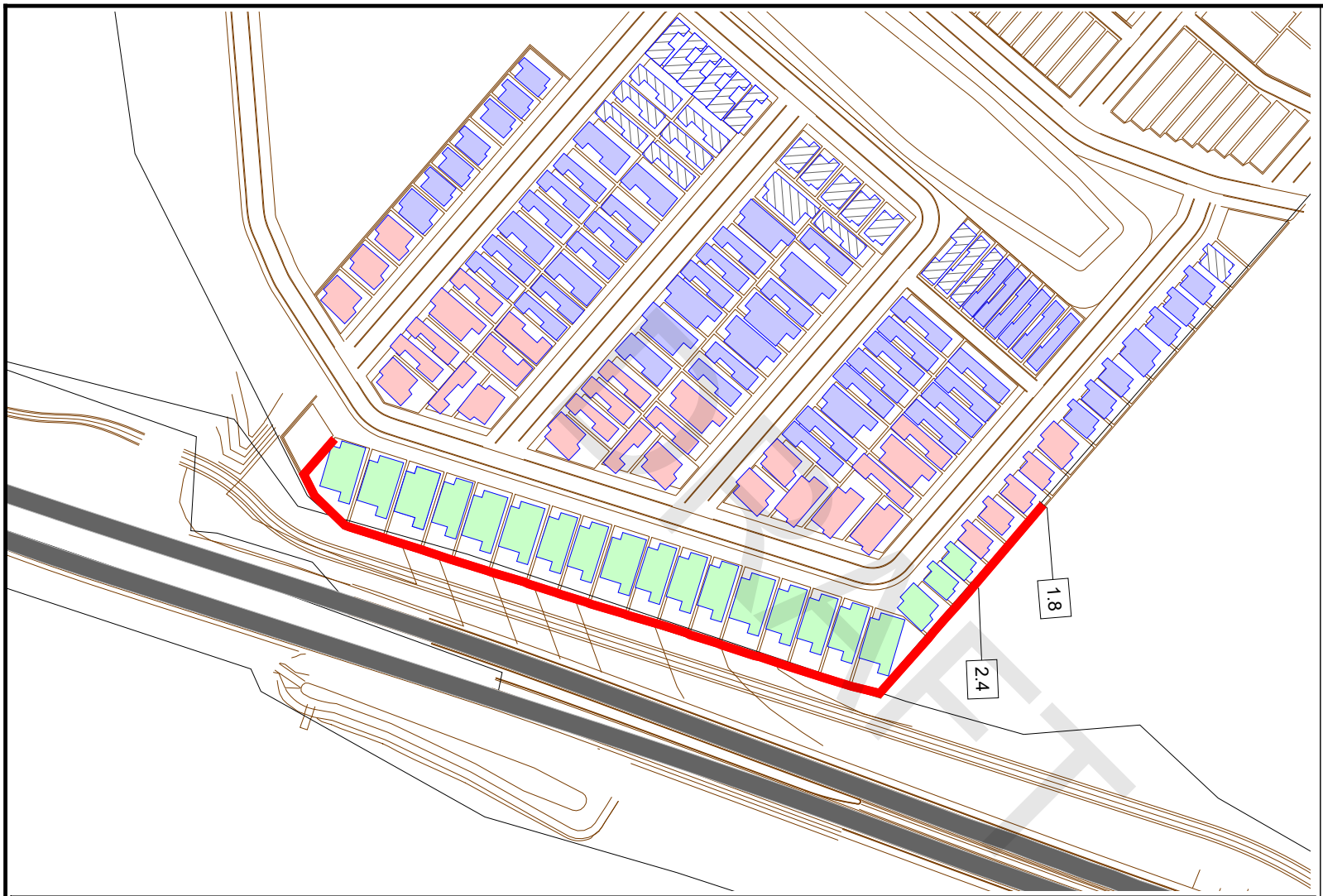
Figure 5-4



Signs and symbols

- Road
- Building
- Wall
- Package A
- Package B
- Package C

N

Length Scale 1:2400

0 12.5 25 50 75 100 m

Noise Mitigation Requirements -
Treeby Estate, Lot 703 Armadale Road, Banjup

Upper Floor Level
Wall heights read from right to left

SoundPlan v8.1

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(08) 9401 7770

5.2 Jandakot Aircraft Noise

With the site being within the Frame Area but outside the 20 ANEF contour, there are no specific noise mitigation requirements, however SPP 5.3 does require the following:

