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Transportation Noise Assessment

Ocean Hills Private Estate - Stage 3

North Lakelands

Reference: 19044944-02B

Prepared for:
Satterley Property Group

Association of Australasian Acoustical Consultants

Report: 19044944-02B

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Date:	Rev	Description	Prepared By	Verified
24-Sep-21	0	Issued to Client	Matt Moyle	Terry George
25-Jan-22	A	Updated to address DPLH Comments	Matt Moyle	Terry George
17-Aug-22	B	Updated with no barrier scenarios	Matt Moyle	Terry George

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1 INTRODUCTION

This report has been prepared to assess railway noise to Stage 3 of the Ocean Hill Private Estate located on Lot 101 Mandurah Road, North Lakelands. The proposed development stage plan is adjacent to the South West Metropolitan Railway (Refer *Figure 1-1*). An assessment of transportation noise levels is therefore required to determine the expected impact and the extent of any controls that would be required to achieve compliance with relevant criteria. The assessed subdivision layout is shown in *Figure 1-2*.

Figure 1-1 Proposed Subdivision Locality

An assessment of transportation noise levels is required to determine the expected impact and the extent of any controls that would be required to achieve compliance with relevant criteria. The assessed subdivision layout is shown in *Figure 1-2*.

Figure 1-2 Proposed Stage Layout

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

2 CRITERIA

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
- 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.

[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 the Policy 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 to:

- Quantify the existing noise levels;
- Determine the differences between different acoustic parameters ($L_{A10,18hour}$, $L_{Aeq(Day)}$ and $L_{Aeq(Night)}$); and
- Calibrate the noise model for existing conditions.

For the road noise measurements, an ARL-Type 316 noise data logger was used, located approximately 40m from the South West Metropolitan Railway Line with the microphone 1.4 metres above ground level. The logger was programmed to record hourly L_{A1}, L_{A10}, L_{A90}, and L_{Aeq} levels. These instruments comply with the requirements of *Australian Standard 2702-1984 Acoustics – Methods for the Measurement of Road Traffic Noise*. The loggers were field calibrated before and after the measurement session and found to be accurate to within +/- 1 dB. Lloyd George Acoustics also holds current laboratory calibration certificate for the loggers.

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 Noise and Vibration Loggers on Site

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 15m

Description	dB(A) at One-Third Octave Frequencies (Hz)									Overall dB(A)
	31.5	63	125	250	500	1K	2K	4K	8K	
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 1.0 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 such as ground topography, rail design, train movements and speed etc. These model inputs are discussed below.

3.2.1 Ground Topography

Topographical data for existing terrain and future earthworks were provided by MNG Surveyors and JDSI Consulting Engineers.

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 single storey buildings are assumed to have a height of 3.5 metres and are modelled as indicative buildings only.

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 conservate 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 Attenuation

The ground attenuation has been assumed to be 0.0 (0%) for the road, 0.7 (70%) 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

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 – Adjacent to Railway

Date	Average Weekday Noise Level, dB			
	$L_{A10,18hour}$	$L_{Aeq,24hour}$	$L_{Aeq\ (Day)}$	$L_{Aeq\ (Night)}$
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
Weekday 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.

