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

Transportation Noise Assessment

Ocean Hill Estate – North East Precinct

Lot 9013 Everest Parkway, Lakelands

Reference: 19044944-05

Prepared for:
Satterley

Reference: 19044944-05

Lloyd George Acoustics Pty Ltd
ABN: 79 125 812 544

PO Box 717
Hillarys WA 6923
www.lgacoustics.com.au

Contacts	General	Daniel Lloyd	Terry George	Matt Moyle
E:	info@lgacoustics.com.au	daniel@lgacoustics.com.au	terry@lgacoustics.com.au	matt@lgacoustics.com.au
P:	9401 7770	0439 032 844	0400 414 197	0412 611 330
Contacts	Rob Connolly	Daryl Thompson	Hao Tran	Matt Nolan
E:	rob@lgacoustics.com.au	daryl@lgacoustics.com.au	hao@lgacoustics.com.au	matt.nolan@lgacoustics.com.au
P:	0410 107 440	0420 364 650	0438 481 207	0448 912 604

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Date	Rev	Description	Author	Verified
26-Mar-25	0	Issued to Client	Matt Moyle	Terry George

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1. INTRODUCTION

It is proposed to subdivide land at Lot 9013 Everest Parkway, Lakelands (refer *Figure 1-1*) with the proposed subdivision plan for the Ocean Hill Estate encompassing Stages 10A, 10B, 11, 12, 14, 15, 18, 19, 21, 22 & 23 area shown in *Figure 1-2*. The subject stages adjoin South West Metropolitan Railway, such that a noise assessment is required in accordance with *State Planning Policy No. 5.4 Road and Rail Noise*, being the subject of this report.

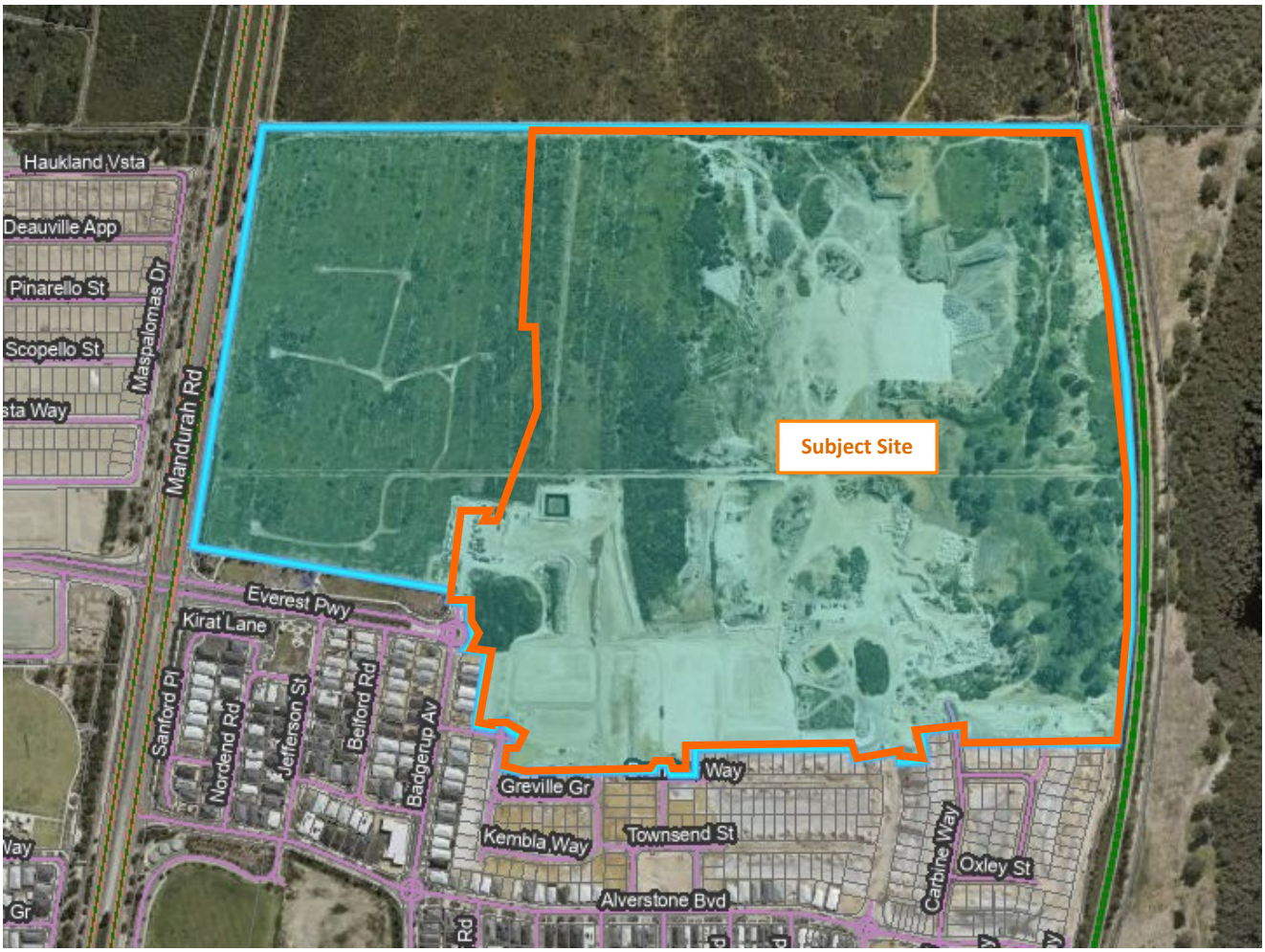


Figure 1-1: Subdivision Location (Source: DPLH PlanWA)

