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Transportation Noise Assessment

Kardinya Rise – Stage 3

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Yolk Property

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1 INTRODUCTION

Kardinya Rise at Lot 4225 North Lake Road in Kardinya is a proposed subdivision being managed by York Property. The proposed subdivision is shown on *Figure 1-1*, with stages 1 and 2 completed and the subject area of Stage 3 highlighted as the subject of this assessment.

The Stage 3 Area is adjacent North Lake Road to the east. As such, potential noise impacts from transportation (road traffic) must be considered.

A previous transportation noise assessment of this site was undertaken by Lloyd George Acoustics in November 2015 and this has been updated with recently obtained traffic modelling data from Main Roads.

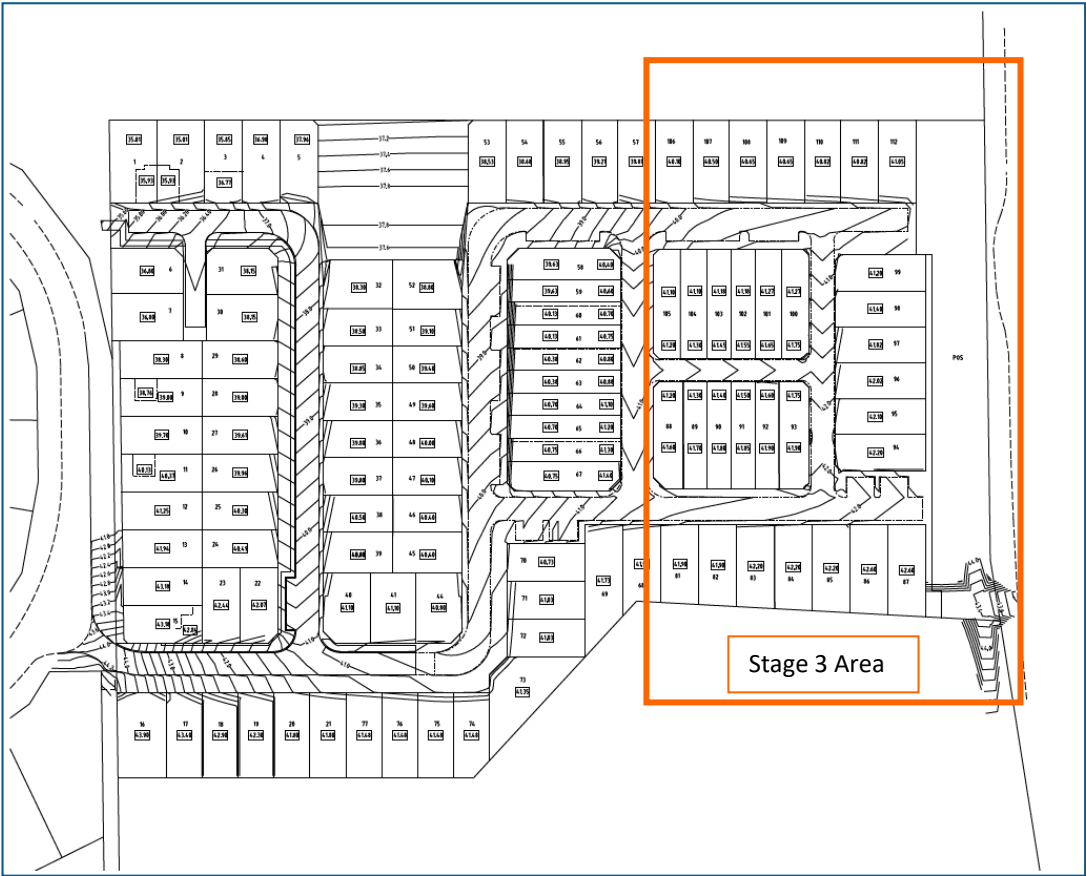


Figure 1-1 Proposed Subdivision Layout

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, habitable¹ 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.

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.

