

GREENFIELDS

PONDICHERRY TRANCHE 41 REZONING

NOISE AND VIBRATION ASSESSMENT

JANUARY 2021



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Pondicherry Tranche 41 Rezoning Noise and Vibration Assessment




Greenfields

WSP

Level 27, 680 George Street
Sydney NSW 2000
GPO Box 5394
Sydney NSW 2001

Tel: +61 2 9272 5100
Fax: +61 2 9272 5101
wsp.com

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Prepared by:	R Warren	19/01/2021	
Reviewed by:	B Ison	19/01/2021	
Approved by:	B Ison	19/01/2021	

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1 PROJECT BACKGROUND

WSP Australia Pty Ltd (WSP) has been engaged by Greenfields Development Company (Greenfields) to undertake a noise assessment of the proposed rezoning of the Tranche 41 precinct, part of the Pondicherry redevelopment in the northern section of Oran Park, NSW.

1.1 PONDICHERRY REDEVELOPMENT AREA

The Pondicherry redevelopment area currently comprises primarily agricultural land with scattered residential dwellings and farm buildings. The Pondicherry redevelopment area comprises a total area of 210 hectares and is marked for the development of residential dwellings supported by community facilities including schools, childcare centres, parks and sport and recreation areas.

The Pondicherry site is located in the suburb of Oran Park, south-west Sydney, approximately 45 km from the Central Business District of Sydney and is within the South West Regional Growth Centre. It is bounded by the newly developed, mixed use area of Oran Park to the south and The Northern Road to the west. The eastern border of the site is South Creek which marks the boundary with Catherine Fields, a low density rural residential suburb. The northern limit of the site is agricultural land. The Pondicherry redevelopment area is shown in purple in Figure 1.1.

WSP completed preliminary noise investigations into the Pondicherry Redevelopment Area in 2017. This involved background noise monitoring for the purpose of road noise model validation. This data has been referenced in relevant sections of this report.

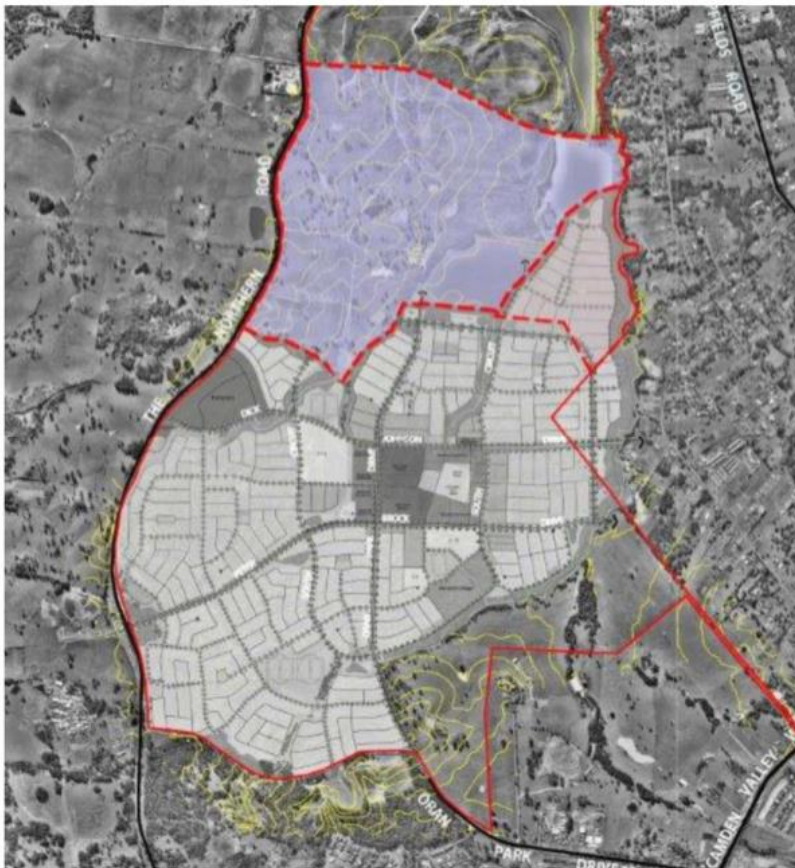


Figure 1.1 Pondicherry rezoning area and surroundings

1.2 TRANCHE 41 PROJECT DESCRIPTION

The Tranche 41 component of the Pondicherry precinct comprises an area of 41.3 hectares in the north-west of the larger Pondicherry redevelopment area, proposed to comprise of residential dwellings, parks, recreation areas, drainage and riparian areas. It is bounded to the west by The Northern Road, the future North South Rail Line corridor to the east, Oran Park to the south and rural land-use to the north.

Figure 1.2 presents the indicative layout plan for the Tranche 41 rezoning area.



Figure 1.2 Tranche 41 component of the Pondicherry redevelopment area

1.3 PURPOSE AND SCOPE

The purpose of this assessment is to conduct an assessment of potential noise impacts associated with the proposed Tranche 41 redevelopment area to support a planning proposal to Camden Council.

The aim of this assessment is to identify key noise issues and constraints for the proposed redevelopment area and recommend appropriate planning and design strategies to minimise and manage the impacts.

The potential noise impacts that are relevant to the Tranche 41 area include:

- Road traffic noise associated with the upgraded Northern Road and other internal roads
- Rail noise associated with the potential North South Rail Line
- Aircraft noise associated with Camden Airport and the future Western Sydney Airport
- Industrial noise associated with existing activities within and adjacent to the Oran Park Precinct.

It is noted that construction noise and vibration are not part of the scope of this assessment and will be addressed during Development Applications for individual subdivisions.

Further, it is noted that the possible provision of passenger rail services south of the Aerotropolis has been identified in the draft *North South Rail Line and South West Rail Link Extension Corridors Draft Strategic Environmental Assessment* (Transport for NSW, January 2018), which proposes protection of a future rail corridor along the eastern boundary of the Tranche 41 rezoning area. However the corridor has not been gazetted, and delivery of rail infrastructure within this corridor has neither funding nor timing approval. Rail noise and vibration impacts are therefore considered in a semi-quantitative fashion in this document.

1.4 INFORMATION SOURCES

The assessment has been prepared with reference to the following documents:

- *Australian Standard AS 1055:2015 - Acoustics - Description and measurement of environmental noise.*
- *Australian Standard AS 2021:2000 - Acoustics - Aircraft noise intrusion - Building siting and construction.*
- *Australian Standard AS 3671:1989 - Acoustics—Road traffic noise intrusion—Building siting and construction*
- *Australian Standard AS/NZS 2107:2016 - Acoustics - Recommended design sound levels and reverberation times for building interiors.*
- *Camden Council Environmental Noise Policy (ENP) (2018)*
- *Department of Planning and Environment (DPE), Camden City Council Growth Centre Precincts Development Control Plan (2017).*
- *Department of Planning and Environment (DPE), Oran Park Development Control Plan (2016).*
- *Department of Transport, Welsh Office, Calculation of Road Traffic Noise (CoRTN) (1988).*
- *Heggies. Glenfield to Leppington Rail Line Environmental Assessment (EA) Volume 2a Technical Report 1: Noise and Vibration (May 2010)*
- *MR154 The Northern Road Upgrade Between The Old Northern Rd and Mersey Rd, Traffic and Transport Assessment Report, Sinclair Knight Merz, ref: NB11363-ETR-RP-0068, August 2012*
- *The Northern Road Upgrade, Narellan to Bringelly Noise and Vibration Assessment, Sinclair Knight Merz, ref: NB11363-NNA-RP-0159 - Noise Assessment_Final 18102012, October 2012.*

- *North South Rail Line and South West Rail Link Extension Corridors Draft Strategic Environmental Assessment Transport for NSW 31 January 2018*
 - *NSW Department of Environment and Climate Change (DECC) – Road Noise Policy (RNP) (2011).*
 - *NSW Department of Planning (DoP) – Development near rail corridors and busy roads – interim guideline (DRCBR) (2008).*
 - *NSW Environment Protection Authority (EPA) – Noise Policy for Industry (NPfI) (2017).*
 - *State Environmental Planning Policy (Infrastructure) 2007.*
-

1.5 PROJECT INFORMATION

The assessment has been prepared with reference to the following project information supplied by Greenfields:

- *GRDPO-2-001-2 Tranche 41 Cell Structure Plan_Rev D (Design + Planning, 23 January 2020)*
- *GRDPO-2-003-1 Tranche 41 ILP A3-3000_Rev B (Design + Planning, 23 January 2020)*
- *Proposed Residential Sub Division Tranche 41 Pondicherry Precinct - Rezoning Traffic and Access Assessment Report (Positive Traffic January 2020).*

2 EXISTING ENVIRONMENT

Generally, the surrounding area is a mixture of rural property and low density residential areas. The Northern Road, situated on the project site's western boundary, is the primary road in the vicinity of the site. It is identified as an arterial road and links south-west Sydney suburbs (such as Campbelltown and Narellan) with western Sydney (areas such as Penrith and Badgerys Creek). The current alignment is being upgraded and varies between two lanes (one lane each way) and four lanes (two lanes each way) near the project site, with a variable posted speed limit of up to 80 km/h (due to construction activities) and a dense graded asphalt (DGA) pavement surface. It is noted that by the proposed opening year for the Tranche 41 development (2026), The Northern Road will be upgraded to two lanes in either direction. The upgraded road alignment and configuration has been used for the consideration of road noise.

Previous investigations completed by WSP in 2017 for the greater Pondicherry noise assessment involved the completion of background noise monitoring for the purpose of road noise validation. The 2017 data has been used for this assessment.