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

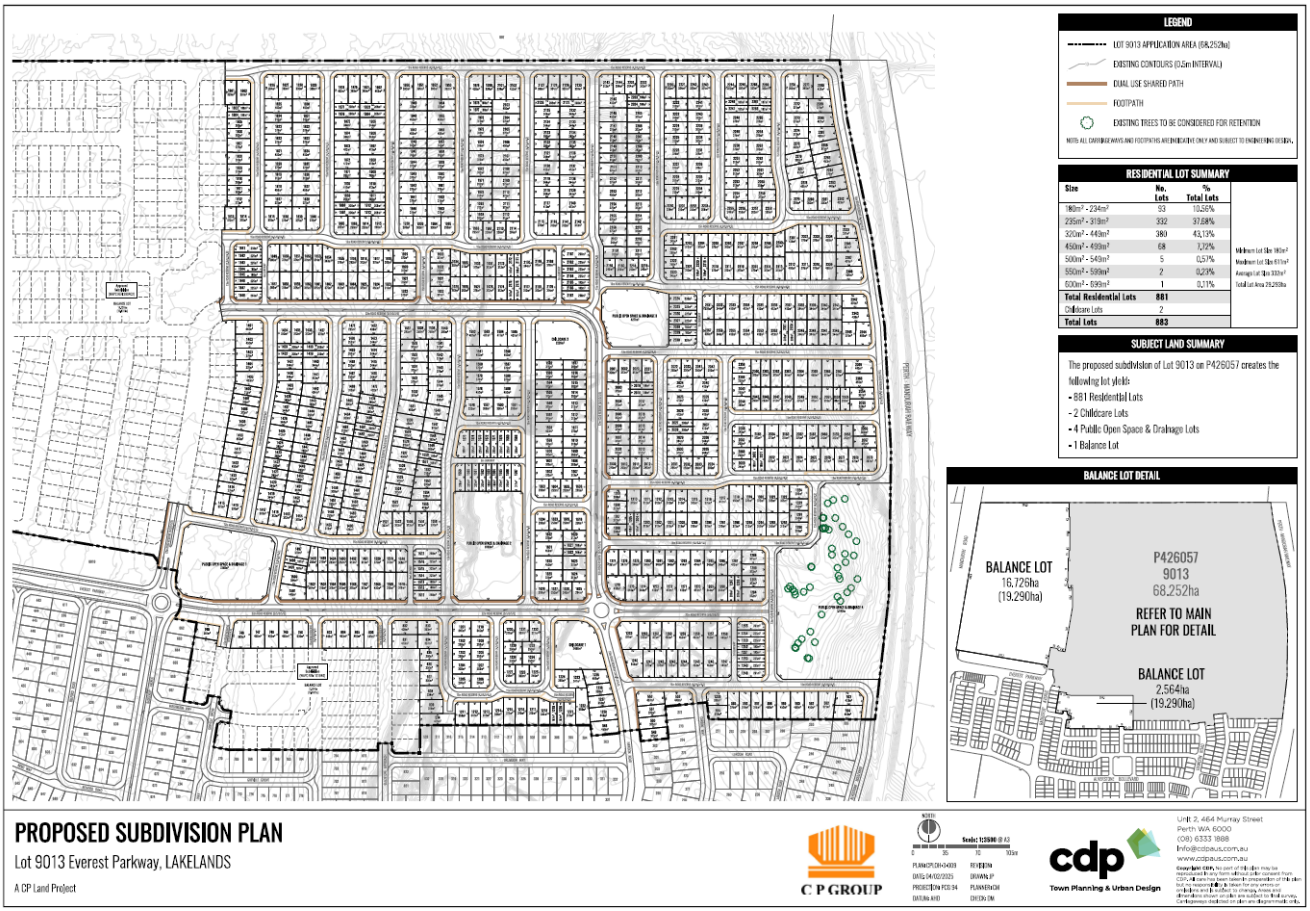


Figure 1-2: Subdivision Layout

2. CRITERIA

The criteria relevant to this project 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). SPP 5.4 is supported by the *Road and Rail Noise Guidelines* (the Guidelines) and the Department of Planning, Lands and Heritage mapping. 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

Scenario	Outdoor Noise Target		Indoor Noise Target	
Noise-sensitive land-use and/or development	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 a noise sensitive building.
- For all noise-sensitive land-use and/or development, indoor noise targets for other room usages may be reasonably 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 has been undertaken. 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.

[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.*

3. METHODOLOGY

Noise measurements and modelling have been undertaken in accordance with the requirements of SPP 5.4 and associated Guidelines, as described in *Section 3.1* and *Section 3.2*. Logging was initially done in 2014 for the first structure plan assessment and this has been utilised for calibration purposes. That is, the measured noise levels from the logger are compared to predicted noise levels from rail volumes relevant at that time and as such, this calibration is still relevant and valid.

3.1. Site Measurements

Noise monitoring was undertaken on site using an ARL Type 316 Noise Data Logger (refer *Figure 3-1*). The logger was programmed to record hourly L_{A1}, L_{A10}, L_{A90}, and L_{Aeq} levels. The logger complies with the instrumentation requirements of *Australian Standard 2702-1984 Acoustics – Methods for the Measurement of Road Traffic Noise*. The logger was field calibrated before and after the measurement session and found to be accurate to within ± 1 dB. Lloyd George Acoustics holds current laboratory calibration certificate for the logger.

The microphone was approximately 1.4 metres above existing ground level and approximately 40 metres from the edge of South West Metropolitan Railway.

Vibration monitoring utilised a Texcel ETM Vibration Logger connected to a tri-axial geophone set to 5-minute intervals at 40 metres from the track (next to the noise logger position as shown in Figure 3-1). The logger was set to record the worst-case frequency, peak component particle velocity (PCPV) and the component root-mean-square (rms). Again, Lloyd George Acoustics holds current laboratory certificates of calibration, available upon request.