3 METHODOLOGY

Noise measurements and modelling have been undertaken generally in accordance with the requirements of SPP 5.4 and associated Guidelines² as described in *Section 3.1* and *Section 3.2*.

3.1 Site Measurements

Noise monitoring was undertaken at one location in order to:

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

The instrument used was an ARL Type 316 noise data logger, located 17 metres from the edge of the road, with the microphone 1.4 metres above ground level (refer *Figure 3-1*). The logger was programmed to record hourly L_{A1} , L_{A10} , L_{A90} , and L_{Aeq} levels. This instrument 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 also holds current laboratory calibration certificate for the loggers.

3.2 Noise Modelling

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 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;
- Adjustments of -0.8 dB and -1.7 dB have been applied to the predicted levels for the 'free-field' and 'at facade' cases respectively, based on the findings of *An Evaluation of the U.K.*

² Road and Rail Noise Guidelines, September 2019

DoE Traffic Noise Prediction; Australian Road Research Board, Report 122 ARRB – NAASRA Planning Group (March 1983).

Predictions are made at heights of 1.4 m above floor level. 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.

3.2.1 Ground Topography

Topographical and road design data for this project was taken from publicly available data e.g. Google Earth.

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 TRACC Civil and incorporated into the surrounding survey information.

3.2.2 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	Slurry	Dense Graded	Novachip	Stone Mastic	Open Graded
+3.5 dB	+2.5 dB	+1.5 dB	+1.0 dB	0.0 dB	-0.2 dB	-1.5 dB	-2.5 dB

The existing road surface is dense graded asphalt and is expected to remain unchanged into the future.

- Vehicle Speed – The existing and future posted speeds are 70km/hr.
- Traffic Volumes – Existing (2016) and forecast (2041) traffic volumes were provided by Main Roads WA (Thomas Ng, Traffic Modelling Analyst, Reference: #41964). A validation plot was also provided allowing the Main Roads WA traffic volume model to be calibrated against actual counts. More recent traffic data was also obtained from the Main Roads WA Traffic Map site. *Table 3-2* provides the traffic volume input data in the model.

Table 3-2 Traffic Information Used in the Modelling

Parameter	Scenario			
	Existing - 2014		Future - 2041	
	Northbound	Southbound	Northbound	Southbound
24 Hour Volume	16,930	16,590	20,600	22,300
% Heavy	4.2%	4.2%	5	5

3.2.3 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 1.0 represents absorptive surfaces such as grass.

3.2.4 Parameter Conversion

The CoRTN algorithms used in the *SoundPlan* modelling package were originally developed to calculate the $L_{A10,18\text{hour}}$ noise level. SPP 5.4 however uses $L_{Aeq(\text{Day})}$ and $L_{Aeq(\text{Night})}$. The relationship between the parameters varies depending on the composition of traffic on the road (volumes in each period and percentage heavy vehicles).

As noise monitoring was undertaken, the relationship between the parameters is based on the results of the monitoring – refer *Section 4.1*.

4 RESULTS

4.1 Noise Measurements

The results of the noise monitoring are summarised in *Table 4-1* and shown graphically in *Figure 4-1*. Note that this monitoring was undertaken as part of the original subdivision assessment, and is still appropriate for the purposes of calibration

Table 4-1 Measured Average Noise Levels

Date	Average Weekday Noise Level, dB			
	$L_{A10,18\text{hour}}$	$L_{Aeq,24\text{hour}}$	$L_{Aeq(\text{Day})}$	$L_{Aeq(\text{Night})}$
Wednesday 11 November 2015	63.9	60.8	62.2	54.8
Thursday 11 November 2015	64.1	60.9	62.3	54.8
Friday 11 November 2015	64.1	60.7	62.0	55.7
Weekday Average	64.0	60.8	62.1	55.1