2.1 UNATTENDED NOISE MONITORING METHOD (2017)

2.1.1 METHODOLOGY

Unattended noise measurements were taken in May and June 2017 to quantify the existing noise environment of the study area. The noise monitoring was undertaken in general accordance with Australian Standard AS:1055 and RNP (EPA, 2011).

2.1.2 MONITORING LOCATIONS

Noise monitoring was conducted at two locations near the Tranche 41 area in 2017. The purpose of the noise monitoring was to establish both the existing background noise levels and existing road traffic noise levels at potential sensitive receivers. Table 2.1 summarises the equipment used and Figure 2.1 presents the noise monitoring locations.

Table 2.1 Noise monitoring equipment

ID	Dates	Equipment Description	Location	Reflection	Manufacturer & Type No.	Serial No.
NM01	16/05/17 to 26/05/17	Environmental Noise Monitor	Project site, 1km east of The Northern Rd and 1.5km north of Oran Park	None (free-field)	Svan 957	23294
NM02	16/05/17 to 26/05/17	Environmental Noise Monitor	Project site, 600 east of The Northern Rd and 400m north of Oran Park	None (free-field)	Svan 958A	36693
NM03	2/06/17 to 15/06/17	Environmental Noise Monitor	Project site, 10m east of The Northern Rd and 1.7km north of Oran Park	None (free-field)	Svan 958A	36693
All	All	Calibrator	All	-	Pulsar Model 105	55041



Figure 2.1 Noise monitoring locations and traffic count location

The data were gathered during a period of typical traffic movement and activity in the area (i.e. outside of school holiday periods or major festivities). Data collected on 12 June 2017 (a public holiday) were excluded from the calculation of background and ambient noise levels.

Observations made on site during the 2017 monitoring period and again during a site visit in February 2020 (refer Section 2.2), confirmed that the existing wood processing operations at 761 The Northern Road did not influence the background noise levels at the noise monitoring locations.

The monitoring equipment was fitted with windshields and was field calibrated before and after monitoring. No significant drifts in calibration (± 1.0 dB) were noted.

The weather conditions at the time of monitoring were recorded at Camden Airport (Bureau of Meteorology station number 068192), which is located approximately 6.5 kilometres south-west of the proposal.

Monitoring data were excluded during periods of weather that adversely affected the results, where wind speeds were greater than 5 metres per second and during significant rainfall, as recorded at the nearest meteorological station. Monitoring data were also excluded where extraneous noise was identified to be adversely affecting the long-term average.

2.1.3 MONITORING RESULTS

Table 2.2 summarises the unattended long-term noise monitoring results. The results are reported as the average equivalent continuous average sound levels ($L_{eq, 15min}$) and Rating Background Levels (RBL) as defined in the NPfI. Appendix A presents the daily graphs of the noise monitoring.

Table 2.2 Unattended noise monitoring results

Location ID	Measured noise level, dBA					
	Day		Evening		Night	
	L _{EQ} , 15MIN	RBL	L _{EQ} , 15MIN	RBL	L _{EQ} , 15MIN	RBL
NM01	50	35	44	36	44	30
NM02	48	37	45	36	44	31
NM03	69	50	66	45	63	36

Table 2.3 presents the monitoring of ambient road traffic noise at the monitoring location near The Northern Road (NM03).

Table 2.3 Unattended measured road traffic noise levels

Location ID	Measured traffic noise level dBA			
	Day		Night	
	L _{eq} , 15hr	L _{eq} , 1hr ¹	L _{eq} , 9hr	L _{eq} , 1hr ¹
NM03	71	74	65	69

(1) L_{EQ},1HR calculated using the 10th percentile method as described in Appendix B of the RNP.

Noise levels are façade corrected noise levels using a +2.5 dB façade correction.

2.1.4 TRAFFIC COUNTING SURVEY

The traffic counting survey was conducted for one week between 16 May and 6 June 2017 by Trans Traffic Consultants. Traffic counts were undertaken on The Northern Road at one location presented in Figure 2.1. Data collected during this traffic counting survey was used to assist in validating the road noise model, discussed further in Section 4.4 of this report. These volumes are not considered representative of average daily traffic flows in the future and were used solely for the purpose of noise model validation of existing conditions.

Table 2.4 summarises the traffic volumes and speeds observed during the noise monitoring period and included in the noise model for validation.

Table 2.4 Measured traffic volumes during background noise monitoring, Year 2017

Road	Direction	Day ¹			Night ¹		
		Vehicles per hour	Percent heavy vehicles	85th percentile speed	Vehicles per hour	Percent heavy vehicles	85th percentile speed
The Northern Road	Northbound	458	11.8	85.5	151	12.5	91.3
	Southbound	488	9.4	82.1	98	16.3	86.6

(1) Day (7am to 10pm), night (10pm to 7am).

Source: Trans Traffic (2017).

2.2 ATTENDED NOISE MONITORING RESULTS (2020)

To validate the findings of the previous monitoring and identify the potential industrial influence of noise sources identified in the 2017 unattended noise monitoring program, attended measurements were conducted with the aim of

quantifying the noise levels associated with existing wood processing operations at 761 The Northern Road, Bringelly (presented in Figure 2.1).

Attended noise measurements were undertaken on 29 January 2020 to determine the magnitude and source of existing industrial noise levels within the proposal site. Table 2.1 summarises the equipment used for short term monitoring and Figure 2.1 presents the monitoring location.

Table 2.5 Noise monitoring equipment

ID	Dates	Equipment Description	Location	Reflection	Manufacturer & Type No.	Serial No.
A1	25/01/20	Sound level meter	Hi Quality Recycling Centre boundary, 761 The Northern Road	None (free-field)	Norsonic Nor140	1406503
A1	25/01/20	Calibrator	All	-	Rion	11248319

The calibration of the sound level meter was confirmed immediately prior to and following measurements and the deviation was observed to be less than 1 dB and no noticeable drift was noted.

Observations during the attended noise monitoring program included that the site formerly used for wood processing operations has changed operations to a recycling facility. Measurements were undertaken during operational hours of the site, and operations were inaudible at the site boundary of the Pondicherry site, and inaudible from the boundary of the recycling facility itself with the site contribution estimated at < 30dBA. Table 2.6 summarizes the results of the attended measurements.

Table 2.6 Attended measured noise levels

Location ID	Description	Time	Measured noise level dBA		Notes
			LEQ,15MIN	L90,15MIN	
A1	Site boundary (north)	12:46	49	39	Background noise dominated by natural environment, including intermittent traffic on The Northern Road and Construction traffic associated with Northern Road upgrade. Occasional plane flyover. Hi Quality Recycling Centre operations inaudible. Estimated contribution of <30 dBA.

The background environment was dominated by rural noises including trees and bird noise. Intermittent traffic flows on The Northern Road were audible and dominant, particularly associated with construction traffic. The Hi Quality Recycling Facility, located at the former woodchipping site, was inaudible at the boundary of the site (refer to Figure 2.1). The contribution of the site was estimated at <30 dBA. Based on these results it is anticipated that no industrial noise contribution would be audible within the site boundary of the Tranche 41 site.

3 ASSESSMENT CRITERIA

This section presents the criteria relevant to noise applicable to this assessment.

3.1 ORAN PARK DEVELOPMENT CONTROL PLAN

The Oran Park Development Control Plan (DCP) outlines a range of requirements to manage the impacts of various land use interfaces in the overall Oran Park Precinct. While the DCP only partially covers Tranche 41 the principles have been applied to the precinct as a whole as best practice. As it relates to noise, the plan aims to “achieve an acceptable residential noise environment” and minimize heavy vehicle use on local streets.

The DCP requires that residential developments within the Oran Park Precinct area should be designed to comply with Council’s Environmental Noise Policy (2018) and the DECC’s Environmental Criteria for Road Traffic Noise (this has been superseded by the Road Noise Policy).

Residential development shall be designed to comply with Council’s Environmental Noise Policy. This policy incorporates DECC’s Environmental Criteria for Road Traffic Noise. However Section 6.9 (1) states the following:

“for residential development adjoining sub-arterial and collector roads, where external traffic noise level limits will be exceeded at the façade of the residential premises nearest to the noise source, the development will be deemed to comply with Council’s Environmental Noise Policy if:

- *the principal private open space area of the residential premises complies with the relevant noise limit; and*
- *the internal noise levels identified in sub-clause (2) are achieved.”*

Section 6.9 (2) states the following:

“The internal noise level limits for residential development are:

For residential premises impacted by traffic noise from arterial, or sub-arterial roads;

- In a naturally ventilated - windows open condition (i.e. windows open up to 5% of the floor area, or attenuated natural ventilation open to 5% of the floor area), or mechanically ventilated windows closed condition:

Sleeping areas

- *L_{Aeq} 15 hour, Day 40dB*
- *L_{Aeq} 9 hour, Night 35dB*

Living areas

- *L_{Aeq} 15 hour, Day 45dB*
- *L_{Aeq} 9 hour, Night 40dB*

Where a naturally ventilated - windows open condition cannot be achieved, it is necessary to incorporate mechanical ventilation compliant with AS1668 and the Building Code of Australia. The noise levels above shall be met with mechanical ventilation or air-conditioning systems not operating. The following L_{Aeq} noise levels shall not be exceeded when doors and windows are shut and mechanical ventilation or air conditioning is operating:

Sleeping areas

- *LAeq 15 hour, Day 43dB*
- *LAeq 9 hour, Night 38dB*

Living areas

- *LAeq 15 hour, Day 46dB*
- *LAeq 9 hour, Night 43dB*

Section (5) states the following with regard to noise mitigation and management within the Oran Park Precinct:

“Noise walls are not permitted on any sub-arterial road, collector street or local street. Arterial roads require an innovative solution that maintains a quality landscape and streetscape. Options for arterial roads can include, but may not be limited to landscaped mounds, a combination of mounds and walls or well-designed walls that have interesting materials, colours, patterns and an openness through use of transparent materials or outwardly angled walls.”