- A notification on title is required, similar to that for road traffic, stating the property is situated in the vicinity of Jandakot Airport and is currently affected, or may be affected in the future by aircraft noise. Noise exposure levels are likely to increase in the future as a result of an increase in the aircraft using the airport, changes in aircraft type, or other operational changes.
- Residents should be aware that thicker glass will perform better acoustically as will awning/casement style windows in comparison to sliding windows. The benefit of such windows will require them to be closed and as such, forced ventilation can be considered. These noise controls are not mandatory but for advice only.

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Appendix A

ACCEPTABLE TREATMENT PACKAGES

The packages and information provided on the following pages are taken from *Road and Rail Noise Guidelines* (September 2019).

Where outdoor and indoor noise levels received by a noise-sensitive land-use and/or development exceed the policy's noise target, implementation of quiet house requirements is an acceptable solution.

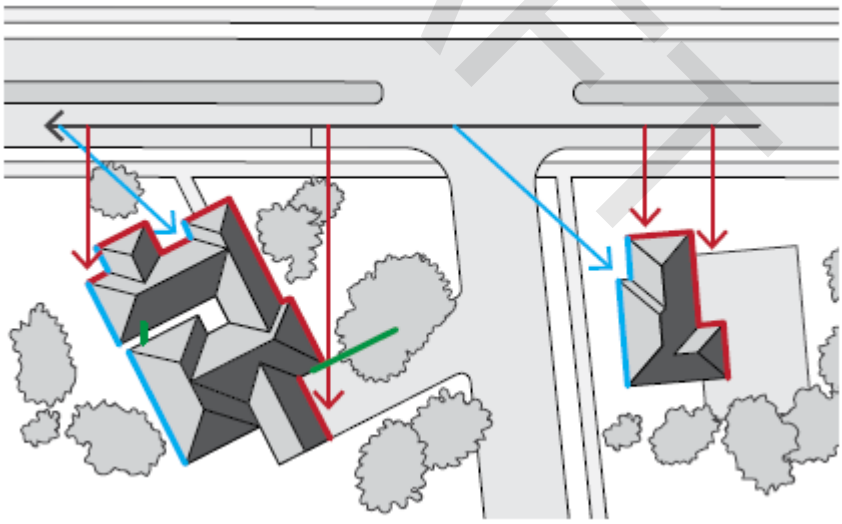
The quiet house packages are not the only solution to achieving acceptable internal transport noise levels. A suitably qualified acoustical engineer or consultant may also determine more tailored acoustic design requirements for buildings in a transport noise corridor by carrying out acoustic design in accordance with relevant industry standards. This includes the need to meet the relevant design targets specified in AS/NZS 2107:2016 for road traffic noise.

With regards to the packages, the following definitions are provided:

- **Facing** the transport corridor (red): Any part of a building façade is 'facing' the transport corridor if any straight line drawn perpendicular (at a 90 degree angle) to its nearest road lane or railway line intersects that part of the façade without obstruction (ignoring any fence).

- **Side-on** to transport corridor (blue): Any part of a building façade that is not 'facing' is 'side-on' to the transport corridor if any straight line, at any angle, can be drawn from it to intersect the nearest road lane or railway line without obstruction (ignoring any fence).

- **Opposite** to transport corridor (green): Neither 'side on' nor 'facing', as defined above.