The average differences between the weekday $L_{A10,18\text{hour}}$ and $L_{Aeq(\text{Day})}$ is 1.9 dB and this conversion has been used in the modelling. The average differences between the weekday $L_{Aeq(\text{Day})}$ and $L_{Aeq(\text{Night})}$ is

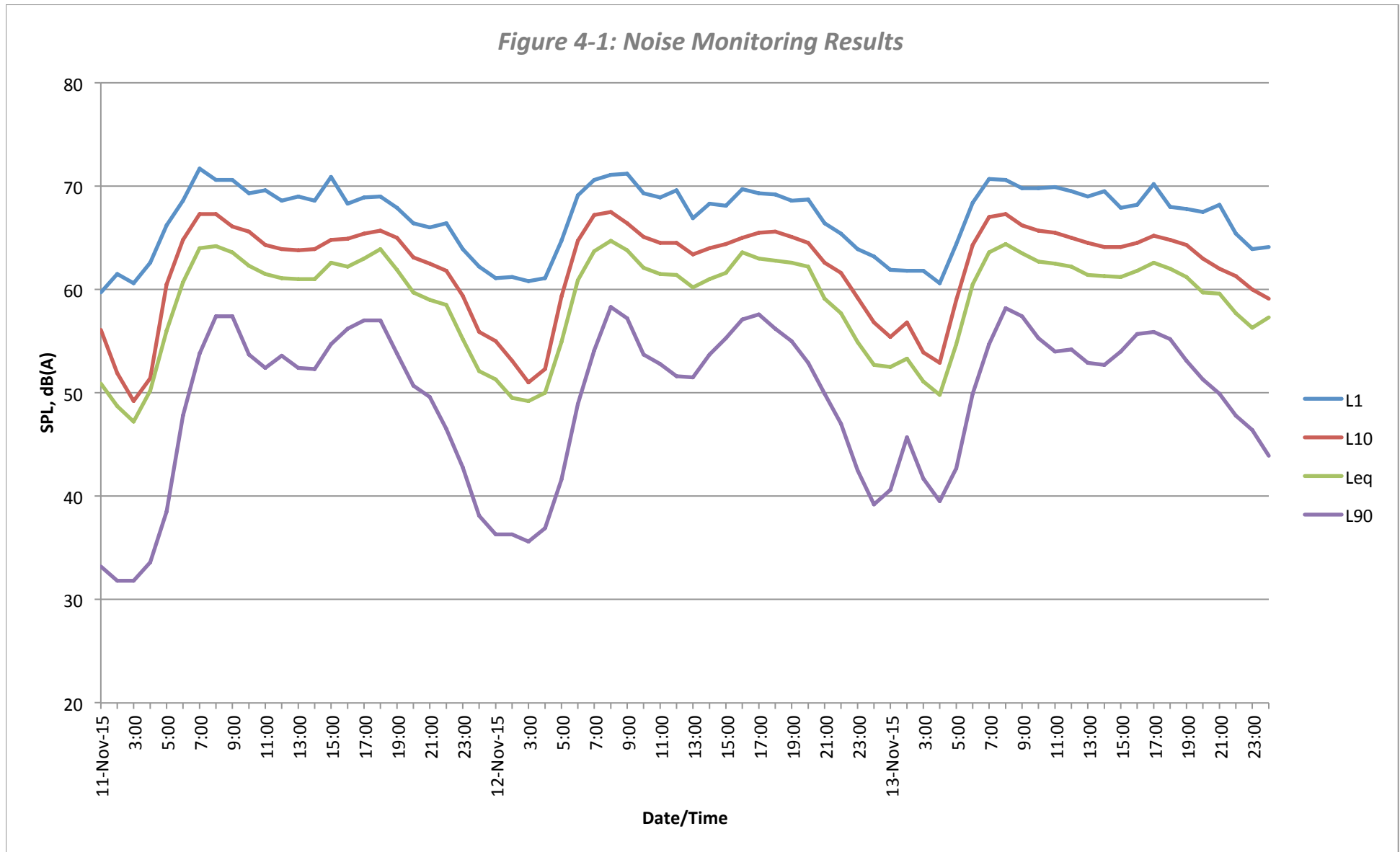
7.0 dB. This same difference has been assumed to exist in future years. As such, it is the daytime noise levels that will dictate compliance since these are at least 5 dB more than night-time levels.