This document outlines mitigation measures to consider in lieu of noise wall construction, which is consistent with the Camden Council Environmental Noise Policy (Section 3.3). Section (6) states:

“A combination of the following measures (described in Figure 29) is to be used to mitigate the impacts of traffic noise on sub-arterial roads and collector streets:

- setbacks and service roads;*
- internal dwelling layouts that are designed to minimise noise in living and sleeping areas;*
- changes in topography;*
- using attached dwellings;*
- using higher than standard fencing between separate buildings constructed with a suitably solid mass; and*
- site layouts that locate principal private open space areas away from the noise source.”*

This document also outlines noise levels for noise impacts from collector roads, which would be applicable to subsequent subdivision noise assessments.

3.2 CAMDEN GROWTH CENTRE PRECINCTS DEVELOPMENT CONTROL PLAN

The *Camden Growth Centre Precincts Development Control Plan (DCP)* outlines a range of measures for development in areas including the Tranche 41 site. It provides guidance to applicants on measures to mitigate the impacts of rail and traffic noise within the Precinct, including noise mitigation and layout recommendations consistent with the *Camden Council Environmental Noise Policy* (Section 3.3).

Section 2 requires a noise report for DAs where development is:

- adjacent to a railway line, arterial road, sub-arterial road, transit boulevard or other road with traffic volumes predicted to exceed (or currently exceeding) 6,000 vehicles per day;
- potentially impacted upon by a nearby industrial / employment area; or
- potentially impacting upon sensitive receivers such as residences within the precinct and outside the precinct.

The DCP requires assessment in relation to the noise criteria in *Development Near Rail Corridors and Busy Roads-Interim Guideline* (Department of Planning 2008) and *Council's Environmental Noise Policy*. Sections 4 and 5 state:

"Subdivision design on land adjacent to significant noise sources is to consider and implement measures to attenuate noise within dwellings and in external areas that are classified as Principle Private Open Space.

Physical noise barriers (i.e. Noise walls or solid fencing) are not generally supported, and measures to attenuate noise through subdivision layout, such as service roads, setbacks, building orientation, and building design and materials selection should be implemented to achieve appropriate internal noise standards."

3.3 CAMDEN COUNCIL ENVIRONMENTAL NOISE POLICY

The *Camden Council Environmental Noise Policy* (ENP) (2018) provides a framework and criteria for the assessment of noise impacts from development within the Camden Local Government Area (LGA) with the potential to generate noise that may unreasonably and detrimentally impact the acoustic amenity of sensitive receivers. Further, the ENP recognises community noise within residential communities that can give rise to significant levels of noise generation and establishes criteria or management techniques by which noise impact can be regulated and minimised.

The ENP is guided by and refers to much of the information that is contained within relevant NSW noise publications and regulations.

3.3.1 ACOUSTIC AMENITY

The ENP states the following with regard to general acoustic amenity controls:

- "1. Acoustic reports (where required), must be prepared by a suitably qualified consultant. As a minimum an acoustic report must: identify receivers; determine background noise levels (where required); establish noise criteria; provide predicted noise levels (including relevant assumptions); assess potential impacts; and consider reasonable and feasible mitigation measures. Council may consider a preliminary assessment from a suitably qualified acoustic consultant, justifying why an acoustic report is not required.*
- 2. Where possible bedrooms, main living areas and principal private open spaces are to be located away from noise sources (Refer to Figure B3a).*
- 3. Noise attenuation measures must not adversely impact upon passive surveillance, active street frontages and energy efficiency.*
- 4. Residential plant and equipment must not generate a noise level greater than 5dBA above background noise level as measured at the boundary of a noise sensitive property during the hours of 7.00am to 10.00pm. Noise from plant and equipment must not be audible in habitable rooms of adjoining noise sensitive properties during the hours of 10.00pm to 7.00am.*
- 5. Physical noise barriers such as noise walls or solid fencing (other than earth mounds) are not generally supported along sub-arterial, transit boulevards or collector roads. Measures to attenuate noise through subdivision layout, building setbacks, building orientation, building design and materials selection should be implemented to achieve compliant noise levels.*
- 6. The use of physical noise barriers (i.e. noise walls or solid fencing) may be supported on arterial roads where it can be demonstrated that the following mitigation measures, in the listed order, are not able to adequately attenuate the noise source:*

- Locating less sensitive land uses between the noise source and the sensitive receivers;*

- Using the built form to act as noise barriers;
- Optimising the subdivision layout to maximise shielding of principle private open space;
- Incorporating noise mitigating building façade treatments and locating bedrooms, main living areas and principle private open space areas away from the noise source;

7. Where noise barriers are required, they shall be of a neutral recessive colour and design which blends in with the natural environment. In addition, barriers are to be screened from the road by a landscape strip of at least 1m.”

Figure 3.1 reproduces Figure B3a of the ENP provides a graphical representation of the preferred method to achieve noise mitigation for road and rail impacts via the built form which will be considered in this report.

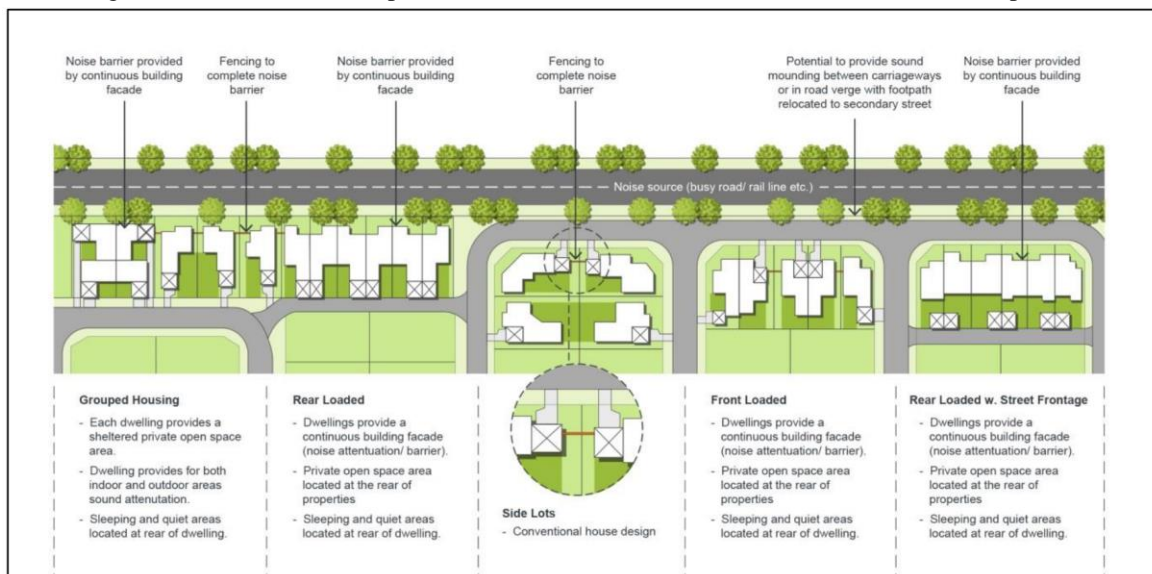


Figure 3.1: Figure B3a - How to Mitigate Impacts from Road and Rail (extract)

Source: Camden Council ENP (2018)

3.3.2 INDUSTRIAL NOISE

The ENP states the following with regard to industrial noise influences:

“1. An acoustic assessment will be required for industrial and commercial development where the development:

- *Has the potential to impact on residences or noise sensitive receivers (defined as a LAeq, 15min level of more than background or more than the recommended amenity criteria within the NSW Environmental Protection Authority's Noise Policy for Industry (NPfI) minus 10 dB); or*
- *Is located within a 100m radius from, or has a direct line of site of a distance of 150m to, residences or noise sensitive receivers; or*
- *Proposes to operate anytime between 10pm and 6am.*

2. Noise emissions from industrial development must be assessed in accordance with the NSW EPA Noise Policy for Industry (NPfI).”

3.3.3 ROAD AND RAIL NOISE

The ENP outlines the following requirements relating to road and rail noise:

“1. Development applications for residential development and other noise sensitive uses such as places of public worship, hospitals, child care centres and educational establishments must be accompanied by an acoustic report where the development is:

- adjacent to existing (or proposed) railway line, arterial, sub-arterial roads, transit boulevards; or*
- adjacent to a collector road that is within a 100m radius of the centre of the intersection the above roads (Refer to Figure B3b).*

Note: For all road developments the criteria should apply on the basis of the road traffic volumes projected for 10 years time.

2. Residential dwellings adjacent to an existing (or proposed) railway line, arterial road, sub-arterial road or transit boulevards, or collector roads that are within 100m of the centre of the intersection of those roads, are to be designed to minimise the impact of noise. Non-residential buildings such as educational institutions, child care centres, places of worship, and hospitals are also required to be designed to minimise the impact of noise.

Both ‘residential dwellings’ and ‘non-residential buildings’ must comply with the internal noise criteria in ‘Table 3.1’ from the ‘Department of Planning: Interim Guideline – Development Near Rail Corridors and Busy Roads’

Ventilation Requirements: If internal noise levels with windows or doors open exceed the criteria by more than 10dBA, the design of the ventilation for these rooms should be such that the occupants can leave windows closed, and also to meet the ventilation requirements of the Building Code of Australia.

