Noise Management Process
Fionnuala Hannon
Noise Management

- State Planning Policy 5.4 – road and Rail Transport Noise and Freight Considerations in Land Use Planning
- Forecast traffic volumes (2040)
### Table A.1: Estimated outdoor noise level for road and rail screening assessments

<table>
<thead>
<tr>
<th>Road</th>
<th>Characteristics</th>
<th>Vehicles per day</th>
<th>Distance from edge of carriageway (metres)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>10</td>
<td>20</td>
</tr>
<tr>
<td>Primary road / distributor (L_{Aeq,10}) dB</td>
<td>(Urban) 80-100 km/hr and 7.5% heavy vehicles</td>
<td>20,000</td>
<td>70</td>
</tr>
<tr>
<td></td>
<td></td>
<td>35,000</td>
<td>71</td>
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<td></td>
<td></td>
<td>50,000</td>
<td>73</td>
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<td></td>
<td></td>
<td>65,000</td>
<td>74</td>
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<tr>
<td></td>
<td></td>
<td>80,000</td>
<td>75</td>
</tr>
<tr>
<td></td>
<td></td>
<td>100,000</td>
<td>76</td>
</tr>
<tr>
<td></td>
<td></td>
<td>120,000</td>
<td>77</td>
</tr>
<tr>
<td>(Rural) 90-110 km/hr and 10% heavy vehicles</td>
<td></td>
<td>5,000</td>
<td>69</td>
</tr>
<tr>
<td></td>
<td></td>
<td>10,000</td>
<td>72</td>
</tr>
<tr>
<td></td>
<td></td>
<td>15,000</td>
<td>74</td>
</tr>
<tr>
<td></td>
<td></td>
<td>20,000</td>
<td>75</td>
</tr>
<tr>
<td>Secondary road / district distributor (L_{Aeq,10}) dB</td>
<td>60-80 km/hr and 2.5% heavy vehicles</td>
<td>20,000</td>
<td>67</td>
</tr>
<tr>
<td></td>
<td></td>
<td>25,000</td>
<td>68</td>
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<td></td>
<td></td>
<td>30,000</td>
<td>69</td>
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<tr>
<td></td>
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<td>40,000</td>
<td>70</td>
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<td>50,000</td>
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</tr>
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<td></td>
<td></td>
<td>60,000</td>
<td>72</td>
</tr>
</tbody>
</table>
What Goes Into a Noise Model

- House Ground Levels
- Property Fences (where solid)
- Designed Road Levels
- Vehicle Heights
- Future Traffic Volumes
- Heavy Vehicle Numbers
- Road Surface Types
- Road Gradients
Possible noise outcomes

• Potential Noise Walls
• Architectural mitigation
• Quiet Pavement

Accepted corrections for various road surfaces are:
- 14mm chip seal       +3.5dB
- 10mm chip seal       +2.5dB
- 5mm chip seal        +1.5dB
- Dense graded asphalt  0.0dB
- Novachip             -0.2dB
- Stone mastic asphalt -1.5dB
- Open graded asphalt  -2.5dB
• The Noise loggers along the alignment provide information that is used to calibrate/refine the model. This details enables our modellers to determine daytime and night time noise contours.

Next Steps

• Noise Monitoring is complete
• Prepare Noise Modelling Report
• Complete peer review
• Present to CRG and communities of interest
• Agree form of treatment with CRG.
QUESTIONS AND ANSWERS

Padraic Murphy
Emergency Facilities Update

• A meeting was held with the Shire of Capel and local firefighting representatives on the 18th October 2018.
• Discussion focused on water access and egress routes.
• Ensure the BORR does not increase the hazard for any landowner.
• Provide a fire fighting water tank east of BORR on Ducane Road.
• Investigate the provision of a tank south of BORR at Yalinda Drive.
• Emergency egress routes were discussed and agreed in principle.
• Investigation of Jilley Road to determine the impacts of providing all weather access.
Community Information Sessions

- Community Information Sessions were held at:
  - Eaton 24 October
  - Leschenault 25 October
  - Bunbury 30 October
  - Gelorup 31 October

- Outline the key themes raised by the community
- Summarise feedback provided at the sessions

*(the above information will be updated post events, prior to CRG meeting)*
QUESTIONS AND ANSWERS
CRG Member
Round table
Next Steps