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Quiet House Package A

56-58 dB $L_{Aeq(Day)}$ & 51-53 dB $L_{Aeq(Night)}$

Element	Orientation	Room	
		Bedroom	Indoor Living and Work Areas
External Windows	Facing	• Up to 40% floor area ($R_w + C_{tr} \geq 28$): o Sliding or double hung with minimum 10mm single or 6mm-12mm-10mm double insulated glazing; o Sealed awning or casement windows with minimum 6mm glass. • Up to 60% floor area ($R_w + C_{tr} \geq 31$): o Sealed awning or casement windows with minimum 6mm glass.	• Up to 40% floor area ($R_w + C_{tr} \geq 25$): o Sliding or double hung with minimum 6mm single or 6mm-12mm-6mm double insulated glazing; • Up to 60% floor area ($R_w + C_{tr} \geq 28$); • Up to 80% floor area ($R_w + C_{tr} \geq 31$).
	Side On	As above, except $R_w + C_{tr}$ values may be 3 dB less or max % area increased by 20%.	
	Opposite	No specific requirements	
External Doors	Facing	• Fully glazed hinged door with certified $R_w + C_{tr} \geq 28$ rated door and frame including seals and 6mm glass.	• Doors to achieve $R_w + C_{tr} \geq 25$: o 35mm Solid timber core hinged door and frame system certified to R_w 28 including seals; o Glazed sliding door with 10mm glass and weather seals.
	Side On	As above, except $R_w + C_{tr}$ values may be 3 dB less.	
	Opposite	No specific requirements	
External Walls	All	• $R_w + C_{tr} \geq 45$: o Two leaves of 90mm thick clay brick masonry with minimum 20mm cavity; o Single leaf of 150mm brick masonry with 13mm cement render on each face. o One row of 92mm studs at 600mm centres with: ▪ Resilient steel channels fixed to the outside of the studs; and ▪ 9.5mm hardboard or fibre cement sheeting or 11mm fibre cement weatherboards fixed to the outside; ▪ 75mm thick mineral wool insulation with a density of at least 11kgkg/m^3; and ▪ 2 x 16mm fire-rated plasterboard to inside.	
Roofs and Ceilings	All	• $R_w + C_{tr} \geq 35$: o Concrete or terracotta tile or metal sheet roof with sarking and at least 10mm plasterboard.	
Outdoor Living Areas		At least one outdoor living area located on the opposite side of the building from the transport corridor and/or at least one ground level outdoor living area screened using a solid continuous fence or other structure of minimum 2 metres height above ground level.	

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Quiet House Package B

59-62 dB $L_{Aeq(Day)}$ & 54-57 dB $L_{Aeq(Night)}$

Element	Orientation	Room	
		Bedroom	Indoor Living and Work Areas
External Windows	Facing	• Up to 40% floor area ($R_w + C_{tr} \geq 31$): o Fixed sash, awning or casement with minimum 6mm glass or 6mm-12mm-6mm double insulated glazing. • Up to 60% floor area ($R_w + C_{tr} \geq 34$): o Fixed sash, awning or casement with minimum 10mm glass or 6mm-12mm-10mm double insulated glazing.	• Up to 40% floor area ($R_w + C_{tr} \geq 28$): o Sliding or double hung with 6mm-12mm-10mm double insulated glazing; o Sealed awning or casement windows with minimum 6mm glass. • Up to 60% floor area ($R_w + C_{tr} \geq 31$); • Up to 80% floor area ($R_w + C_{tr} \geq 34$).
	Side On	As above, except $R_w + C_{tr}$ values may be 3 dB less or max % area increased by 20%.	
	Opposite	As above, except $R_w + C_{tr}$ values may be 6 dB less or max % area increased by 20%.	
External Doors	Facing	• Fully glazed hinged door with certified $R_w + C_{tr} \geq 31$ rated door and frame including seals and 10mm glass.	• Doors to achieve $R_w + C_{tr} \geq 28$: o 40mm Solid timber core hinged door and frame system certified to R_w 32 including seals; o Fully glazed hinged door with certified $R_w + C_{tr} \geq 28$ rated door and frame including seals and 6mm glass.
	Side On	As above, except $R_w + C_{tr}$ values may be 3 dB less or max % area increased by 20%.	
	Opposite	As above, except $R_w + C_{tr}$ values may be 6 dB less or max % area increased by 20%.	
External Walls	All	• $R_w + C_{tr} \geq 50$: o Two leaves of 90mm thick clay brick masonry with minimum 50mm cavity between leaves and 50mm glasswool or polyester insulation (R2.0+). Resilient ties used where required to connect leaves. o Two leaves of 110mm clay brick masonry with minimum 50mm cavity between leaves and 50mm glasswool or polyester insulation (R2.0+). o Single leaf of 220mm brick masonry with 13mm cement render on each face. o 150mm thick unlined concrete panel or 200mm thick concrete panel with one layer of 13mm plasterboard or 13mm cement render on each face. o Single leaf of 90mm clay brick masonry with: ▪ A row of 70mm x 35mm timber studs or 64mm steel studs at 600mm centres; ▪ A cavity of 25mm between leaves; ▪ 50mm glasswool or polyester insulation (R2.0+) between studs; and ▪ One layer of 10mm plasterboard fixed to the inside face.	
Roofs and Ceilings	All	• $R_w + C_{tr} \geq 35$: o Concrete or terracotta tile or metal sheet roof with sarking and at least 10mm plasterboard ceiling with R3.0+ fibrous insulation.	
Outdoor Living Areas		At least one outdoor living area located on the opposite side of the building from the transport corridor and/or at least one ground level outdoor living area screened using a solid continuous fence or other structure of minimum 2.4 metres height above ground level.	