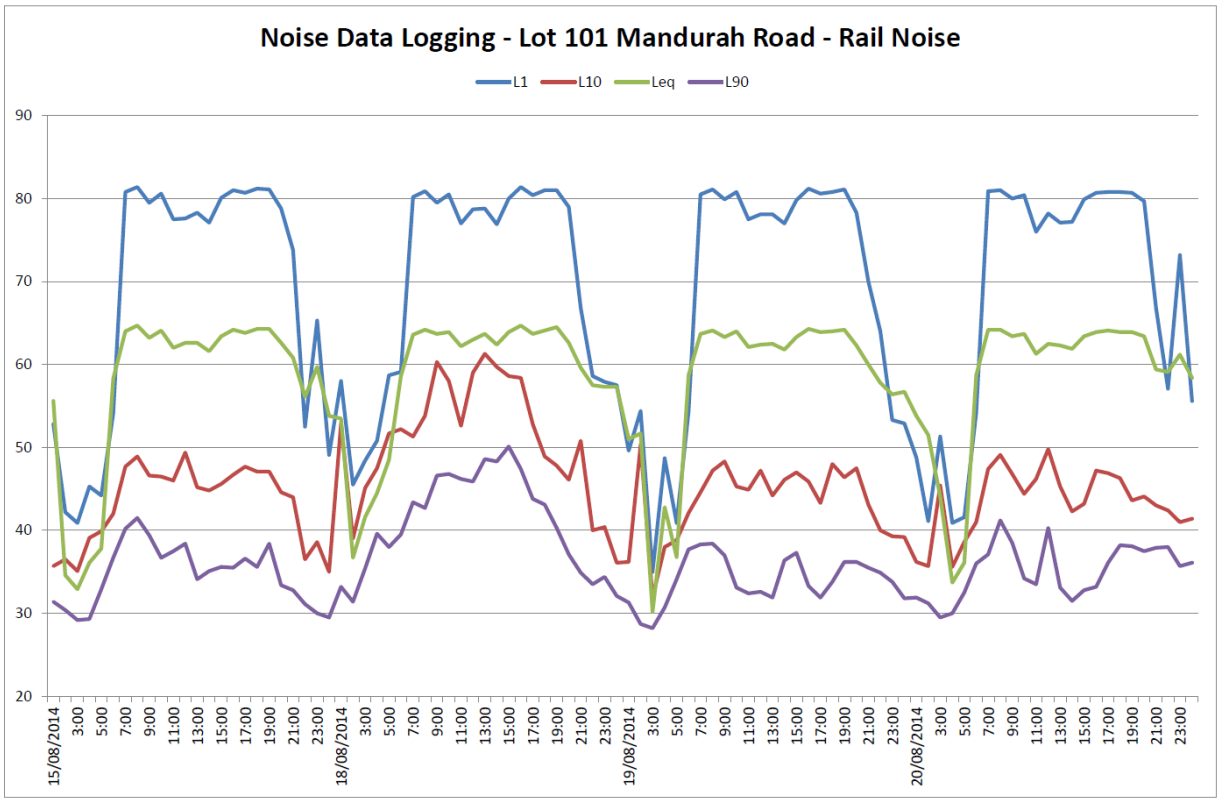

Figure 4-1 Noise Monitoring Results

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*.

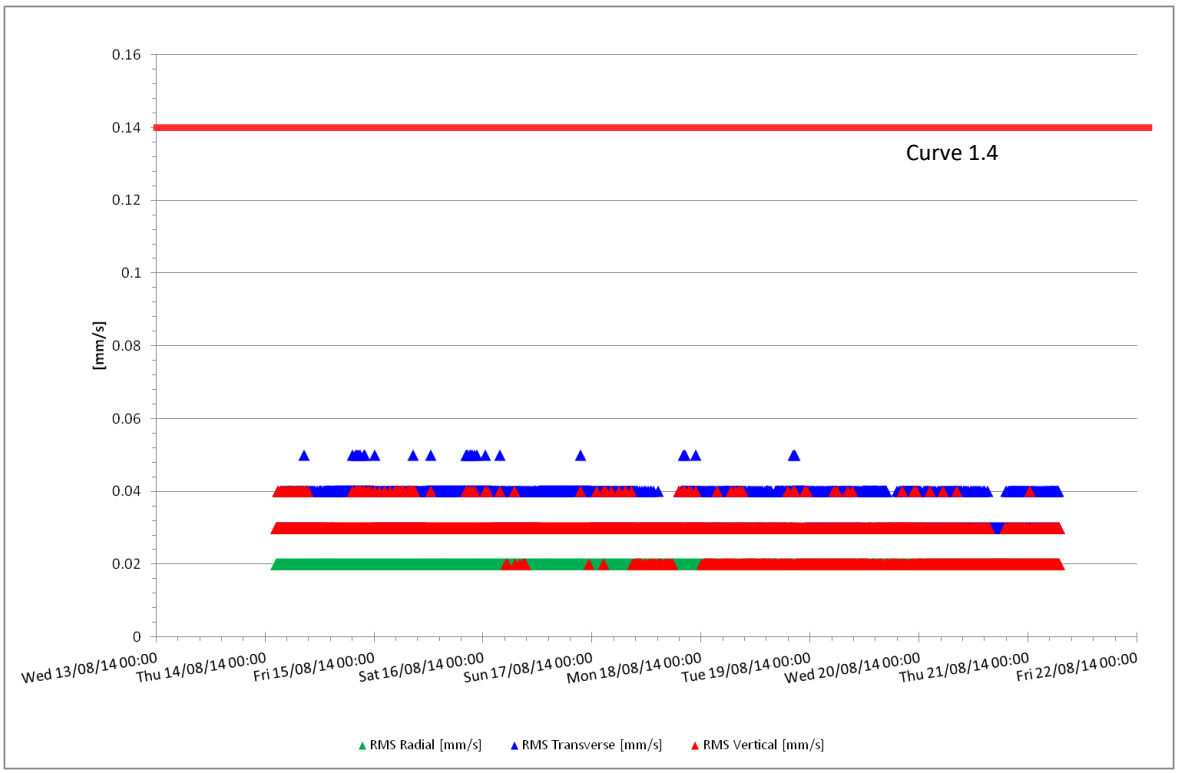

Figure 4-2 Vibration Monitoring Results Adjacent to the Railway

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 *target* and therefore noise controls are to be considered.