*3. The principle private open space or an equivalent area of useable open space of a dwelling within a new release area is **not to exceed 57dBA LAeq (15hr) from 7am to 10pm.***

Note: For clarification purposes, a new release area, includes land mapped as Urban Release Area within the Camden LEP 2010 and includes Growth Area Precincts that have been rezoned.

*For dwellings in areas outside of the new release areas, the principle private open space area is to be **attenuated to 55dBA LAeq (15hr) from 7am to 10pm.***

Council may consider an increased decibel level where it can be demonstrated that the objectives of this policy are met and the above criteria is not able to be reasonably or feasibly achieved.

*Note: The residential noise level criterion includes + **2.5 dBA allowance** for noise reflected from the façade (‘facade correction’).*

4. Residential flat building developments are to meet the objectives of Part 4J of the NSW Department of Planning and Environment - Apartment Design Guide to minimise potential impacts of road and rail noise through appropriate siting and layout of buildings, noise shielding and attenuation.

Development applications for residential flat buildings are to document the noise mitigation measures that have been incorporated into the design.

An area of communal open space is to be attenuated to 57dBA LAeq (15hr) from 7am to 10pm.”

3.3.4 NEW AND UPGRADED ROADS / RAILWAY LINES AND TRAFFIC GENERATING DEVELOPMENT NEAR RESIDENTIAL AND OTHER SENSITIVE LAND USES

The ENP states the following with regard to new roads and traffic generating developments:

“1. Where new and upgraded roads or traffic generating developments are proposed near residential and other noise sensitive land uses, acoustic assessments are to be undertaken in accordance with the NSW EPA Road Noise Policy.

2. Where new and upgraded railway lines are proposed near residential and other noise sensitive land uses, acoustic assessments are to be undertaken in accordance with the NSW EPA Rail Infrastructure Noise Guideline (2013).”

3.3.5 AIRCRAFT NOISE

The acceptability of land in the vicinity of airports for development is assessed using the Australian Noise Exposure Forecast (ANEF) systems which is endorsed by Air Services Australia.

Australian Standard AS 2021:2000 - Acoustics - Aircraft noise intrusion - Building siting and construction, provides recommendations regarding land use acceptability in consideration of the various zones on the ANEF chart. Developments outside the ANEF 20 contour do not require assessment for aircraft noise (unless specifically requested by Council).

Depending on the ANEF value at a specific location, certain building types are described by AS 2021 as either “acceptable”, “conditionally acceptable”, or “unacceptable” with reference to the ANEF value and specific building constructions are required.

3.3.6 PUBLIC OPEN SPACES

The ENP states the following with regard to noise attenuation of public open spaces:

“Public open space areas are to be designed to sensitively locate passive recreation areas away from noise sources without compromising the overall functionality of the area. Physical noise barriers (other than earth mounds) for public open space areas will not be supported.”

3.4 INDUSTRIAL NOISE (NPFI)

The ENP refers to the NSW Environment Protection Authority (EPA) Noise Policy for Industry (NPFI) in relation to industrial noise sources and criteria. The NPFI prescribes methods for determining the statutory environmental noise limits that apply to noise sensitive receivers (i.e. residences) with regards to noise due to individual noise sources only.

The assessment procedure for industrial noise sources has two components:

- Controlling intrusive noise impacts in the short term for residences.
- Maintaining noise level amenity for particular land uses for residences and other land uses.

In assessing the noise impact of industrial sources, both components must be considered for residential receivers. In most cases, only one will become the limiting criterion and form the project-specific noise levels for the industrial source under assessment. The intrusive noise criteria do not apply to non-residential receivers, instead an amenity criteria are applicable to these receivers.

3.4.1 TIME PERIODS

Time periods defined by the NPfI are presented in Table 3.1.

Table 3.1 NSW NPfI Time Periods

NSW NPfI Time period	Time
Day	7am to 6pm Monday to Saturday 8am to 6pm Sundays and Public Holidays
Evening	6pm to 10pm all days
Night	All other times

3.4.2 INTRUSIVENESS CRITERION

A noise source would be deemed to be non-intrusive if the monitored $L_{Aeq}(\text{period})$ noise level of the development does not exceed the RBL by more than 5 dBA at residential receivers. The RBL is the median of the measured L_{A90} noise level during the day, evening and night periods during periods when the development is not in operation.

Based on the background noise level measured during the day, evening and night periods, the RBL and intrusiveness criterion has been established for the proposed development in accordance with the NPfI.

3.4.3 AMENITY CRITERIA

To limit continuing increases in noise levels, the amenity noise level within an area from industrial noise sources should not normally exceed the recommended amenity noise levels prescribed in the NPfI.

The recommended amenity noise levels represent the objective for **total** industrial noise at a receiver location, whereas the **proposal amenity noise level** represents the objective for noise from a **single** industrial development at a receiver location, defined as the **recommended noise levels** listed below (Table 2.2 of NPfI) **minus 5 dB(A)**.

The amenity criteria have been established at the identified receivers based on the results of the unattended noise survey. The established amenity criteria applicable to the proposal are presented in Table 3.2.

Residential receivers with a similar noise environment to observed across the proposal site have been classified as a Suburban noise environment based on existing noise levels in the immediate surrounding area during the more sensitive night-time hours and the description of noise environments in the NPfI.

Table 3.2 Proposal Amenity Noise Levels

Type of receiver ¹	Recommended amenity noise level (ANL) dBA Leq, period	Proposal amenity noise level (ANL -5dB) dBA Leq, period	Proposal adjusted anl ² dBA Leq period		
			Day	Evening	Night
Residential (Urban) (NML01, NML02)	Day: 55 Evening: 45 Night: 40	Day: 50 Evening: 40 Night: 35	50	40	35
Industrial	70	70	70	70	70

(1) Amenity levels for non-residential receivers apply when the premises are in use.

(2) Day: the period from 7:00 am to 6:00 pm Monday to Saturday; or 8:00 am to 6:00 pm on Sundays and public holidays; evening: the period from 6:00 pm to 10:00pm; night: the remaining periods.

(3) A 10dB internal to external correction has been applied, in accordance with Section 2.6 of the NPfI.

When the measured existing noise level $L_{Aeq\ 15\ min}$ at a residential receiver is close to the ANL in Table 3.2 due to industrial noise sources, noise from the new source must be controlled to preserve the amenity of the area in accordance with the requirements of the NPfI. The applicable modifications to the ANL are summarised in Table 2.2 of the NPfI.

3.5 NOISE INTRUSION - ROAD AND RAIL

3.5.1 DEVELOPMENT NEAR RAIL CORRIDORS AND BUSY ROADS – INTERIM GUIDELINE

The ENP refers to the internal noise criteria in Table 3.1 from the *Department of Planning: Interim Guideline – Development Near Rail Corridors and Busy Roads* (DNRCBR).

This document provides guidance for development near major rail corridors and busy roads, supporting the relevant provisions of the *State Environmental Planning Policy (Infrastructure) 2008* (“the Infrastructure SEPP”). It aims to protect the safety and integrity of key transport infrastructure from adjacent development, and ensure these developments maintain appropriate acoustic amenity by meeting internal criteria specified in the Infrastructure SEPP.

3.5.1.1 ROAD NOISE

The guideline classifies a major road as freeway, tollway or a transitway or any other road with an annual average daily traffic (AADT) volume of more than 40,000 vehicles, and that the consent authority considers is likely to be adversely affected by road noise or vibration. For roads with an AADT of 20,000-40,000 vehicles this guideline provides best practice advice.

Based on the corresponding traffic assessment from SKM (2012), the average daily traffic on The Northern Road was in the order of 10,000 to 15,700 vehicles per day (2012 levels). As a result, current AADT values are anticipated to be in the order of 20,000 vehicles per day and therefore this guideline has been applied as best practice.

Relevant criteria as applicable to the project sourced from Table 3.1 from the DNRCBR are reproduced in Table 3.3.

Table 3.3 Noise criteria for proposed road or residential land-use developments

Residential buildings		
Type of occupancy	Noise level dBA	Applicable time period
Sleeping areas (bedroom)	35	Night 10 pm to 7 am

Other habitable rooms (excl. garages, kitchens, bathrooms & hallways)	40	At any time
Non-residential buildings		
Type of occupancy	Recommended max level dBA	
Educational Institutions including child care centres	40	
Places of Worship	40	

Source: Department of Planning: Interim Guideline – Development Near Rail Corridors and Busy Roads

Section 3.5.2 provides screening tests for single and dual occupancy residential dwellings which define relevant categories of noise control treatments required, depending on distance to the road and traffic volumes. The noise control treatments for dwellings are grouped into six categories which are outlined in Appendix D.

It is noted that The Northern Road is generally signposted at 80 km/h however portions are signposted at 60 km/h. The screening test for 60/70 km/h zones, as relevant to this assessment, is presented in Figure 3.2.