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Quiet House Package C

63-66 dB $L_{Aeq(Day)}$ & 58-61 dB $L_{Aeq(Night)}$

Element	Orientation	Room	
		Bedroom	Indoor Living and Work Areas
External Windows	Facing	• Up to 20% floor area ($R_w + C_{tr} \geq 31$): o Fixed sash, awning or casement with minimum 6mm glass or 6mm-12mm-6mm double insulated glazing. • Up to 40% floor area ($R_w + C_{tr} \geq 34$): o Fixed sash, awning or casement with minimum 10mm glass or 6mm-12mm-10mm double insulated glazing.	• Up to 40% floor area ($R_w + C_{tr} \geq 31$): o Fixed sash, awning or casement with minimum 6mm glass or 6mm-12mm-6mm double insulated glazing. • Up to 60% floor area ($R_w + C_{tr} \geq 34$): o Fixed sash, awning or casement with minimum 10mm glass or 6mm-12mm-10mm double insulated glazing.
	Side On	As above, except $R_w + C_{tr}$ values may be 3 dB less or max % area increased by 20%.	
	Opposite	As above, except $R_w + C_{tr}$ values may be 6 dB less or max % area increased by 20%.	
External Doors	Facing	• Not recommended.	• Doors to achieve $R_w + C_{tr} \geq 30$: o Fully glazed hinged door with certified $R_w + C_{tr} \geq 31$ rated door and frame including seals and 10mm glass; o 40mm Solid timber core side hinged door, frame and seal system certified to R_w 32 including seals. Any glass inserts to be minimum 6mm.
	Side On	As above, except $R_w + C_{tr}$ values may be 3 dB less or max % area increased by 20%.	
	Opposite	As above, except $R_w + C_{tr}$ values may be 6 dB less or max % area increased by 20%.	
External Walls	All	• $R_w + C_{tr} \geq 50$: o Two leaves of 90mm thick clay brick masonry with minimum 50mm cavity between leaves and 50mm glasswool or polyester insulation (R2.0+). Resilient ties used where required to connect leaves. o Two leaves of 110mm clay brick masonry with minimum 50mm cavity between leaves and 50mm glasswool or polyester insulation (R2.0+). o Single leaf of 220mm brick masonry with 13mm cement render on each face. o 150mm thick unlined concrete panel or 200mm thick concrete panel with one layer of 13mm plasterboard or 13mm cement render on each face. o Single leaf of 90mm clay brick masonry with: ▪ A row of 70mm x 35mm timber studs or 64mm steel studs at 600mm centres; ▪ A cavity of 25mm between leaves; ▪ 50mm glasswool or polyester insulation (R2.0+) between studs; and ▪ One layer of 10mm plasterboard fixed to the inside face.	
Roofs and Ceilings	All	• $R_w + C_{tr} \geq 40$: o Concrete or terracotta tile roof with sarking, or metal sheet roof with foil backed R2.0+ fibrous insulation between steel sheeting and roof battens; o R3.0+ insulation batts above ceiling; o 2 x 10mm plasterboard ceiling or 1 x 13mm sound-rated plasterboard.	
Outdoor Living Areas		At least one outdoor living area located on the opposite side of the building from the transport corridor and/or at least one ground level outdoor living area screened using a solid continuous fence or other structure of minimum 2.4 metres height above ground level.	