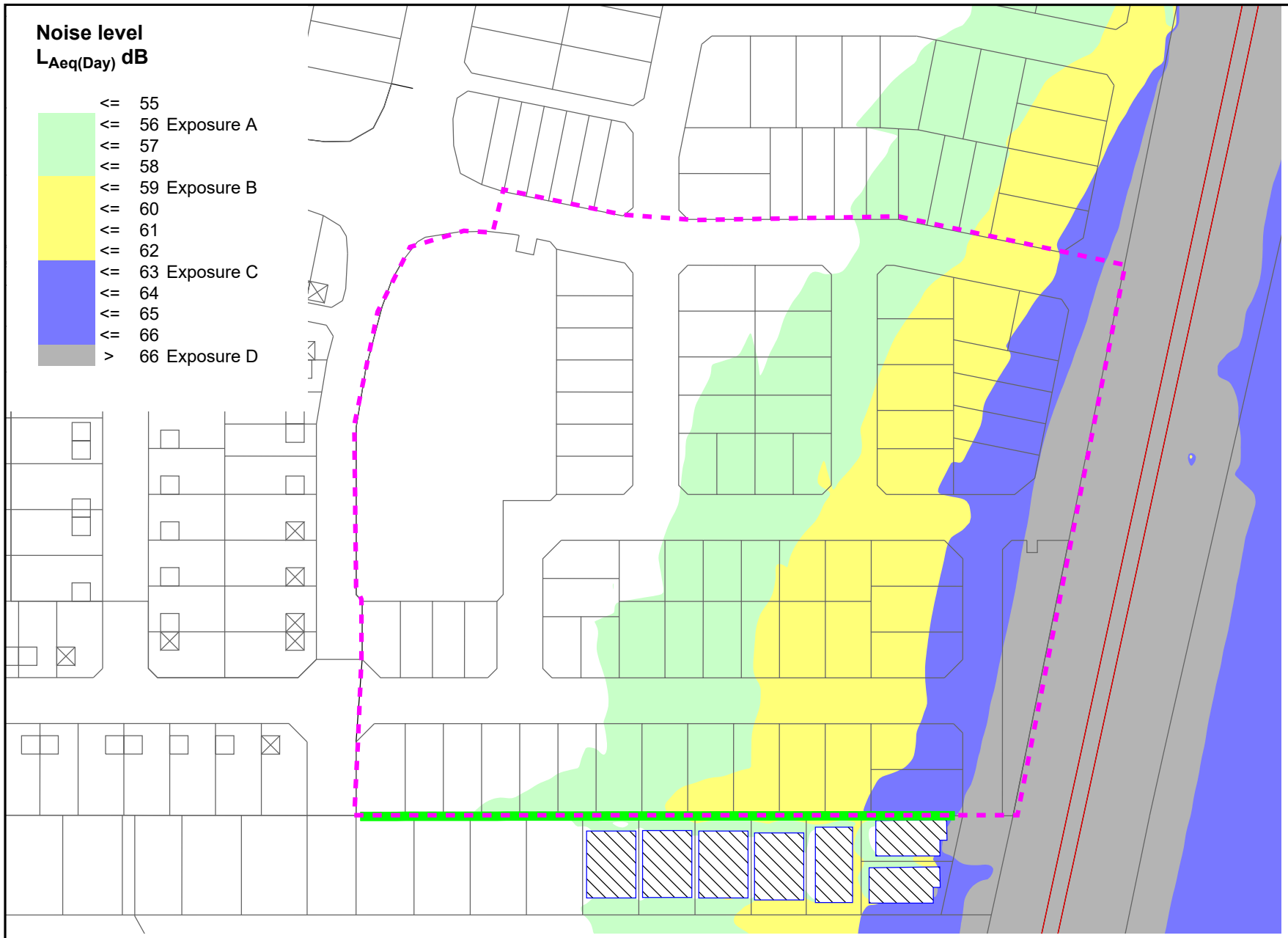

Figure 4-3

Ocean Hill Stage 3 - Assuming No Noise Barriers

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

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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 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.