Figure 3-1: Automatic Noise and Vibrations Loggers

3.2. Noise Modelling

To assess the transportation noise levels to the proposed development, the computer programme SoundPLAN 7.4 was utilised incorporating the Nordic Rail Prediction Method (Kilde Rep. 130) algorithm for rail transport modified to reflect local conditions.

The rail noise modifications include:

- The Nordic Rail Prediction Method (Kilde Rep. 130) algorithm is for generic train types in Europe and requires modification to align with measured noise levels of passenger trains operating in the Perth region. Measured noise levels associated with local trains are shown in *Table 3-1*. These measurements were undertaken by Lloyd George Acoustics in 2004 (LGA Ref 407211-01) for the PTA "Type B" passenger trains.

Table 3-1: Measured Train Spectra at 15-metres

Description	dB(A) at One-Third Octave Frequencies (Hz)									
	31.5	63	125	250	500	1000	2000	4000	8000	Overall
Train speed of 130 km/hr at a distance of 15m	30	51	59	62	73	79	79	77	69	87
	35	54	61	65	73	79	80	74	64	
	42	53	61	69	78	80	78	72	58	

Predictions are made at heights of 1.4 metres above ground floor level and at 1-metre from an assumed building façade, resulting in a + 2.5 dB correction due to reflected noise.

Various input data are included in the modelling and these are discussed in *Section 3.2.1* to *Section 3.2.5*.

3.2.1. Ground Topography

Topographical data for existing terrain and future earthworks were provided by MNG Surveyors and JDSI Consulting Engineers. Note that earthworks are based on preliminary lot designs only.

Indicative building outlines have been included as these can provide barrier attenuation when located between a source and a receiver, in much the same way as a hill or wall. All buildings are assumed to be single storey with heights of 3.5 metres. This means where modelling is undertaken to a possible upper floor, the noise is predicting above these building outlines.

3.2.2. Railway Data

The number of train movements during the day and night periods were determined from current timetables for Friday/Saturday (being worst-case). From discussions with PTA, there is no expectation of a substantial increase in the number of movements; however, there would be more 6-car trains during peak times. The speed is assumed worst case at 130 km/h in the vicinity of the subdivision area. The information used in the model, is based on measured file data (Maximum noise level) and conservative assumptions (train speeds and movements).

Table 3-2 Traffic Information Used in the Modelling

Parameter	Value
Northbound Train Movements[1]	
3 Car Set	Daytime = 81
6 Car Set	Daytime = 7
Southbound Train Movements[1]	
3 Car Set	Daytime = 86
6 Car Set	Daytime = 7
Train Length (m)	
3 Car Set	75
6 Car Set	150
Train Speed (km/hr)	130
Maximum Pass by Noise Level at 15 metres (L_{Amax}, dB)	87

1. Only daytime movements are considered, as these are the most critical in terms of the criteria.

3.2.3. Ground Absorption

The ground absorption has been assumed to be 0.0 (0%) for the roads, 0.7 (50%) outside of the roads and 1.0 (100%) for public open spaces, noting that 0.0 represents hard reflective surfaces such as water and 1.0 represents absorptive surfaces such as grass.

4. RESULTS

4.1. Noise Monitoring

The results of the noise monitoring are summarised in *Table 4-1* and shown graphically in *Figure 4-1*.

Table 4-1: Measured Average Noise Levels at Logger

Date	Parameter			
	$L_{A10,18hour}$, dB	$L_{Aeq,24hour}$, dB	$L_{Aeq(Day)}$, dB	$L_{Aeq(Night)}$, dB
Friday 15/08/2014	44.9	61.6	63.1	54.4
Monday 18/08/2014	52.0	61.8	63.3	54.3
Tuesday 19/08/2014	44.9	61.5	63.0	53.9
Wednesday 20/08/2014	45.0	61.7	63.0	56.0
Average	**46.7**	**61.6**	**63.1**	**54.6**

The average difference between the weekday $L_{Aeq\ (Day)}$ and $L_{Aeq\ (Night)}$ is 8.5 dB. This same difference has been assumed to exist in future years. As such, it is the daytime noise levels that will dictate compliance since these are at least 5 dB more than night-time levels.