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Mechanical Ventilation requirements

In implementing the acceptable treatment packages, the following mechanical ventilation / air-conditioning considerations are required:

- Acoustically rated openings and ductwork to provide a minimum sound reduction performance of R_w 40 dB into sensitive spaces;
- Evaporative systems require attenuated ceiling air vents to allow closed windows;
- Refrigerant based systems need to be designed to achieve National Construction Code fresh air ventilation requirements;
- Openings such as eaves, vents and air inlets must be acoustically treated, closed or relocated to building sides facing away from the corridor where practicable.

Notification

Notifications on title advise prospective purchasers of the potential for noise impacts from major transport corridors and help with managing expectations.

The Notification is to state as follows:

This lot is in the vicinity of a transport corridor and is affected, or may in the future be affected, by road and rail transport noise. Road and rail transport noise levels may rise or fall over time depending on the type and volume of traffic.

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Appendix B

Terminology

The following is an explanation of the terminology used throughout this report.

Decibel (dB)
The decibel is the unit that describes the sound pressure and sound power levels of a noise source. It is a logarithmic scale referenced to the threshold of hearing.

A-Weighting
An A-weighted noise level has been filtered in such a way as to represent the way in which the human ear perceives sound. This weighting reflects the fact that the human ear is not as sensitive to lower frequencies as it is to higher frequencies. An A-weighted sound level is described as L_A dB.

L_1
An L_1 level is the noise level which is exceeded for 1 per cent of the measurement period and is considered to represent the average of the maximum noise levels measured.

L_{10}
An L_{10} level is the noise level which is exceeded for 10 per cent of the measurement period and is considered to represent the "*intrusive*" noise level.

L_{90}
An L_{90} level is the noise level which is exceeded for 90 per cent of the measurement period and is considered to represent the "*background*" noise level.

L_{eq}
The L_{eq} level represents the average noise energy during a measurement period.

$L_{A10,18hour}$
The $L_{A10,18\ hour}$ level is the arithmetic average of the hourly L_{A10} levels between 6.00 am and midnight. The *CoRTN* algorithms were developed to calculate this parameter.

$L_{Aeq,24hour}$
The $L_{Aeq,24\ hour}$ level is the logarithmic average of the hourly L_{Aeq} levels for a full day (from midnight to midnight).

$L_{Aeq,8hour}$ / $L_{Aeq\ (Night)}$
The $L_{Aeq\ (Night)}$ level is the logarithmic average of the hourly L_{Aeq} levels from 10.00 pm to 6.00 am on the same day.

$L_{Aeq,16hour}$ / $L_{Aeq\ (Day)}$
The $L_{Aeq\ (Day)}$ level is the logarithmic average of the hourly L_{Aeq} levels from 6.00 am to 10.00 pm on the same day. This value is typically 1-3 dB less than the $L_{A10,18hour}$.

Noise-sensitive land use and/or development
Land-uses or development occupied or designed for occupation or use for residential purposes (including dwellings, residential buildings or short-stay accommodation), caravan park, camping ground, educational establishment, child care premises, hospital, nursing home, corrective institution or place of worship.