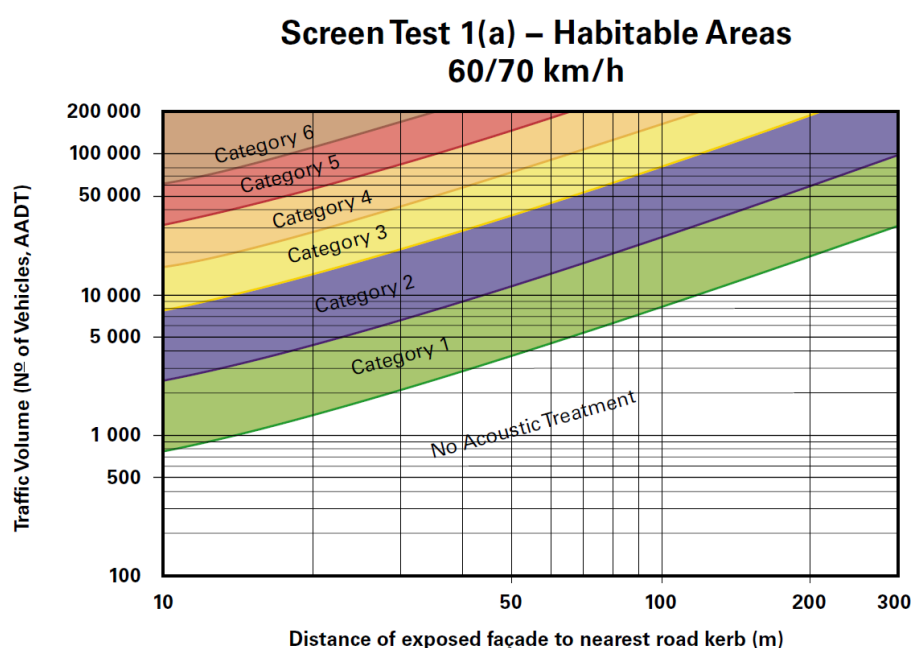


Figure 3.2 DNRCBR Screening test for habitable areas (if any exposed façade is direct line-of-sight)

Source: NSW Government's Development Near Rail Corridors and Busy Roads – Interim Guideline 2008

Based on an AADT volume of 20,000 vehicles, dwellings constructed over 200m from The Northern Road alignment would not require noise control treatment under the provisions of the guideline.

With reference to the proposed layout in Figure 1.2, residences within 200 m of the alignment require Category 1 treatment, within 80 m would require Category 2 treatment, and residences within 30 m would require Category 3 treatments. No residences are proposed within 15 m of the alignment, requiring Category 4 treatment. The treatments for each category are contained within Appendix D.

As a result, dwellings within the eastern portion of the Tranche 41 development area would not require noise control.

The DNRCBR outlines a two-step process for the assessment of road noise on a new development; this assessment is presented later in this report.

3.5.1.2 RAIL NOISE

The DNRCBR provides a distance-based assessment for the requirement to assess rail noise on noise sensitive developments, and would apply in the event that the North South Rail Line corridor is gazetted prior to the Tranche 41 development application.

The DNRCBR presents distance based triggers as indicative acoustic assessment zones (Zones A and B) where sensitive land-uses are likely to be adversely affected. Noise sensitive developments located within Zone A would necessitate a full acoustic assessment, and within Zone B would require specific acoustic treatments to manage noise levels.

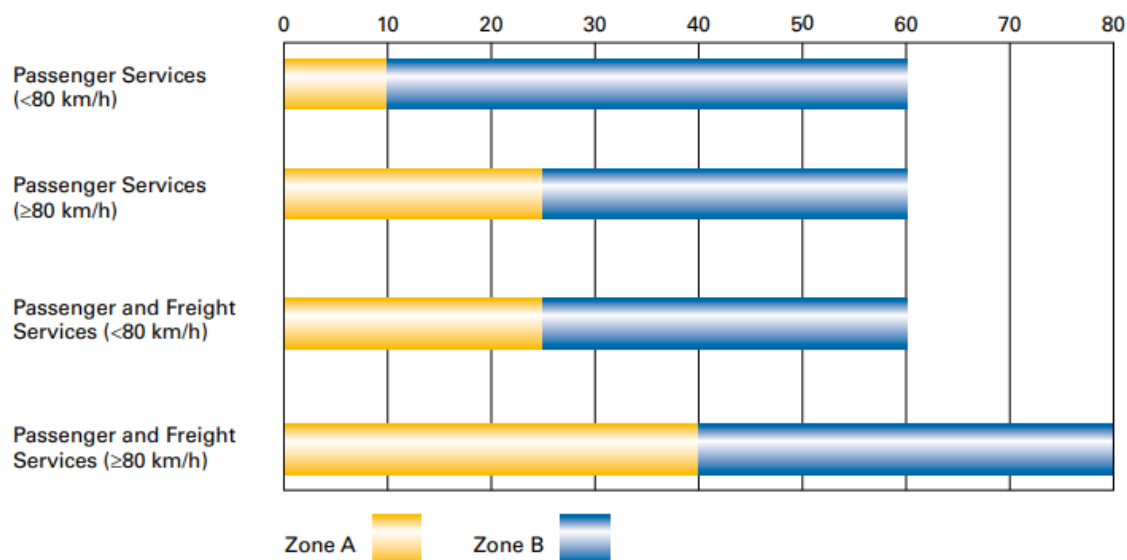


Figure 3.1: Acoustic Assessment Zones based on distance (m) of noise-sensitive development from operational track (not corridor)

Figure 3.3 DNRCBR Screening test for acoustic assessment zones based on distance (m) of noise-sensitive development from operational track (not corridor)

Source: NSW Government's Development Near Rail Corridors and Busy Roads – Interim Guideline 2008

3.5.2 RAIL VIBRATION

The DNRCBR provides a distance-based assessment for the requirement to assess rail vibration on sensitive developments, and would apply in the event that the North South Rail Line (NSRL) corridor is gazetted prior to the Tranche 41 development application.

The DNRCBR states that developments within the distances indicated in Figure 3.4 would necessitate a vibration assessment.

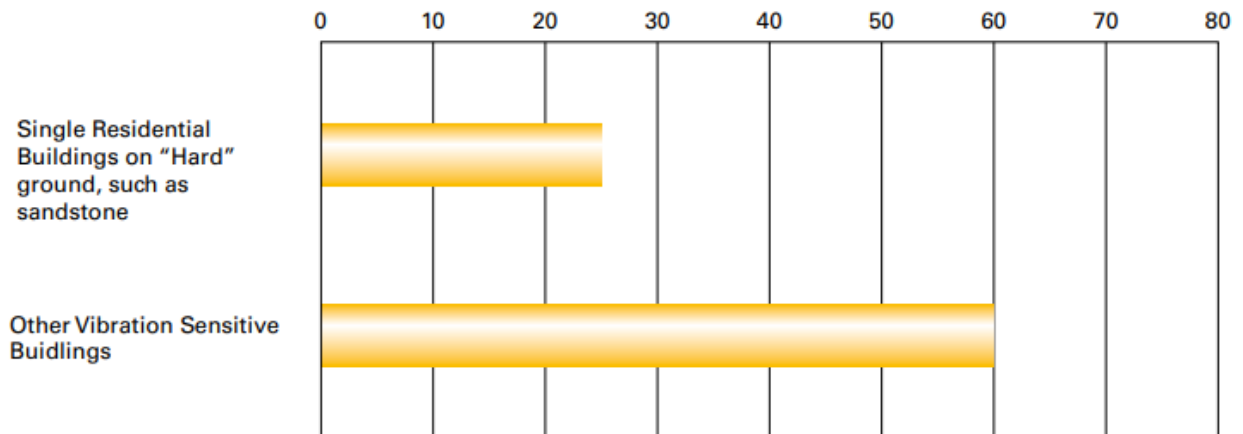


Figure 3.2: Distance from the nearest operational track (m)

Figure 3.4 DNRCBR Screening test for vibration assessment based on distance (m) of noise-sensitive development from operational track (not corridor)

Source: NSW Government's *Development Near Rail Corridors and Busy Roads – Interim Guideline 2008*

4 ROAD TRAFFIC NOISE IMPACTS

This section outlines the methodology completed to assess the road noise intrusion impacts from major roads into the proposal area and investigates potential noise mitigations for future residential dwellings.

The assessment involves validation of existing monitoring conditions associated with sub-arterial road influences based on previous monitoring data, and projection of this assessment to the proposed opening and design years for the project. This data was then used to assess the potential constraints and mitigation measures required to achieve relevant noise goals in internal areas.

4.1 METHODOLOGY

The Northern Road is the most significant source with potential to impact noise sensitive receivers within the development. Preliminary modelling was completed by WSP in 2017 which assessed the existing (pre-upgrade) Northern Road alignment and traffic volumes.

Based on the preliminary screening assessment (Section 3.5.1) it was identified that residences within 200m of The Northern Road alignment would be subject to more detailed noise investigations. Predictive noise modelling was completed to quantify the potential impacts of the opening year and future year traffic volumes on the proposed development area, and the potential noise mitigation requirements to achieve relevant noise levels at internal spaces.

The Northern Road Upgrade Review of Environmental Factors (REF) provides an assessment of the impact of this upgrade. The following documents were referenced:

- *MR154 The Northern Road Upgrade Between The Old Northern Rd and Mersey Rd, Traffic and Transport Assessment Report, Sinclair Knight Merz, ref: NB11363-ETR-RP-0068, August 2012*
- *The Northern Road Upgrade, Narellan to Bringelly Noise and Vibration Assessment, Sinclair Knight Merz, ref: NB11363-NNA-RP-0159 - Noise Assessment_Final 18102012, October 2012.*

The 2017 assessment included model validation and traffic counting as reported in Section 2.1.3 and Section 2.1.4. As the model was previously validated as part of the 2017 investigations and no substantive changes are required to the current noise model, the model validation has been used in this assessment (refer Section 4.4). This model was then updated to reflect the subsequently upgraded alignment and future traffic predictions.

4.2 TRAFFIC MODELLING PARAMETERS

A traffic assessment for the Tranche 41 site was completed by Positive Traffic Pty Ltd (January 2020). The report makes reference to the traffic assessment completed for *The Northern Road between Old Northern Road Narellan and Mersey Road, Bringelly (MR154)*, and the *Old Northern Road and Glenmore Park (Sinclair Knight Merz (SKM) in 2012*. The report makes the following statements with regard to the Tranche 41 project:

- SKM developed forecast traffic flows in future years 2016, 2026 and 2036 by using the transportation-planning software package “SATURN”.
- SKM accounted for all future population growth along the corridor for the full length of the study area including the area known as Tranche 41.