Ground-borne vibration is below *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)* and is therefore considered to be compliant at the measured distance of 40 metres. The proposed subdivision layout indicates that lots will be a minimum 30m set back distance from the rail line. Based on the measured level at 40m, the vibration level is calculated to remain compliant with a minimum setback of 15m. Therefore, the calculated increase in vibration level from 40m to 30m is unlikely to exceed compliance or cause impact to residents.

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.

As such, the following is recommended, based on the SPP 5.4 Implementation Guidelines:

- Where lots are still above the outdoor noise target (refer *Figures 5-2 and 5-3*), the following Packages (refer *Appendix A*) are required:
    - Package A where noise levels are between 56 dB and 58 dB $L_{Aeq(Day)}$;
    - Package B where noise levels are between 59 dB and 62 dB $L_{Aeq(Day)}$;
    - Package C where noise levels are between 63 dB and 66 dB $L_{Aeq(Day)}$;

    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.
- Where a noise wall is not constructed, refer to package requirements in *Figures 5-4 and 5-5*.
- All affected lots are to have notifications on lot titles as per SPP 5.4 requirements – refer *Appendix A*.

Figure 5-1

Ocean Hill Stage 3 - Assuming 2.0m High Noise Barrier

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

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Figure 5-2

Ocean Hill Stage 3 - Assuming 2.0m High Noise Barrier

Facade Treatment Packages - Ground Floor

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Figure 5-3

Ocean Hill Stage 3 - Assuming 2.0m High Noise Barrier

Facade Treatment Packages - Upper Floor

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Figure 5-4

Ocean Hill Stage 3 - Assuming No Noise Barrier

Facade Treatment Packages - Ground Floor

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Figure 5-5

Ocean Hill Stage 3 - Assuming No Noise Barrier

Facade Treatment Packages - Upper Floor

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6 CONCLUSION

To satisfy the requirements of the *State Planning Policy 5.4 Road and Rail Noise*, the following is required:

- Implement noise mitigation as shown on *Figure 5-1* and assign facade treatment requirements to lots as nominated in *Figures 5-2 and 5-3,* or as nominated in *Figures 5-4 and 5-5* in the case of no barrier construction;
- For dwellings requiring Package A, B, or C, alternative treatment to the deemed to satisfy can be accepted if supported by a report by a suitable qualified acoustical engineer (member firm of the Association of Australasian Acoustical Consultants);
- All affected lots are to have notifications on lot titles as per the Policy requirements – refer *Appendix A*.

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.

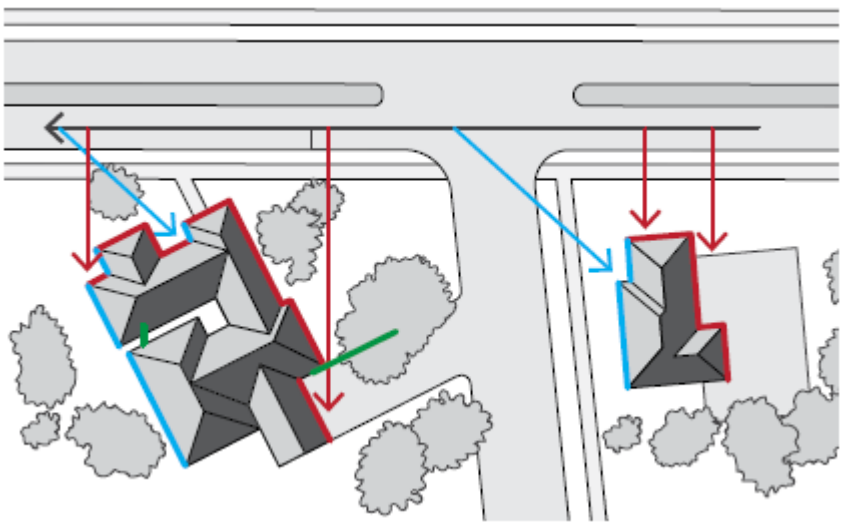
The quiet house packages are not the only solution to achieving acceptable internal transport noise levels. A suitably qualified acoustical engineer or consultant may also determine more tailored acoustic design requirements for buildings in a transport noise corridor by carrying out acoustic design 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.



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 ($R_w + C_{tr} \geq 28$): ○ 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 11kgkg/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 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.	