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About the Term 'Reasonable'

An assessment of reasonableness should demonstrate that efforts have been made to resolve conflicts without comprising on the need to protect noise-sensitive land-use activities. For example, have reasonable efforts been made to design, relocate or vegetate a proposed noise barrier to address community concerns about the noise barrier height? Whether a noise mitigation measure is reasonable might include consideration of:

- The noise reduction benefit provided;
- The number of people protected;
- The relative cost vs benefit of mitigation;
- Road conditions (speed and road surface) significantly differ from noise forecast table assumptions;
- Existing and future noise levels, including changes in noise levels;
- Aesthetic amenity and visual impacts;
- Compatibility with other planning policies;
- Differences between metropolitan and regional situations and whether noise modelling requirements reflect the true nature of transport movements;
- Ability and cost for mobilisation and retrieval of noise monitoring equipment in regional areas;
- Differences between Greenfield and infill development;
- Differences between freight routes and public transport routes and urban corridors;
- The impact on the operational capacity of freight routes;
- The benefits arising from the proposed development;
- Existing or planned strategies to mitigate the noise at source.

About the Term 'Practicable'

'Practicable' considerations for the purposes of the policy normally relate to the engineering aspects of the noise mitigation measures under evaluation. It is defined as "reasonably practicable having regard to, among other things, local conditions and circumstances (including costs) and to the current state of technical knowledge" (*Environmental Protection Act 1986*). These may include:

- Limitations of the different mitigation measures to reduce transport noise;
- Competing planning policies and strategies;
- Safety issues (such as impact on crash zones or restrictions on road vision);
- Topography and site constraints (such as space limitations);
- Engineering and drainage requirements;
- Access requirements (for driveways, pedestrian access and the like);
- Maintenance requirements;
- Bushfire resistance or BAL ratings;
- Suitability of the building for acoustic treatments.

R_w

This is the weighted sound reduction index and is similar to the previously used STC (Sound Transmission Class) value. It is a single number rating determined by moving a grading curve in integral steps against the laboratory measured transmission loss until the sum of the deficiencies at each one-third-octave band, between 100 Hz and 3.15 kHz, does not exceed 32 dB. The higher the R_w value, the better the acoustic performance.

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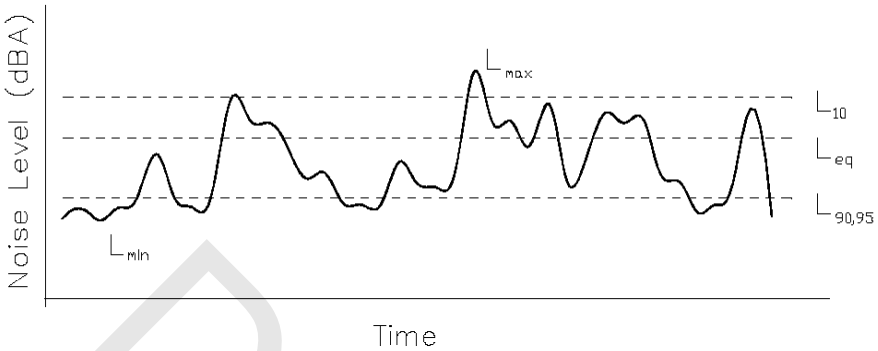
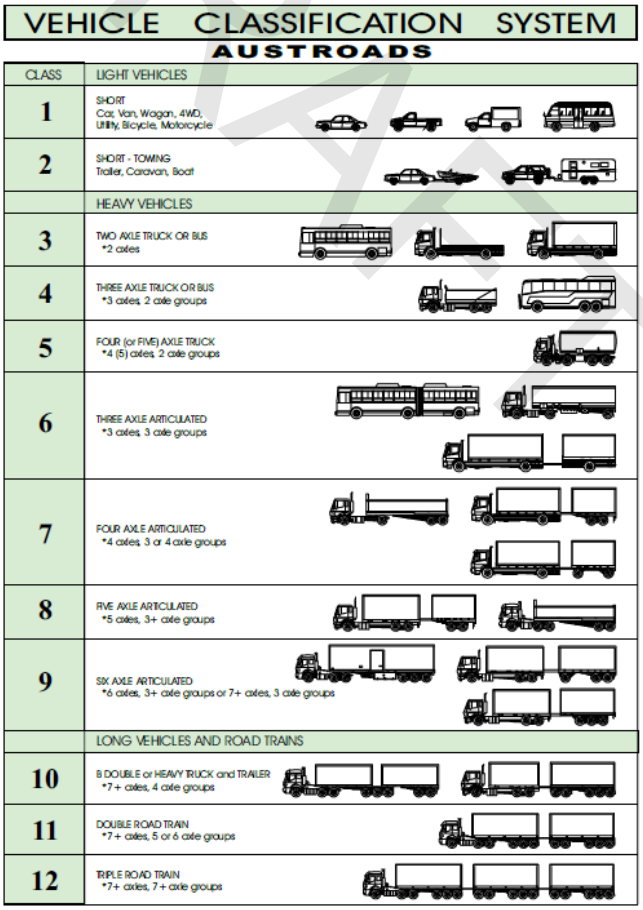
C_{tr}