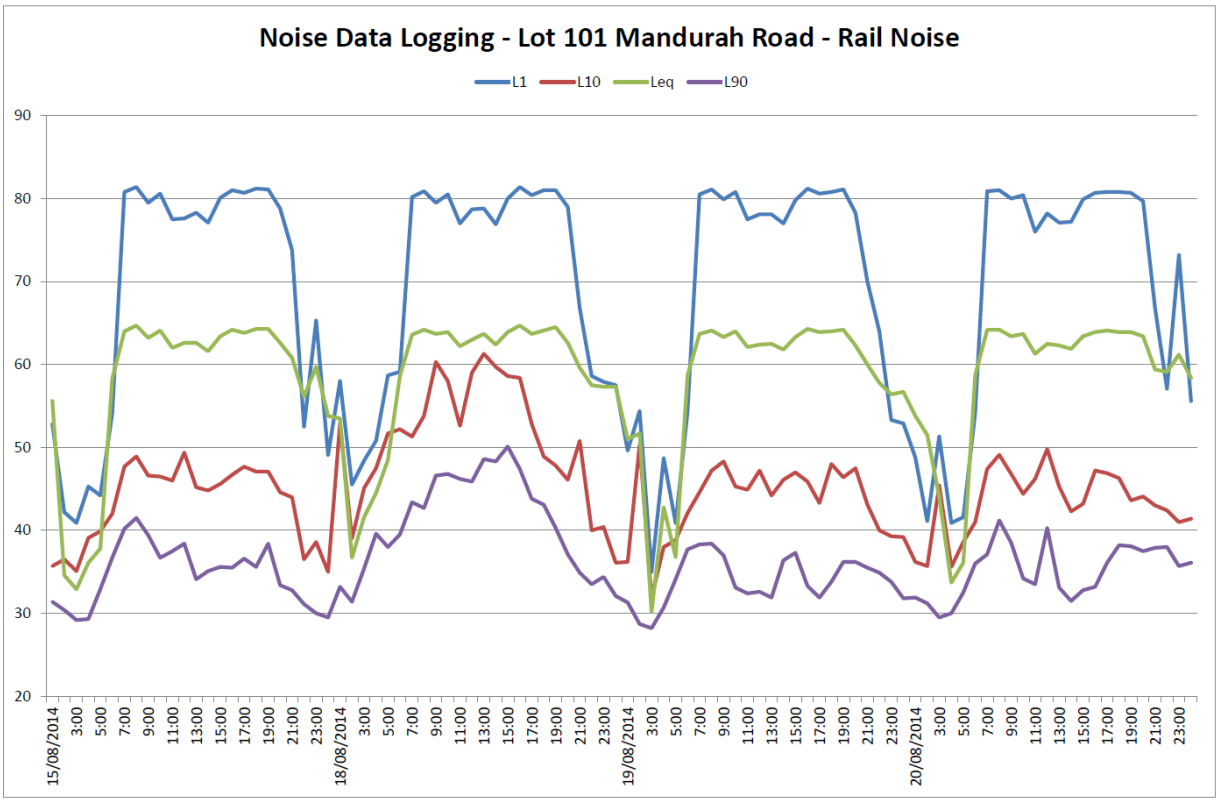


Figure 4-1: Hourly Noise Measurement Results at Noise Logger

4.2. Vibration Monitoring

The results of the vibration monitoring and comparison against Curve 1.4 of Australian Standard 2670.2-1990 *Evaluation of human exposure to whole-body vibration Part 2: Continuous and shock induced vibration in buildings (1 to 80Hz)* are provided in *Figure 4-2*.

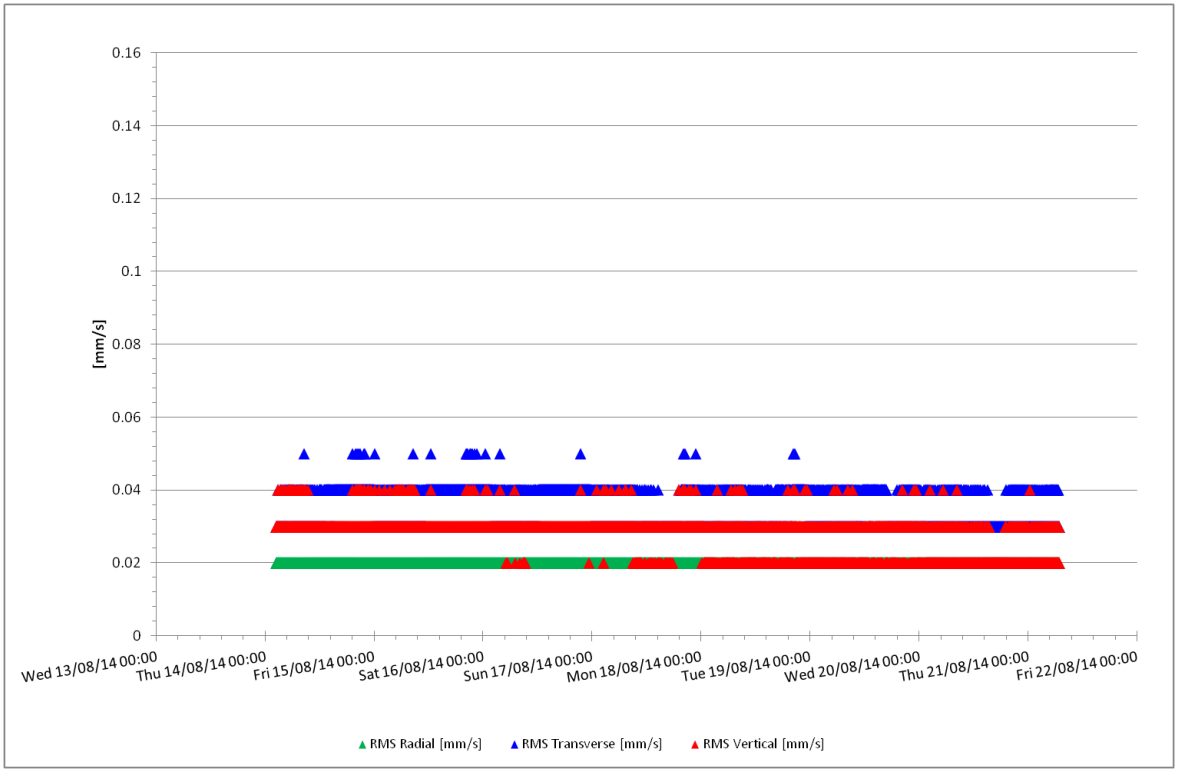
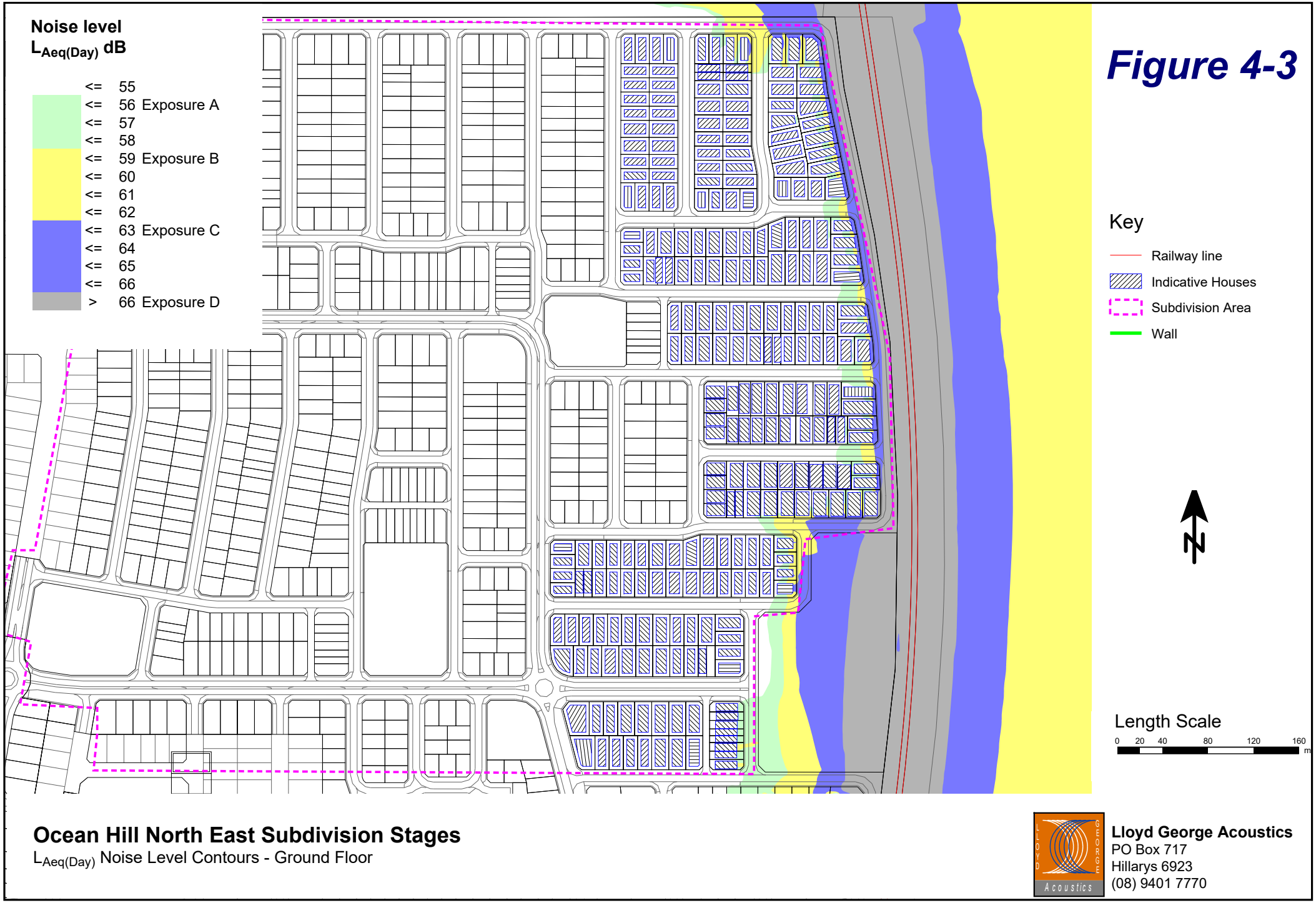