Based on the above findings, the road traffic assessment has been developed based on the traffic volumes provided in the SKM (2012) report. The 2016 values adopted as the basis for the opening year of The Northern Road upgrade have been extrapolated to the proposed opening year for the Northern Road (anticipated date of 2026). These volumes were then extrapolated to the anticipated opening year of the Pondicherry Project (anticipated 2023) and correlating design year of 2033.

Traffic noise modelling was conducted for the following assessment years:

- Opening year 2023 – traffic volumes provided for Project opening year assuming upgrade complete
- Design year 2033 - traffic volumes provided for Project design year (opening year + 10 years) assuming upgrade complete

Based on discussions with the traffic consultant and available traffic data for The Northern Road, traffic volumes for the project assessment years have been developed using the following sources and assumptions:

- Traffic data for peak hours sourced from MR154 The Northern Road Upgrade Between The Old Northern Rd & Mersey Rd (SKM 2012) (ref: NB11363-ETR-RP-0068 v5) ('the SKM 2012 traffic assessment'). The Northern Road traffic volumes for 2026 and 2036 were extrapolated to develop the project opening year (2023) and project design year (2033) volumes.
- Peak hour volumes assumed to be 8-12 % of AADT volumes.
- Hourly volumes for The Northern Road (north of Cobbitty Road) were sourced from Appendix J2 of the SKM 2012 traffic assessment – SIDRA intersection peak hour volumes. Worst case AM or PM peak volumes were used in this assessment.
- Hourly traffic volumes and annual growth factors estimated from RMS traffic counter at Camden Valley Way (data available until 2013). Factors were extrapolated as necessary for Marylands Link Road 1.
- Peak hour traffic volumes were assumed to equate to 10% of the average annual daily traffic volumes
- Heavy vehicle percentages adopted from the Traffic Assessment (SKM 2012) and The Northern Road Noise Assessment (SKM 2012) for "North of Bringelly Road / Greendale Road". It is noted that classification counts were not conducted on The Northern Road north of Cobbitty Road and south of Bringelly Road as consistent traffic was assumed in this assessment.
- Traffic volumes are assessed over day (7am-10pm) and night (10pm to 7am) periods. Day/night splits in northbound/southbound direction were classified based on flows at the nearby RMS traffic volume counter at Camden Valley Way (85019).

A summary of the modelled traffic volumes is provided in Table 4.1.

Table 4.1 Modelled traffic volumes – The Northern Road – north of Cobbitty Road

Direction	Period ¹	2023 (vehicles per hour)			2033 (vehicles per hour)		
		Light	Heavy	Total	Light	Heavy	Total
North Bound	Day	9,873	1,220	11,093	11,253	1,391	12,644
	Night	5,857	799	6,656	6,676	910	7,586
South Bound	Day	7,308	4,479	11,788	8,536	5,232	13,768
	Night	3,678	3,395	7,073	4,296	3,965	8,261

(4) Day (7am to 10pm), night (10pm to 7am).

Posted speeds are currently 80 km/h on The Northern Road which will remain unchanged following the upgrade.

The pavement surface for all roads is Dense Graded Asphalt (DGA). The existing and future road alignments and topography were sourced from SixMaps (NSW Government) and included in the model. Topographical data outside the road alignment was sourced from 2m topographic data (source: LPI). Receiver heights, buildings, barriers and ground absorption in the project area were determined from site visits, aerial photography and maps.

4.3 MODELLING METHODOLOGY

The project was assessed for the following scenarios:

- 2023 Opening year build scenario (2023 B)
- 2033 Design year build scenario (2033 B)

The predicted noise impacts expected once the proposal is operational were calculated using supplied information on the road alignment, the existing conditions and several conservative assumptions.

A noise model including nearby roads was created using the Calculation of Road Traffic Noise (CoRTN) (UK Department of Transport, 1988) as implemented in the SoundPLAN software (version 8.1). The model predicted the road traffic noise generated as a result of changes to traffic volumes and composition, vehicle speed, road gradient, pavement surface, ground absorption and shielding, and reflections from topography, buildings and barriers. The predictive model assumed two lanes of traffic in each direction on The Northern Road to account for the upgraded alignment.

The modelling predicted the noise emissions at three heights to represent the various class of heavy vehicles that use The Northern Road. Table 4.2 summarises the modelling conditions.

Table 4.2 Noise modelling parameters

Item	Assumptions
Calculation method	CoRTN (1988) with variations as described in this report. Low traffic correction not used.
Ground topography	From a combination of supplied 3D drawings and survey data and existing topographical maps provided by NSW Lands and Property Information.
Pavement surfaces	Existing and proposed pavement surfaces DGA. No correction applied.
Traffic volumes and mix	Supplied by project Traffic Consultant for The Northern Road; further assumptions extracted from the results of traffic counts
Existing structures and barriers	Buildings, fences and noise barriers defined from aerial photography and site surveys. Existing solid fences included in model where they are located between a road source and a receiver point.
Source heights and correction	Model assumes three sources heights: - Light vehicles at 0.5m with 0 dB correction - Heavy vehicles at 1.5m with a -0.6 correction and at 3.6m with a -8.6 dB correction
Vehicle speeds	Existing and proposed designs set at posted speeds. 85 th percentile speeds used for model validation.
Road gradient	Gradient calculated from supplied topographical and road design data
Number of lanes	One lane each way on The Northern Road for validation. Two lanes each way are assumed for all Build and No Build scenarios.
Ground absorption	Set at 75% soft ground for grass, wooded areas and park land Set at 50% soft ground for residential land use Set at 25% soft ground for commercial land uses

Item	Assumptions
Receiver locations	Assessed at 1m from the façade at heights of 1.5m for ground floor and 4.5m for first floor receivers. Free-field receivers set at 1.5m.
Façade correction	+2.5 dB
ARRB correction	-1.7 dB for façade noise levels and -0.7 dB for free-field noise levels
L₁₀ to L_{eq} correction	-3dB

4.4 NOISE MODEL VALIDATION

The predictive noise model was validated using the background noise monitoring (2017) and concurrently collected traffic volumes in May and June 2017 by Trans Traffic Consultants (refer Section 2.1.3). Validation was conducted at location NM03 as The Northern Road was identified as the dominant source at this monitoring location (the other locations are further offset from The Northern Road and subject to rural and other noise sources). Table 4.3 presents a summary of the measured and predicted noise levels.

Table 4.3 Results of model validation (free field noise levels)

ID	Day, dBA (L _{EQ,15HR})			Night, dBA (L _{EQ,9HR})		
	Measured	Predicted	Difference	Measured	Predicted	Difference
NM03	68.3	68.4	0.1	62.6	63.5	0.9

(5) Day (7am to 10pm), night (10pm to 7am).

The average difference in modelled results are in general agreement with the measured levels. During the day, the average difference is 0.1 dB greater than the measured levels with 0.9 dB difference during the night. The modelled noise levels are within 2 dB of the measured noise levels and no correction has been applied to the model results.

4.5 PREDICTED NOISE RESULTS

Predicted road noise levels associated with the upgraded Northern Road alignment were modelled for the Tranche 41 concept design area. Predicted operational noise levels are presented in Appendix C, and include predictions for the design year (2033).

Preliminary results present unmitigated noise levels for day and night periods. Results are presented to provide a conservative estimate of potential impacts, allow comparison against relevant criteria and noise goals and assess potential constraints. The concept design included high level lot layout information and therefore modelled results include attenuation from intervening buildings for the first two rows of houses within the proposal. This indicated that the shielding impacts of these two rows of buildings are likely to reduce noise levels in the order of 8 to 10 dBA. The attenuation impacts of intervening buildings beyond the first row of houses are likely to significantly reduce the noise impacts at dwellings at further offset to the alignment. Note: Detailed information regarding precise building footprints and materials was not assessed as part of this assessment. The figures in Appendix C contain indicative building locations based on the high-level lot layout information available, and were developed to demonstrate the acoustic reductions associated with building constructions only. Exact building locations would be developed consistent with the approved layout. Should the overall density and structure of buildings be changed substantially, the predicted noise level predictions may need to be updated.

Noise level impacts have been estimated based on distance to The Northern Road to present a comparison of noise levels to relevant criteria and required noise reductions. Noise levels have been presented for ground level (1.5m) heights to inform future design requirements. Levels are presented for 2033 traffic volumes, being the most stringent of the design requirements.

Noise levels are then compared to relevant ENP internal noise levels, assuming windows are partially open, based on a standard noise reduction from external to internal of 10 dB. Results are presented in Table 4.4.

Table 4.4 Noise results (Unmitigated) – Residential Receivers affected by Arterial or Sub-arterial roads

Receivers	External L_{eq} Noise Level ¹ (Free Field), DBA		External L_{eq} Noise Criteria – Windows Partially Open ² , DBA	
	Day	Night	Day	Night
Up to 80 m	65-72	65-68	50	45
Up to 260 m	62	55	50	45
Up to 500	55	50	50	45

(6) Day (7am to 10pm), night (10pm to 7am).

(7) Based on ENP criteria for sleeping areas, including internal to external reduction of 10 dB.

This assessment has indicated that noise levels from The Northern Road will vary based on proximity of residences to the alignment. Noise levels are predicted to exceed noise goals over the proposal area unless mitigation designs are implemented (levels do not incorporate specific architectural noise mitigation of façade components).