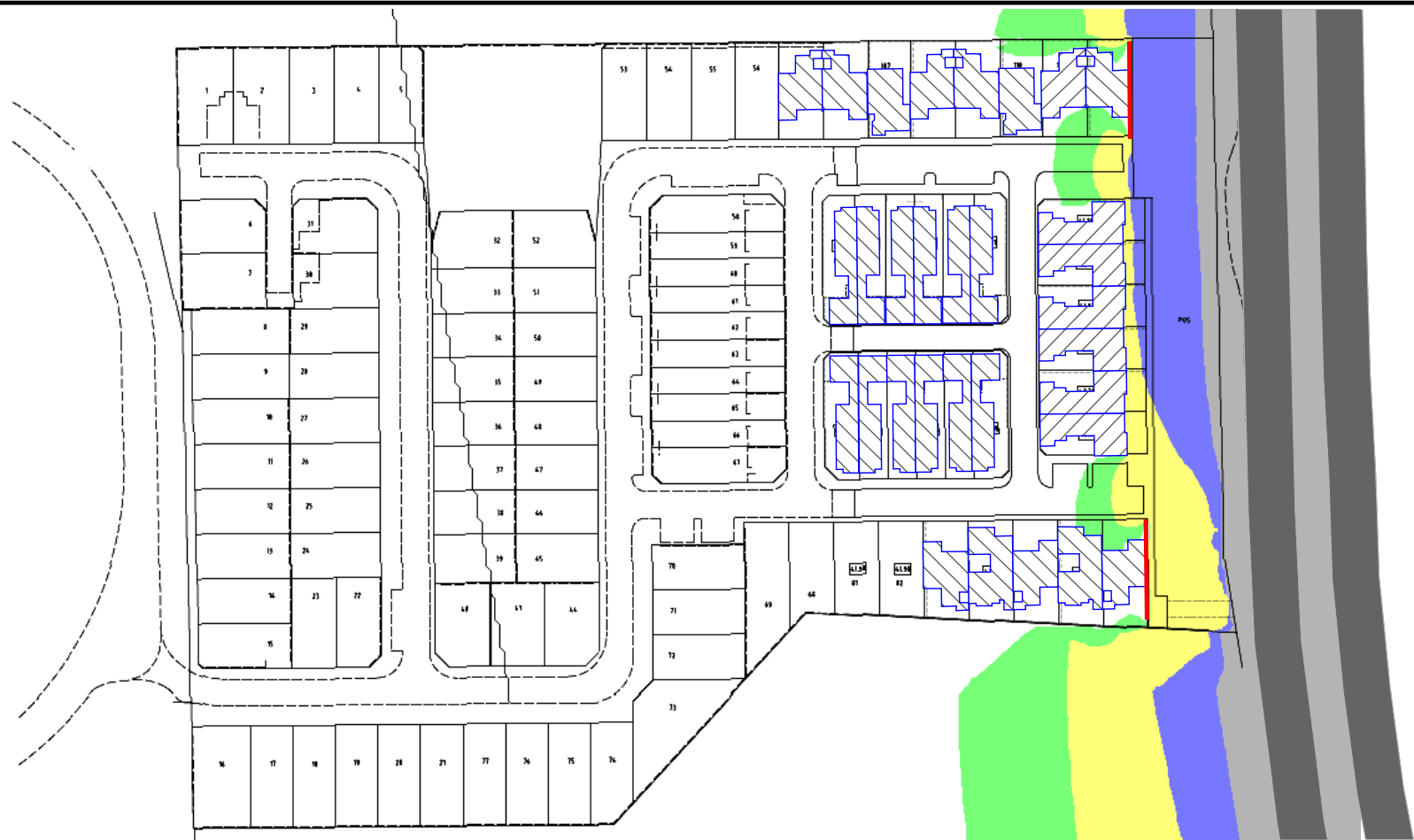
4.2 Noise Modelling

The noise model was initially set-up to reflect existing conditions and then calibrated against the *Section 4.1* noise monitoring. Once calibrated, the noise model is then changed to reflect future conditions including the proposed development and future traffic volumes.