Figure 4-2 Vibration Monitoring Results Adjacent to the Railway

4.3. Noise Modelling

The results of the passenger rail noise modelling are provided in *Figure 4-3* as $L_{Aeq\ (Day)}$ noise level contours for the ground floors. Whilst it is noted that the train measurements are from 2014, the data recorded is used to calibrate the noise model such that predictions can be made for future years by adjusting the inputs (movements, speed, configuration) etc. It is assumed that the rail line alignment and track condition is maintained in future years and therefore more recent measurements are not required.

It can be seen that predicted noise levels at some houses will be above the outdoor target and therefore noise controls are to be considered.



Ocean Hill North East Subdivision Stages

$L_{Aeq(Day)}$ Noise Level Contours - Ground Floor

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PO Box 717
Hillarys 6923
(08) 9401 7770

5. ASSESSMENT

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
- 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 noise controls are necessary. With reference to *Section 4.2*, it is evident the outdoor noise target will be exceeded at some lots. As such, noise control options are presented.

With reference to the predicted noise levels in Section 4.3, it is evident the outdoor noise target will be exceeded. To achieve compliance, a 2.0m high wall is proposed (refer *Figure 5-1*) which provides practicable mitigation in combination with facade upgrades for nominated dwellings that are still above the noise target. *Figure 5-2* demonstrates noise levels at first floor levels, which do not receive much improvement with the wall. Final placement of the noise wall should be verified by a suitably qualified acoustical consultant when designed lot levels and earthworks reach final stages.

It should be noted that to mitigate noise to below the outdoor noise target is not considered reasonable or practicable. With reference to the various Exposure Levels, these are:

- Exposure A – 56 to 58 dB $L_{Aeq(Day)}$;
- Exposure B – 59 to 62 dB $L_{Aeq(Day)}$;
- Exposure C – 63 to 66 dB $L_{Aeq(Day)}$;
- Specialist – 66 dB $L_{Aeq(Day)}$ and above.

Quiet House Packages are required to dwellings on lots shown on *Figure 5-3* and *Figure 5-4*, being for ground floor and first floor levels respectively. *Appendix A* provides the Quiet House Packages, as taken from the SPP 5.4 Guidelines.

Alternatives to the provided Packages can be accepted if supported by a report from a suitably qualified acoustical consultant (member firm of the Association of Australasian Acoustical Consultants (AAAC)) once the specific house plans for the lot are available. In addition, each of these lots will require a notification on title in accordance with SPP 5.4.