4.6 NOISE REDUCTION REQUIREMENTS

Several mitigation scenarios have been presented to outline potential design and layout options to mitigate the impacts of dwellings with the highest exposure to road traffic noise intrusion from The Northern Road. Mitigation results are presented for 2033 traffic volumes, being the more stringent design requirement to achieve compliance with internal noise levels.

The noise reductions required for dwellings within 500 m of The Northern Road are presented in Table 4.5 for windows partially open. The reductions have been determined to achieve compliance with Camden ENP and the DNRCBR.

Table 4.5 Noise reductions required (Unmitigated) - Residential Receivers

Receivers	Noise Reduction Required ¹ (RW), DBA	
	Day	Night
Up to 80 m	22	23
Up to 260 m	12	10
Up to 480	5	5

(1) External to internal, including 10 dB reduction for windows partially open

Dwellings within 80 m of the alignment would require up to 22 dB of acoustic reduction to achieve relevant internal noise levels. This reduction cannot be achieved by standard architectural measures, and would require line of site measures (refer to Section 4.7) or mechanical ventilation considerations. Residences up to 260 m from the alignment would require reductions up to 12 dB. The results above indicate that noise mitigation is required to achieve relevant internal noise levels over the majority of the proposal area. These values are for single storey residences only.

Residences in the eastern portion of Tranche 41 are located at sufficient distance to the alignment that standard construction is suitable to achieve internal noise levels.

4.7 MITIGATION REQUIREMENTS

The results of this assessment indicate that based on the proximity of dwellings of the alignment, design and mitigation measures are required for consideration to achieve internal noise goals throughout the project area. A range of mitigation options have been investigated, to allow flexibility in the design of the proposal with reference to the requirements of the ENP (refer to Section 3.3). These are presented in Section Recommended measures.

4.7.1 RECOMMENDED MEASURES

The following measures have been investigated for 2033 traffic volumes, with reference to ENP amenity considerations:

Line of site measures

- Construction of noise barriers (not preferred under Section 6 of the ENP) (locations presented in Appendix C)
- Use of the built form as a barrier
 - assuming construction of two storey residences along first row of houses to shield subsequent dwellings

Layout and design considerations

- Acoustic treatment of building facades
- Reconfiguration of southern portion of site to incorporate service road to increase buffer to site
- Internal layout configuration

4.7.2 LINE OF SITE MEASURES

Mitigation measures were assessed to identify the effectiveness of each measure, with results presented in Appendix C, as follows:

— Mitigation option 1: 2 m high barrier

Implementation of a 2 m high barrier along the western boundary of the site would result in minor reductions to noise levels, with reductions up to 2 dBA over the project area; this may be attributable significant portions of high vehicles and proximity of alignment following The Northern Road upgrade. This option has not been investigated further.

— Mitigation option 2: 3 m high barrier

Increasing the height of the barrier to 3 m would result in noticeable reductions in noise levels, up to 7 dB during the day period for receivers within 80 m of the alignment. The effectiveness reduces with distance, however would be effective for the majority of receivers within the first 250 m of the alignment, with up to 10 dB reductions within this buffer. Further noise reductions could be achieved using architectural treatments outlined in Section 4.7.3.

— Mitigation option 3: Two storey construction of first row of houses

Construction of the first row of houses adjacent to the alignment to two storeys would effectively act as a large noise barrier for dwellings further back. Indicative building locations were based on the high-level lot layout information available to demonstrate the acoustic reductions associated with building constructions only. Exact building locations would be developed consistent with the approved layout.

Noise levels have been predicted to the ground floor receivers (height of 1.5 m) to present noise impacts at ground floor residential receivers. Based on these predictions, noise reductions are again significant for receivers past the first row of houses, with reductions up to 7 dBA predicted for residences within 80 m of the alignment; however the first row of houses will be exposed to unmitigated noise levels as presented in Table 4.4.

Results at the second-floor receivers (height of 6 m) are also presented, and indicate that noise levels at second storey receivers will be more exposed to road noise than ground floor receivers, with noise levels around 2 dB higher than the ground floor levels.

The results indicate that mitigation including 3 m high barrier will see reductions in the order of 7 dBA beyond the first row of houses. Noise levels would generally be reduced to within 25 dB of internal noise levels at the first row of houses, reducing to 22 dB behind the first row of houses.

The construction of two storey residences would be effective at reducing noise levels at houses further back, however the first row would experience noise levels up to 22 dB above relevant internal noise levels at ground level, up to 24 dB at the second floor. Architectural treatment would be required to achieve internal noise levels for this layout design (refer to Section 4.7.3).

It is considered that installation of the above mitigation measures would ensure compliance with ENP noise limits in private open spaces for the dwellings in the proposal, being limited to 57dBA LAeq (15hr) from 7am to 10pm.

4.7.3 ACOUSTIC TREATMENT AND LAYOUT RECOMMENDATIONS

To achieve the internal noise levels specified in the ENP and DNRCBR, building construction should consider the categories of treatment presented in Appendix C and refer to the noise modelling presented in this report.

It is recommended that the future development include the following considerations:

- Dwelling layout and architectural treatment should be designed with consideration to *AS/NZS 3671:1989 – Acoustics – Road Traffic Noise Intrusion – Building Siting and Construction*.
- For a minimum of the first row of buildings, doors and windows on the most exposed facades of dwellings should be minimised (where possible).
- Dwellings fronting directly onto The Northern Road should be constructed of building components and glazing requirements selected with reference to AS/NZS 3671:1989. These requirements should be determined at the individual building design phase.
- Noise sensitive rooms and private open spaces should be situated away from The Northern Road, where possible.
- Design of internal layout to incorporate service road to the west of residences, where possible.

It is understood that the construction would generally be of standard brick veneer construction, however based on the results of this assessment, it is considered that further treatment would be required in the western properties to achieve relevant noise goals.

4.7.4 OVERALL ACOUSTIC MITIGATION RECOMMENDATIONS

To achieve the internal noise levels specified in the ENP and DNRCBR, it is recommended that the construction of noise barriers or two storey residences in the first row of houses be considered. In addition, to achieve relevant internal noise levels, building construction should consider the categories of treatment presented in Appendix D and refer to the noise modelling presented in this report.

It is considered that upon implementation of the measures outlined in this report, residences within 260 m of the alignment would require Category 2 treatment, and residences within 80 m would require Category 1 treatment (refer to Appendix D). Residential dwellings located more than 260 m from The Northern Road alignment are located at sufficient distance that standard construction techniques are sufficient to achieve internal noise levels.

This implementation of the above recommendations would see the relevant internal noise goals achieved within the western portions of the redevelopment area.

4.8 TRAFFIC GENERATION ON EXTERNAL ROADS

The RNP also requires an assessment of noise impacts where a land use development generates additional traffic on existing roads. The rezoned area will generate additional traffic on The Northern Road. The noise generating components of this proposal will be assessed as part of the larger Pondicherry road noise assessment.

5 INDUSTRIAL NOISE

The Camden Council ENP includes several provisions that relate to noise intrusion from existing and proposed industrial activities. These have been discussed in the following sections.

The proposed Tranche 41 redevelopment area is located in an area generally currently used as rural property and low-density residential areas, with a wood chipping operation previously identified as operational (during 2017 field investigations) identified as no longer being in operation. This site has been replaced by a recycling facility, which was subject to investigation in 2020 to quantify acoustic influence on the project area. Further, on consideration of the Oran Park Precinct Plan, there are proposed industrial land uses identified as part of future components of the Oran Park Precinct which may impact on the redevelopment area.

5.1 EXISTING INDUSTRIAL ACTIVITIES

As part of the 2017 noise monitoring investigations, an existing wood chipping operation was identified to be in operation at 761 The Northern Road, Bringelly (refer to Section 2.1). Subsequent measurements undertaken in 2020 identified that these activities were no longer taking place; however, a recycling facility had been established at the same location (refer to Section 2.2).

Observations made during monitoring indicated that the operations were inaudible at the site boundary of the Pondicherry site, and inaudible from the boundary of the recycling facility boundary itself, with the contribution of the site was estimated at <30 dBA (Section 2.2). Due to the distance from the industrial site and the Tranche 41 site and low-level noise contribution, existing industrial activities are not expected to generate any identifiable impacts into the Tranche 41 site, particularly given the intervening Northern Road.

5.2 FUTURE INDUSTRIAL ACTIVITIES

The Oran Park Precinct is located to the southern boundary of the Tranche 41 development area, including the Oran Park Employment Lands. Council requirements have identified the potential for noise associated with this land use to impact on the residential development area. It is understood that there is a development application in place to extend industrial uses over land previously proposed for residential development, therefore potential intrusive impacts as a result of this modification are to be assessed.

The location of the Tranche 41 site in relation to the Oran Park Precinct and relevant industrial components of the Employment Lands are presented in Appendix B. With reference to this plan, it is noted that there is a sizeable buffer between Tranche 41 and the adjacent boundary of the Oran Park Precinct in the form of a riparian zone, providing approximately 65 m buffer from the nearest development. Based on discussions with Greenfields, it is understood that the proposed industrial lands will incorporate service roads at the northernmost extent of the proposed industrial lands, thereby providing further a minimum additional offset of approximately 15 m between industrial and residential developments.

The industrial land uses, if approved, have the potential to operate up to the amenity levels presented in Table 3.2 at the boundary of the industrial development area (i.e. 70 dBA). This is the maximum permissible level at the boundary that can be approved by Council and is considered highly conservative. The potential noise intrusion impact of these amenity levels has been conservatively assessed to the proposed Tranche 41 development area. Based on the anticipated offset provided by the riparian zone and service road corridors associated with the industrial zone, noise level reductions of between 35 dBA and 40 dBA could be expected as a result of distance attenuation. These reductions would be sufficient to ensure amenity noise levels are achieved at the nearest residential dwellings in the Tranche 41 development area when the industrial land use areas are operational.