The future noise modelling is provided in *Figures 4-2 & 4-3* as $L_{Aeq(Day)}$ noise level contour, modelled at ground level and upper floor level. Detailed calculations have then been undertaken where a habitable room is exposed to an external noise level above the *target* (55 dB $L_{Aeq(Day)}$) and reported in *Table 4-2*.

Figure 4-1: Noise Monitoring Results





North Lake Road to The Heights, Kardinya -
Future Noise Level Contours

$L_{Aeq,Day}$ Noise Level Contours Based on 2041 Conditions
Ground Floor Level

SoundPlan v8.1
CoRTN Algorithms

26/08/2021



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Length Scale 1:1500



Figure 4-2

Signs and symbols

- Road
- Building
- Fence



Noise levels
 $L_{Aeq,Day}$ dB

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

SPP 5.4 (Sep 2019)

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.

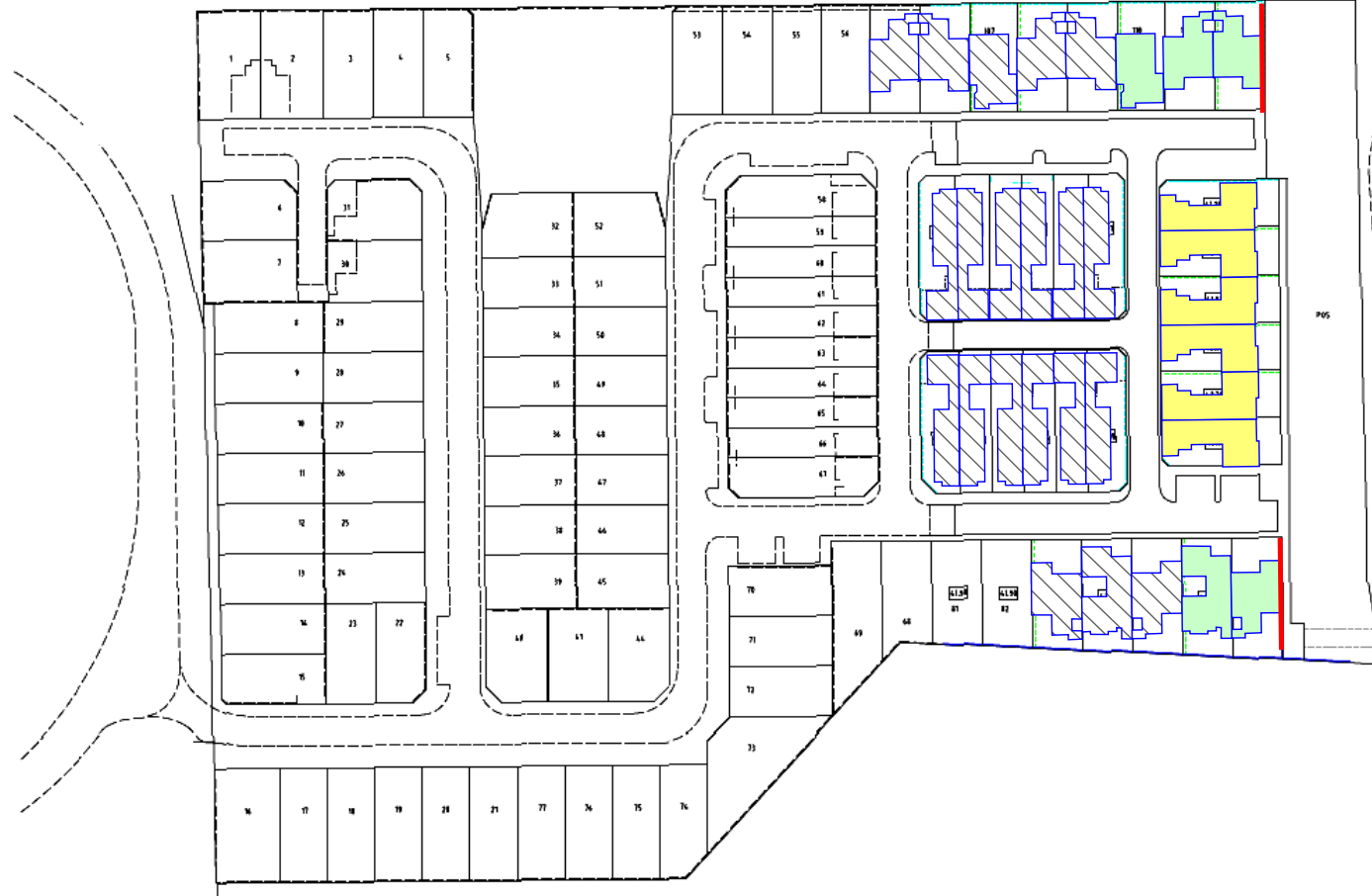
With reference to the predicted noise levels in *Section 4.2*, it is evident the outdoor noise target will be exceeded. As such, the following is recommended:

- Where lots are above the outdoor noise target (refer *Figures 4-2 and 5-1*), 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 $L_{Aeq(Day)}$;

Alternative constructions from the deemed to satisfy packages may be acceptable if supported by a report undertaken by a suitably qualified acoustical consultant (member firm 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*.
- Note that in the absence of constructing noise walls, and where a property is nominated with a noise package, it is recommended that the local development plan stipulate that dwellings position outdoor living areas either opposite the corridor or within “alcove” style locations protected by the building.

The proposed noise mitigation is provided on *Figure 5-1* being for the ground floor, as it is understood that all lots will be nominated as single storey.






North Lake Road to The Heights, Kardinya -
Noise Mitigation Requirements

Ground Floor Level

SoundPlan v8.1




Signs and symbols

-  Road
-  Package A
-  Package B



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Figure 5-1

Appendix A

Quiet House Packages

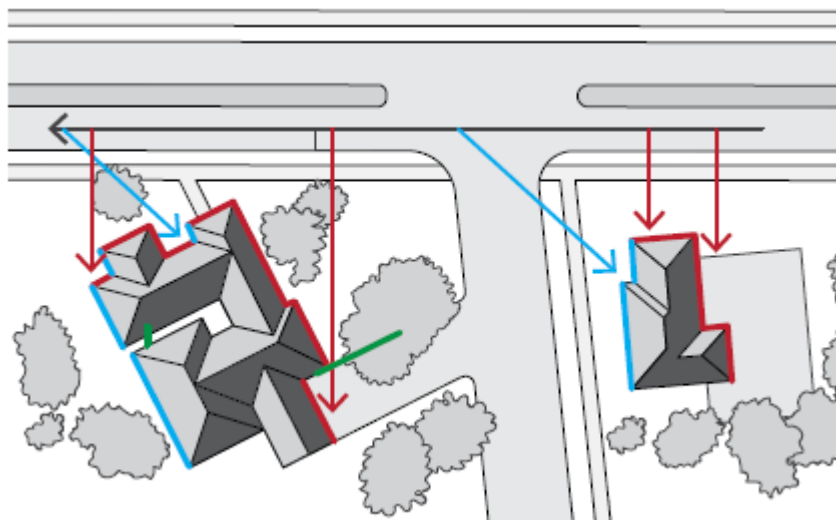
The packages and information provided on the following pages are taken from *Road and Rail Noise Guidelines* (September 2019).