It must be noted that alfresco areas for dwellings will need to be shielded from the transport corridor. This generally occurs where the house will front the corridor, however when side-on, the dwelling will either need to be constructed so as to shield the alfresco area from the corridor. Due to the subdivision layout and the orientation of lots relative to the internal road between dwellings and the main transport corridor, this is considered reasonably mitigated by means of façade treatments alone.

Ocean Hill North East Subdivision Stages - With 2.0m wall

$L_{Aeq(Day)}$ Noise Level Contours - Ground Floor

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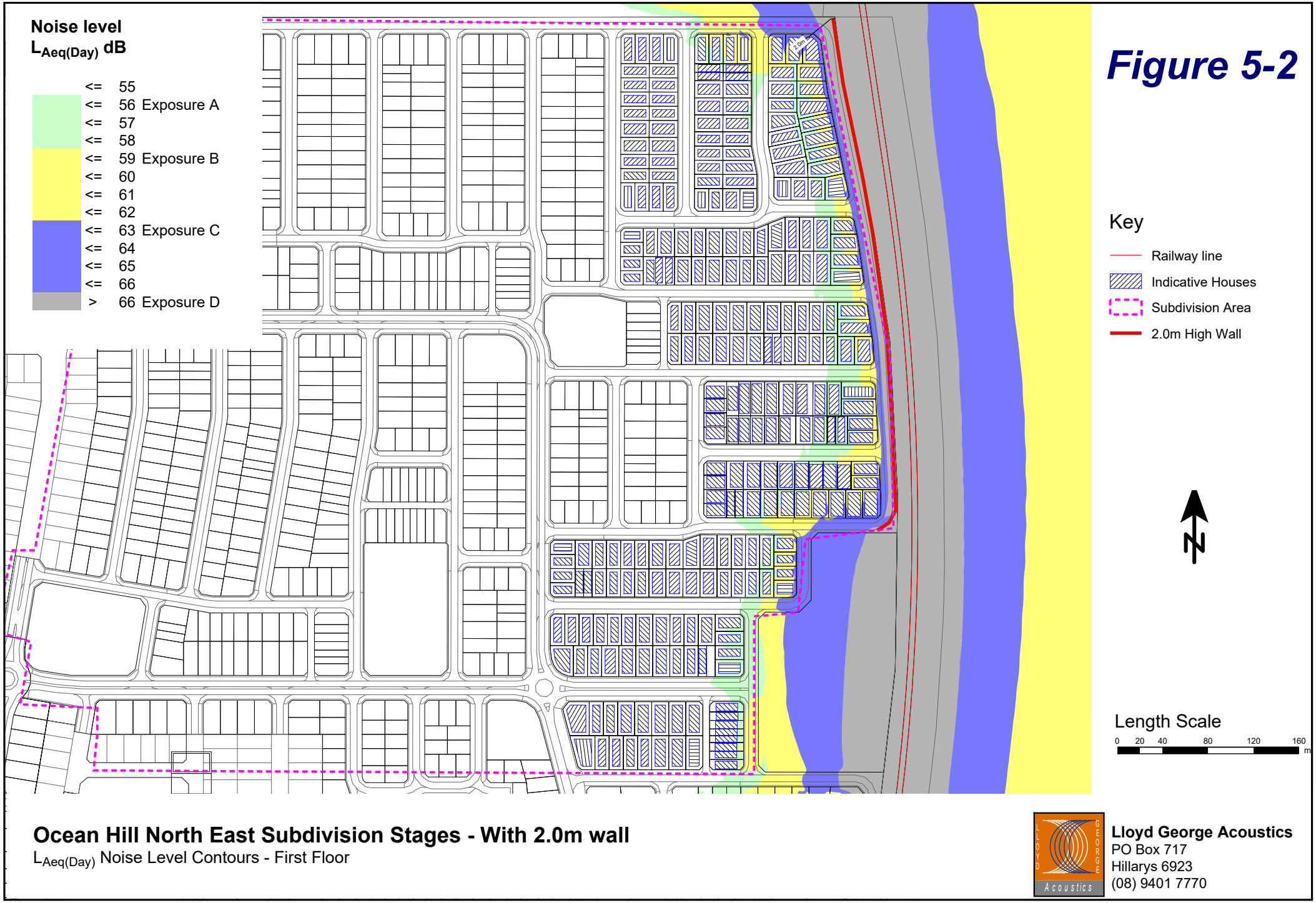