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 ($R_w + C_{tr} \geq 31$): ○ 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 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.

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 ($R_w + C_{tr} \geq 31$): ○ 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 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.

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.

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 $L_{A10,18hour}$.

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.

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.

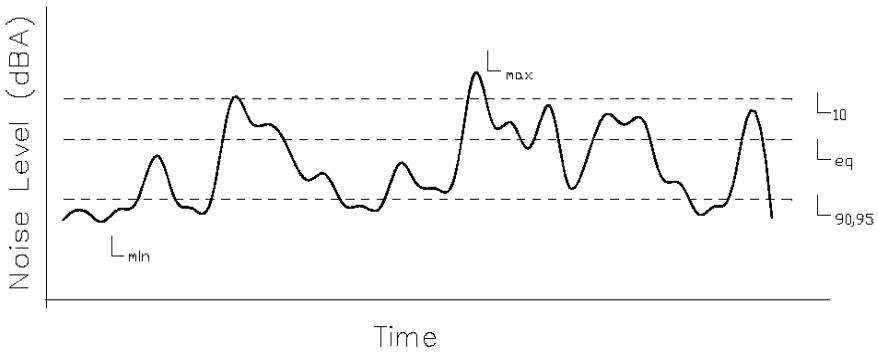
Satisfactory Design Sound Level

The level of noise that has been found to be acceptable by most people for the environment in question and also to be not intrusive.

Maximum Design Sound Level

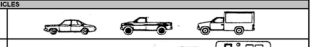
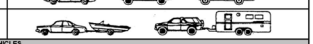
The level of noise above which most people occupying the space start to become dissatisfied with the level of noise.

Chart of Noise Level Descriptors



Austroads Vehicle Class

AUSTROADS Vehicle Classification System

Level 1 Length (Indicative)	Level 2 Axles and Axle Groups		Level 3 Vehicle Type	AUSTROADS Classification		
Type	**Axles**	**Groups**	**Typical Description**	**Class**	**Parameters**	**Typical Configuration**
	LIGHT VEHICLES					
Short up to 5.5m		1 or 2	**Short** Sedan, Wagon, 4WD, Utility, Light Van, Bicycle, Motorcycle, etc	1	d(1) ≤ 3.2m and axles = 2	
Medium 5.5m to 14.5m	3, 4 or 5	3	**Short - Towing** Trailer, Caravan, Boat, etc	2	groups = 3 d(1) ≥ 2.1m, d(1) ≤ 3.2m, d(2) ≥ 2.1m and axles = 3, 4 or 5	
	HEAVY VEHICLES					
	2	2	**Two Axle Truck or Bus**	3	d(1) > 3.2m and axles = 2	
	3	2	**Three Axle Truck or Bus**	4	axles = 3 and groups = 2	
	> 3	2	**Four Axle Truck**	5	axles > 3 and groups = 2	
Long 11.5m to 19.0m	3	3	**Three Axle Articulated** Three axle articulated vehicle, or Rigid vehicle and trailer	6	d(1) > 3.2m, axles = 3 and groups = 3	
	4	> 2	**Four Axle Articulated** Four axle articulated vehicle, or Rigid vehicle and trailer	7	d(2) < 2.1m or d(1) < 2.1m or d(1) > 3.2m axles = 4 and groups > 2	
	5	> 2	**Five Axle Articulated** Five axle articulated vehicle, or Rigid vehicle and trailer	8	d(2) < 2.1m or d(1) < 2.1m or d(1) > 3.2m axles = 5 and groups > 2	
	≥ 6	> 2	**Six Axle Articulated** Six axle articulated vehicle, or Rigid vehicle and trailer	9	axles = 6 and groups > 2 or axles > 6 and groups = 3	
Medium Combination 17.5m to 36.5m	> 6	4	**B Double** B Double, or Heavy truck and trailer	10	groups = 4 and axles > 6	
	> 6	5 or 6	**Double Road Train** Double road train, or Medium articulated vehicle and one dog trailer (M.A.D.)	11	groups = 5 or 6 and axles > 6	
Large Combination Over 33.0m	> 6	> 6	**Triple Road Train** Triple road train, or Heavy truck and three trailers	12	groups > 6 and axles > 6	

Definitions:
Group: Axle group, where adjacent axles are less than 2.1m apart
Groups: Number of axle groups
Axles: Number of axles (maximum axle spacing of 10.0m)
d(1): Distance between first and second axle
d(2): Distance between second and third axle

Typical Noise Levels