

23 September 2014

WM Project Number: 12266
Our Ref: [Click here to insert]
Email: trevor@jwplanning.com.au

Trevor Allen
JW Planning Pty Ltd

Dear Trevor

Re: Moonee Parklands – Proposed Subdivision - Response to Noise Questions

Wilkinson Murray Pty Ltd (WMPL) conducted a noise assessment for the Development Application (DA) for the Moonee Parklands proposed subdivision in September 2012. In response to the DA Coffs Harbour Council and Roads and Maritime Services (RMS) has provided comments regarding the noise impacts on the development.

WMPL has reviewed the comments and provides the following responses:

Coffs Harbour Council Comments:

The Wilkinson Murray report indicates that only the northern segment (development Lot 1) of the subdivision has been assessed. In addition the report has only recommended acoustic treatment for the houses that run parallel to the highway. It is believed that the row of properties along the northern boundary of the subdivision also have "direct line of sight" and would therefore require further assessment. This may also extend to the line of southern properties located in the southern segment. Further assessment is required.

Response

WMPL conducted a noise assessment for the proposed subdivision consistent with the State environmental planning policy (Infrastructure) 2008 (Infrastructure SEPP) and The Department of Planning and Infrastructure "Development near Rail and Busy Roads – Interim Guidelines 2008". Lots on the northern and southern side of the development have been identified as being noise impacted. It is acknowledged that the lots on the northern and southern boundary of the subdivision have a "direct line of sight" with the Highway however the actual angle of view of the road is much reduced thus resulting in a lower level of noise exposure. As such WMPL does not consider that any additional assessment is required as it was considered in the noise assessment.

Whilst the initial assessment prepared by Wilkinson Murray indicates that the residential lots can be acoustically treated to comply with the requirements of Clause 102 of the SEPP (for development Lot 1 only), the following comments are provided:

- Furthermore, the report specifies only the façade is to be treated however depending on the final house design this may need to extend to the flanks of the building. Further assessment is required.

Response

The noise assessment in support of the subdivision identified lots that would require consideration of noise mitigation and typical mitigation requirements necessary to meet the infrastructure SEPP noise requirements. Specific noise mitigation would need to be identified during the house DA, depending on the house design and the orientation. The resulting design for the house might require some noise mitigation on the "flanks" of the building. All houses should be required to submit a noise report identifying the specific noise mitigation requirements for the specific house design.

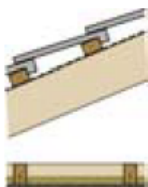
- It is unreasonable to limit housing in the "yellow mitigation zone" (fronting the collector road) to single storey when the planning controls allow for more than single storey housing.

Response

It is agreed that "yellow mitigation zone" should not be limited to single storey houses as such noise mitigation is required for both levels. As the first storey of any house in this area would be exposed to higher levels of noise as it would have a greater view of the Highway it would require a higher level of mitigation when compared to the ground floor.

The following table sets out standard treatment for the sleeping areas and other habitable areas for the first floor of houses located in the yellow mitigation zone.

Building Element	Standard constructions	Example
Windows/sliding Doors	Openable with minimum 10.38mm laminated glass and full perimeter acoustic seals	
Frontage facade	brick veneer construction: 110mm brick, 90mm timber stud or 92mm metal stud, minimum 50mm clearance between masonry and stud frame, 10mm standard plasterboard internally.	

Building Element	Standard constructions	Example
	or	
	Double brick cavity construction: 2 leaves of 110mm brickwork separated by 50mm gap	
Roof	Pitched concrete or terracotta tile or sheet metal roof with sarking, 2 layer of 10mm sound-rated plasterboard fixed to ceiling joists, R2 insulation batts in roof cavity.	
entry Door	45mm solid core timber door fitted with full perimeter acoustic seals	
floor	Concrete slab floor on ground	

- It is unreasonable to require mechanical ventilation systems to the affected housing to allow windows to be shut to meet the SEPP Infrastructure requirements as this is contrary to sustainable housing design principles.

Response

Noise mitigation measures are based on having windows and external doors closed consistent with the Department of Planning and Infrastructure "Development near Rail and Busy Roads – Interim Guidelines 2008". As such for each DA with a specific house design consideration of ventilation requirements for noise-exposed rooms will be required to meet the provisions of the Building Code of Australia. Three possible ventilation options were stated in the noise assessment, however there are other possible ventilation solutions that could be developed during detailed design of the house by a mechanical engineer.

- Housing on the collector road will not necessarily precede other housing in the subdivision, thereby allowing other housing to be impacted acoustically (see the staging plan).

Response

It is acknowledged that housing on the collector road will not necessarily precede other housing in the subdivision, thereby allowing other housing to be potentially impacted. It is considered unreasonable to impose cost for additional noise mitigation on other dwellings for a temporary impact. It should

however be noted that the first row of houses out of the zone for noise mitigation would have the rear of the lot facing the Highway. As such to mitigate noise any lots outside of the zone of mitigation should be required to install solid fencing either lapped or capped timber or Colorbond to a height of 1.8metres to shield noise to the house prior to the occupation certificate.

- Additional impact of noise from collector road upon adjacent dwellings – more detail required.

Response

The noise assessment for the proposed subdivision was conducted consistent with the State environmental planning policy (Infrastructure) 2008 (Infrastructure SEPP) and The Department of Planning and Infrastructure "Development near Rail and Busy Roads – Interim Guidelines 2008" which only requires consideration of high traffic roads in excess of 20,000 vehicles per day.

The Pacific Highway has in excess of 20,000 vehicles per day with high levels of trucks driving at a speed of over 100km/hr. The collector road may have up to 4,000 vehicles per day with a speed limit of 50 km/hr. The noise contribution of the collector road would be approximately 8-10dB below that of the Pacific Highway and as such would not contribute significantly to the traffic noise environment of the area and consideration of the collector road in the assessment would not change the previous noise recommendations.

RMS

Attached is a copy of the projected future noise envelopes for the Pacific Highway. This does not include the additional impact that the collector road traffic will have on the subdivision. It would appear that this has not been taken into account.

Response

See previous response.

I trust this information is sufficient. Please contact us if you have any further queries.

Yours faithfully

WILKINSON MURRAY



John Wassermann

Director