This is a spectrum adaptation term for airborne noise and provides a correction to the R_w value to suit source sounds with significant low frequency content such as road traffic or home theatre systems. A wall that provides a relatively high level of low frequency attenuation (i.e. masonry) may have a value in the order of –4 dB, whilst a wall with relatively poor attenuation at low frequencies (i.e. stud wall) may have a value in the order of -14 dB.

Chart of Noise Level Descriptors



Austroads Vehicle Class



VEHICLE CLASSIFICATION SYSTEM
AUSTROADS

CLASS	LIGHT VEHICLES
1	SHORT Car, Van, Wagon, 4WD, Utility, Bicycle, Motorcycle
2	SHORT - TOWING Trailer, Caravan, Boat
	HEAVY VEHICLES
3	TWO AXLE TRUCK OR BUS *2 axles
4	THREE AXLE TRUCK OR BUS *3 axles, 2 axle groups
5	FOUR (or FIVE) AXLE TRUCK *4 (5) axles, 2 axle groups
6	THREE AXLE ARTICULATED *3 axles, 3 axle groups
7	FOUR AXLE ARTICULATED *4 axles, 3 or 4 axle groups
8	FIVE AXLE ARTICULATED *5 axles, 3+ axle groups
9	SIX AXLE ARTICULATED *6 axles, 3+ axle groups or 7+ axles, 3 axle groups
	LONG VEHICLES AND ROAD TRAINS
10	B DOUBLE or HEAVY TRUCK and TRAILER *7+ axles, 4 axle groups
11	DOUBLE ROAD TRAIN *7+ axles, 5 or 6 axle groups
12	TRIPLE ROAD TRAIN *7+ axles, 7+ axle groups

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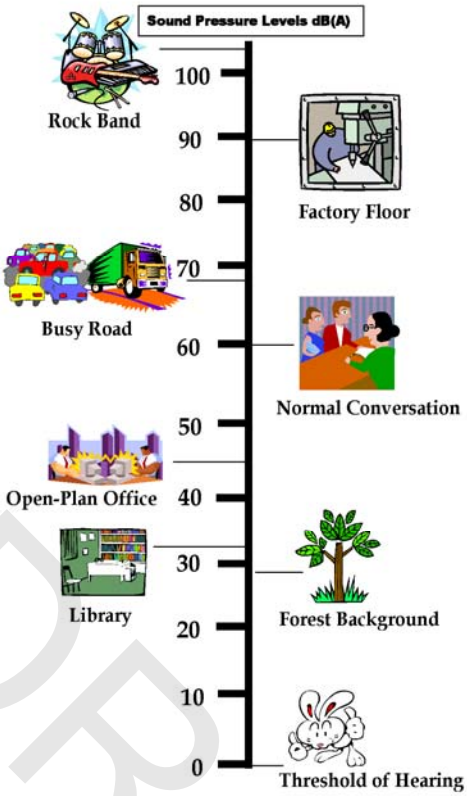
Typical Noise Levels



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