Ocean Hill North East Subdivision Stages - With 2.0m wall

$L_{Aeq(Day)}$ Noise Level Contours - First Floor

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(08) 9401 7770

Figure 5-3

Key

- 2.0m Noise Wall
- Package A
- Package B
- Package C
- Specialist Advice

Length Scale

0 20 40 80 120 160 m

Ocean Hill North East Stages - Assuming 2.0m Noise Barrier

Facade Treatment Packages - Ground Floor

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(08) 9401 7770

Figure 5-4

Key

- 2.0m Noise Wall
- Package A
- Package B
- Package C
- Specialist Advice

Length Scale

0 20 40 80 120 160 m

Ocean Hill North East Stages - Assuming 2.0m Noise Barrier

Facade Treatment Packages - First Floor

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(08) 9401 7770

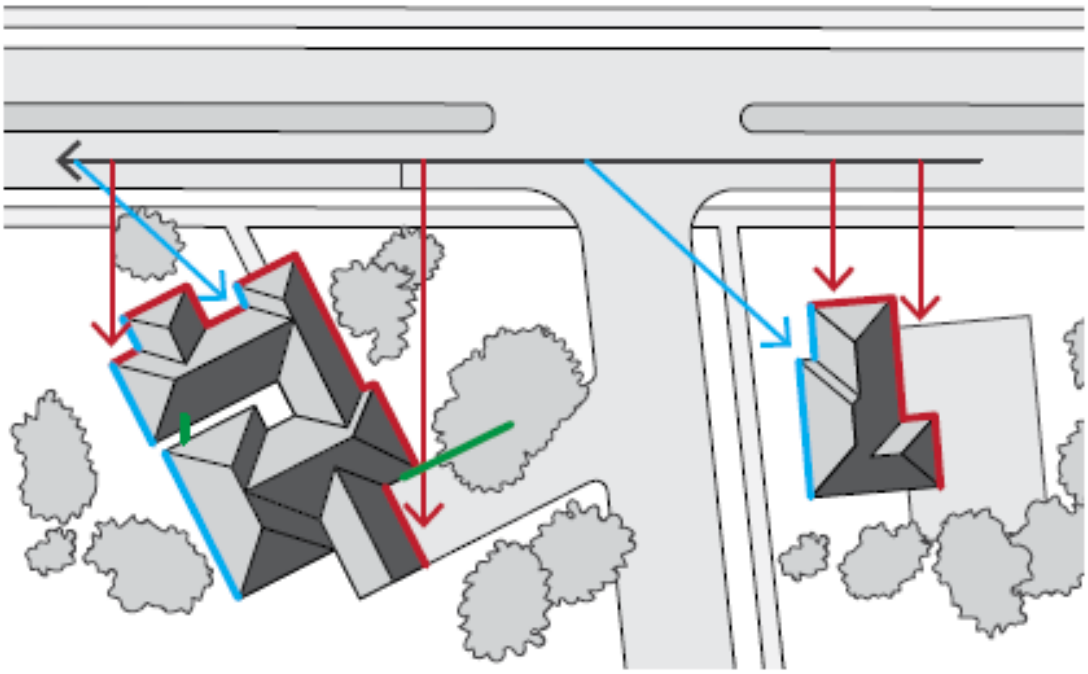
Appendix A – Quiet House Packages

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.

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.



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 Glazing	Facing	• Up to 40% floor area ($R_w + C_{tr} \geq 28$): – Sliding or double hung with minimum 10mm single or 6mm-12mm-10mm double insulated glazing; – Sealed awning or casement windows with minimum 6mm glass. • Up to 60% floor area ($R_w + C_{tr} \geq 31$): – Sealed awning or casement windows with minimum 6mm glass.	• Up to 40% floor area ($R_w + C_{tr} \geq 25$): – 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 $R_w + C_{tr} \geq 25$: – 35mm Solid timber core hinged door and frame system certified to R_w 28 including seals; – 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	• $R_w + C_{tr} \geq 45$: – Two leaves of 90mm thick clay brick masonry with minimum 20mm cavity; or – Single leaf of 150mm brick masonry with 13mm cement render on each face; or – 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 11kg/m^3; and ▪ 2 x 16mm fire-rated plasterboard to inside.	
Roofs and Ceilings	All	• $R_w + C_{tr} \geq 35$: • 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 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.	

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 Glazing	Facing	• Up to 40% floor area ($R_w + C_{tr} \geq 31$): – Fixed sash, awning or casement with minimum 6mm glass or 6mm-12mm-6mm double insulated glazing. • Up to 60% floor area ($R_w + C_{tr} \geq 34$): – Fixed sash, awning or casement with minimum 10mm glass or 6mm-12mm-10mm double insulated glazing.	• Up to 40% floor area ($R_w + C_{tr} \geq 28$): – Sliding or double hung with 6mm-12mm-10mm double insulated glazing; – 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 $R_w + C_{tr} \geq 28$: – 40mm Solid timber core hinged door and frame system certified to R_w 32 including seals; – 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	• $R_w + C_{tr} \geq 50$: – Two leaves of 90mm thick clay brick masonry with minimum 50mm cavity between leaves and 25mm glasswool or polyester (24kg/m^3). Resilient ties used where required to connect leaves. – Two leaves of 110mm clay brick masonry with minimum 50mm cavity between leaves and 25mm glasswool or polyester insulation (24kg/m^3). – Single leaf of 220mm brick masonry with 13mm cement render on each face. – 150mm thick unlined concrete panel or 200mm thick concrete panel with one layer of 13mm plasterboard or 13mm cement render on each face. – 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 (11kg/m^3) between studs; and ▪ One layer of 10mm plasterboard fixed to the inside face.	
Roofs and Ceilings	All	• $R_w + C_{tr} \geq 35$: – 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 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.	

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 Glazing	Facing	• Up to 20% floor area ($R_w + C_{tr} \geq 31$): – Fixed sash, awning or casement with minimum 6mm glass or 6mm-12mm-6mm double insulated glazing. • Up to 40% floor area ($R_w + C_{tr} \geq 34$): – Fixed sash, awning or casement with minimum 10mm glass or 6mm-12mm-10mm double insulated glazing.	• Up to 40% floor area ($R_w + C_{tr} \geq 31$): – Fixed sash, awning or casement with minimum 6mm glass or 6mm-12mm-6mm double insulated glazing. • Up to 60% floor area ($R_w + C_{tr} \geq 34$): – 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 $R_w + C_{tr} \geq 30$: – Fully glazed hinged door with certified $R_w + C_{tr} \geq 31$ rated door and frame including seals and 10mm glass; – 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	• $R_w + C_{tr} \geq 50$: – Two leaves of 90mm thick clay brick masonry with minimum 50mm cavity between leaves and 25mm glasswool or polyester insulation (24kg/m^3). Resilient ties used where required to connect leaves. – Two leaves of 110mm clay brick masonry with minimum 50mm cavity between leaves and 25mm glasswool or polyester insulation (24kg/m^3). – Single leaf of 220mm brick masonry with 13mm cement render on each face. – 150mm thick unlined concrete panel or 200mm thick concrete panel with one layer of 13mm plasterboard or 13mm cement render on each face. – 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 (11kg/m^3) between studs; and ▪ One layer of 10mm plasterboard fixed to the inside face.	
Roofs and Ceilings	All	• $R_w + C_{tr} \geq 40$: – Concrete or terracotta tile roof with sarking, or metal sheet roof with foil backed R2.0+ fibrous insulation between steel sheeting and roof battens; – R3.0+ insulation batts above ceiling; – 2 x 10mm plasterboard ceiling or 1 x 13mm sound-rated plasterboard affixed using steel furring channel to ceiling rafters.	
Outdoor Living Areas		At least one outdoor living area located on the opposite side of the building from the transport corridor 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.	