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.

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 $L_{Aeq}(\text{Day})$ & 51-53 dB $L_{Aeq}(\text{Night})$

Element	Orientation	Room	
		Bedroom	Indoor Living and Work Areas
External Windows	Facing	<ul style="list-style-type: none"> Up to 40% floor area ($R_w + C_{tr} \geq 28$): <ul style="list-style-type: none"> 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 ($R_w + C_{tr} \geq 31$): <ul style="list-style-type: none"> Sealed awning or casement windows with minimum 6mm glass. 	<ul style="list-style-type: none"> Up to 40% floor area ($R_w + C_{tr} \geq 25$): <ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Fully glazed hinged door with certified $R_w + C_{tr} \geq 28$ rated door and frame including seals and 6mm glass. 	<ul style="list-style-type: none"> Doors to achieve $R_w + C_{tr} \geq 25$: <ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> $R_w + C_{tr} \geq 45$: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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/m³; and 2 x 16mm fire-rated plasterboard to inside. 	
Roofs and Ceilings	All	<ul style="list-style-type: none"> $R_w + C_{tr} \geq 35$: <ul style="list-style-type: none"> 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 $L_{Aeq}(\text{Day})$ & 54-57 dB $L_{Aeq}(\text{Night})$

Element	Orientation	Room	
		Bedroom	Indoor Living and Work Areas
External Windows	Facing	<ul style="list-style-type: none"> • Up to 40% floor area ($R_w + C_{tr} \geq 31$): <ul style="list-style-type: none"> ○ Fixed sash, awning or casement with minimum 6mm glass or 6mm-12mm-6mm double insulated glazing. • Up to 60% floor area ($R_w + C_{tr} \geq 34$): <ul style="list-style-type: none"> ○ Fixed sash, awning or casement with minimum 10mm glass or 6mm-12mm-10mm double insulated glazing. 	<ul style="list-style-type: none"> • Up to 40% floor area ($R_w + C_{tr} \geq 28$): <ul style="list-style-type: none"> ○ 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	<ul style="list-style-type: none"> • Fully glazed hinged door with certified $R_w + C_{tr} \geq 31$ rated door and frame including seals and 10mm glass. 	<ul style="list-style-type: none"> • Doors to achieve $R_w + C_{tr} \geq 28$: <ul style="list-style-type: none"> ○ 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	<ul style="list-style-type: none"> • $R_w + C_{tr} \geq 50$: <ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ▪ 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	<ul style="list-style-type: none"> • $R_w + C_{tr} \geq 35$: <ul style="list-style-type: none"> ○ 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.	

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 $L_{A10,18hour}$ 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 $L_{Aeq,24hour}$ 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.

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.

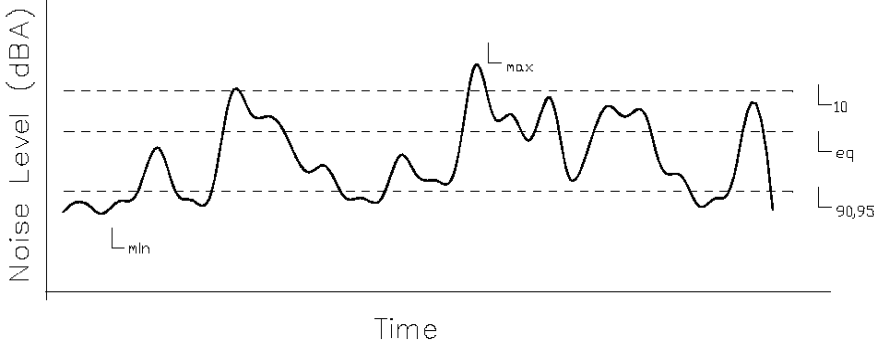
R_w

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.

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



Austrroads Vehicle Class

VEHICLE CLASSIFICATION SYSTEM	
AUSTRROADS	
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	8 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

Typical Noise Levels