Mechanical Ventilation requirements

In implementing the acceptable treatment packages, fresh air requirements of the National Construction Code must be satisfied on the basis of windows closed. Whilst not the only solution, the most common is mechanical ventilation / air-conditioning is installed with the following considerations:

- 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.

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 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_{eq}**

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

- **L_1**

The L_1 level represents the noise level exceeded for 1 percent of the measurement period and is considered to represent the average of the maximum noise levels measured.

- **L_{10}**

The L_{10} level represents the noise level exceeded for 10 percent of the measurement period and is considered to represent the “intrusive” noise level.

- **L_{90}**

The L_{90} level represents the noise level exceeded for 90 percent of the measurement period and is considered to represent the “background” noise level.

- **$L_{Aeq(Day)}$**

The $L_{Aeq(Day)}$ level is the logarithmic average of the L_{Aeq} levels from 6.00am to 10.00pm.

- **$L_{Aeq(Night)}$**

The $L_{Aeq(Night)}$ level is the logarithmic average of the L_{Aeq} levels from 10.00pm to 6.00am.

- **$L_{A10,18hour}$**

The $L_{A10,18hour}$ level is the arithmetic average of the hourly L_{A10} levels between 6.00am and midnight.

- **$L_{Aeq,24hour}$**

The $L_{Aeq,24hour}$ level is the logarithmic average of the L_{Aeq} levels from over an entire day.

- **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.

- **R_w**

This is the weighted sound reduction index. 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.

- **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 -12 dB.

- **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:

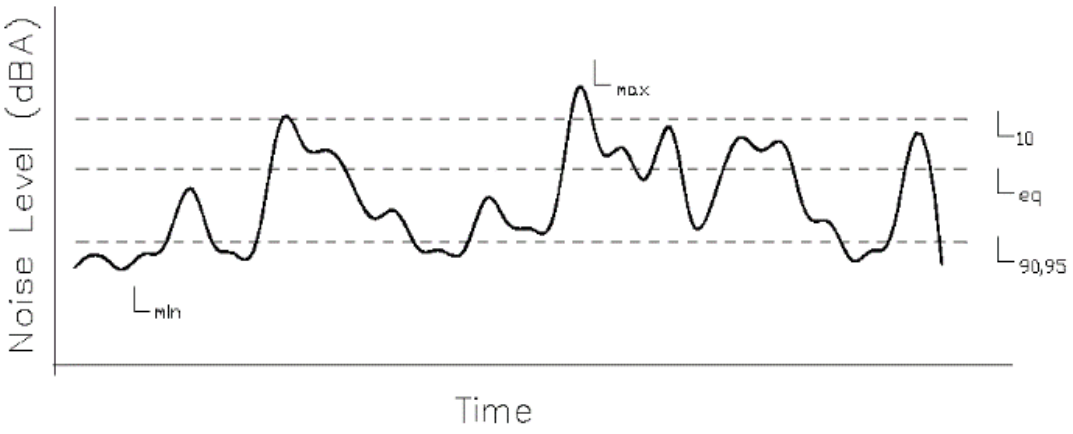
- The noise reduction benefit provided;
- The number of people protected;
- The relative cost vs benefit of mitigation;
- Road conditions (speed and road surface) significantly differ from noise forecast table assumptions;
- Existing and future noise levels, including changes in noise levels;
- Aesthetic 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'**

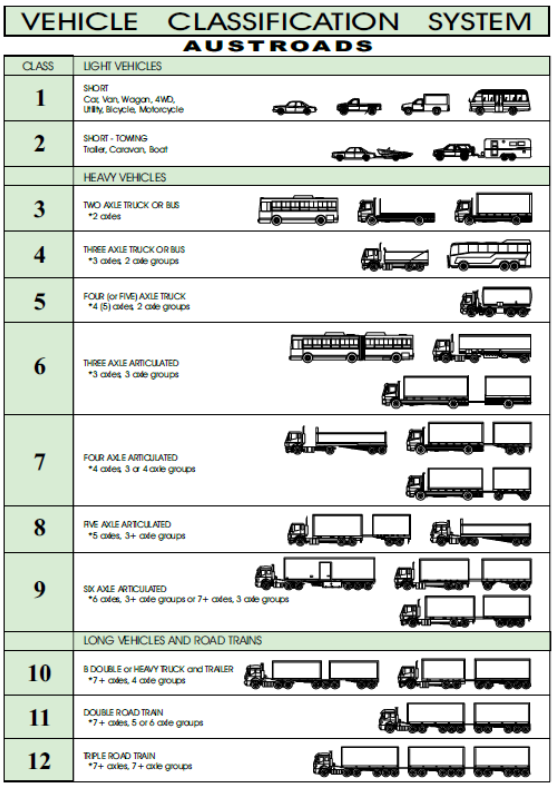
'Practicable' considerations for the purposes of the policy normally relate to the engineering aspects of the noise mitigation measures under evaluation. It is defined as "reasonably practicable having regard to, among other things, local conditions and circumstances (including costs) and to the current 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.

- **Chart of Noise Level Descriptors**



- **Austroads Vehicle Class**



- **Typical Noise Levels**