Further, where the industrial zone comprises a cluster of industrial land uses, it is likely that amenity noise levels would be further reduced to maintain appropriate cumulative noise impacts on adjacent residential areas, therefore the above qualitative review of impacts is highly conservative.

6 RECREATION AREA NOISE

6.1 PASSIVE RECREATION AREAS

Guidelines for noise within passive recreation areas are outlined in the ENP (refer to Section 3.3.6), as follows:

“Public open space areas are to be designed to sensitively locate passive recreation areas away from noise sources without compromising the overall functionality of the area. Physical noise barriers (other than earth mounds) for public open space areas will not be supported.”

As presented in Figure 1.2, the main public recreation areas within the Tranche 41 area are situated at a significant offset from the main noise sources in the locality (The Northern Road). These areas are situated at least 150 m from the road alignment and will receive significant shielding from intervening structures, therefore it is considered that the objectives of the ENP to “sensitively locate passive recreation areas away from noise sources without compromising the overall functionality of the area” have been achieved.

Further, the ENP states that “an area of communal open space is to be attenuated to 57 dBA $L_{Aeq(15hr)}$ from 7am to 10pm”. Based on the noise contours (refer to Appendix C) and proposed mitigation options (refer to Section 4.7) it is considered that the design of the proposal will ensure noise levels in proposed recreation areas will comply with this noise goal.

7 RAIL NOISE AND VIBRATION

This section provides a high-level assessment of the potential noise intrusion impacts upon the concept design as a result of proximity to existing road and rail networks. Specific noise controls would be determined at detailed design stage.

The North-South Rail Line (NSRL) and South West Rail Link Extension (SWRL) corridors were identified as being critical to the development of Western Sydney. The aim of the *Draft North-South Rail Line and South West Rail Link Extension Corridors Strategic Environmental Assessment* (Transport for NSW, 2018a) is to protect these two rail corridors in Western Sydney for future rail infrastructure for passenger train services.

The proposed corridors have not yet been gazetted at the time of writing of this assessment, potential impacts from rail noise and vibration have not been quantitatively assessed. Once the strategic environmental assessment is finalised and the corridors are gazetted, future development applications will need to respond to any identified constraints.

As a result a qualitative assessment of potential constraints and impacts resulting from the corridor has been completed to identify potential implications of the NSRL on the development should it be gazetted prior to the submission of the Tranche 41 development approval. This section outlines the qualitative assessment of rail noise and vibration for the Tranche 41 redevelopment area.

7.1 RAIL NOISE

7.1.1 ASSUMPTIONS

Rail movement data for the NSRL is unavailable at the time of writing of this report. Based on available information for the SWRL, the selected suburban trains may be approved to operate at speeds of 80 km/h. This speed has been conservatively adopted as a worst-case estimate of potential train passbys for the Tranche 41 redevelopment area.

Based on discussions with Greenfields it is noted that there is a sizeable retaining wall adjacent the proposed railway corridor which would significantly reduce the line of sight from Tranche 41 development area to the railway line.

7.1.2 RAIL NOISE IMPACTS

Based on the proposed site layout and the identified NSRL corridor location (refer to Figure 1.2), it is noted that the offset to the nearest dwellings (excluding service roads) are approximately 45 m from the track (south), 25 m (centre) and 85 m from the track (north).

With reference to Figure 3.3, the future N-S Rail Line corridor is located outside Zone A the Tranche 41 redevelopment area, therefore a noise assessment would not be required. However, residences in the central and southern portions are located within Zone B. The guideline states that for single dwelling residences in Zone B (being within approximately 60 m of the railway track) would require treatment with Treatment Category 2 (refer Appendix D) for development will normally provide adequate mitigation to reduce internal noise levels to an acceptable level. It is recommended that these measures be adopted as a minimum for single dwelling residences in Zone B.

These standard mitigation measures are based on having windows and external doors closed, thus ventilation requirements would need to be assessed to meet the provisions of the Building Code of Australia.

7.2 RAIL VIBRATION

Based on the proposed site layout and the identified NSRL corridor location (refer to Figure 1.2), it is noted that the offset to the nearest dwellings (excluding service roads) are approximately 45 m from the track (south), 25 m (centre) and 85 m from the track (north). With reference to Figure 3.4 the Tranche 41 redevelopment area is located outside the relevant vibration assessment zone for the future SWRL corridor the, therefore a vibration assessment would not be required.

8 AIRCRAFT NOISE

The potential for nearby airport facilities (both current and proposed) to impact on the proposed development has been assessed. There are two airports in the vicinity of the project area; the future Western Sydney Airport, proposed approximately 10km to the north; and the existing Camden Airport, located approximately 5km south-west.

Aircraft noise impacts are assessed using the Australian Noise Exposure Forecast (ANEF), as required by Commonwealth regulations for airports. The ANEF is a measure of noise impacts and is used in conjunction with Australian Standard (AS) 2021:2015 *Acoustics - Aircraft noise intrusion - Building siting and construction* to control and manage noise sensitive developments near airports.

According to AS 2021, where a development is outside of the ANEF 20 contour, there are no restrictions on noise sensitive developments and specific acoustic treatment is not required for aircraft noise.

The currently available public documentation for Western Sydney Airport is contained in the *Western Sydney Airport Environment Impact Statement (EIS)*, September 2016. The EIS contained the ANEF contours for the airports ultimate capacity using two runways in 2063.s

The 2015 Camden Airport Masterplan contains the ANEF contours for airport operations at ultimate capacity in 2034/35, as presented in Figure 8.1.

The project site is located well outside of the ANEF 20 contours for both Camden Airport and the proposed Western Sydney Airport. As a result, there are no restrictions on noise sensitive developments and no specific acoustic treatment for aircraft noise is warranted for the Tranche 41 redevelopment area.

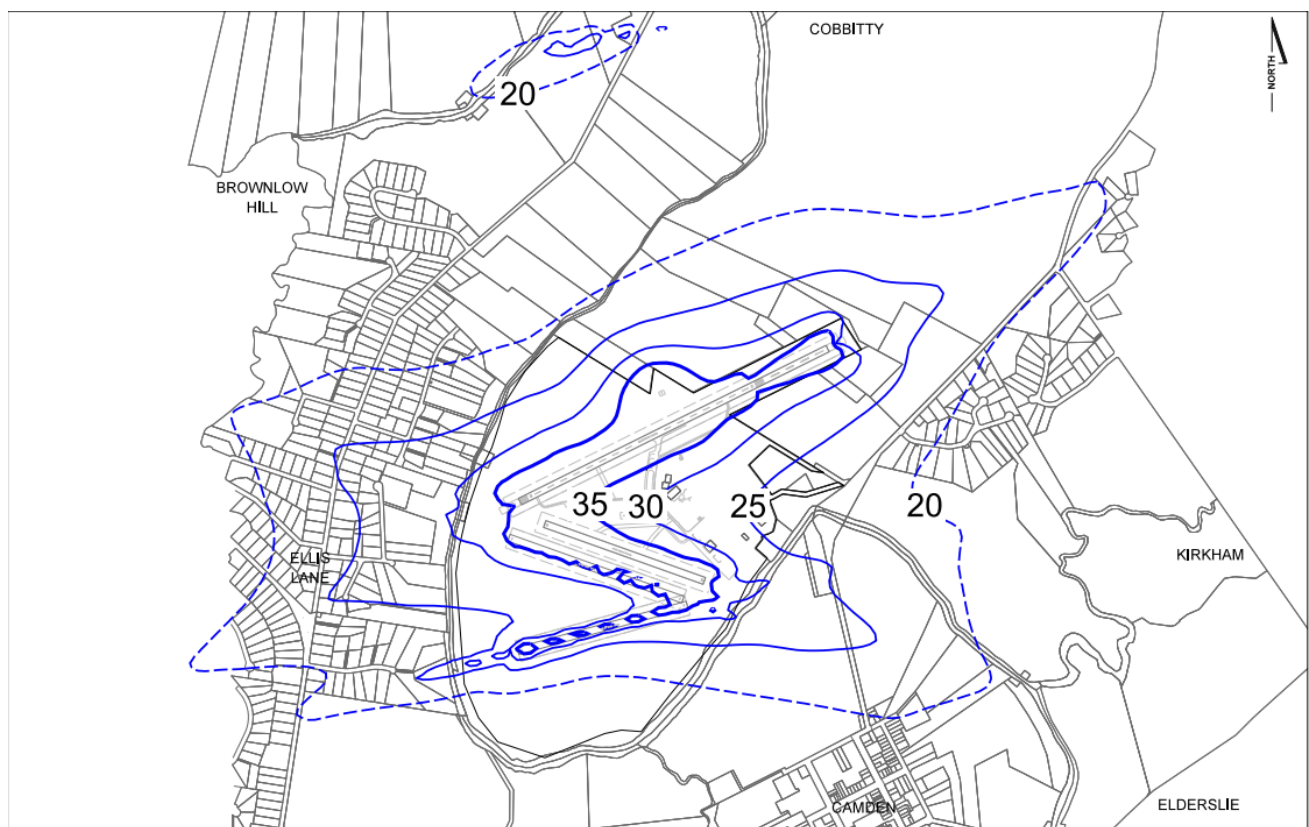


Figure 8.1 Camden Airport 2034/35 ANEF Contours

Source: Camden Airport Master Plan 2015

9 CONCLUSIONS

This noise assessment has been prepared to support the development application for the proposed rezoning of the Tranche 41 precinct, part of the Pondicherry redevelopment in the northern section of Oran Park, NSW.

The assessment investigates the potential noise constraints and noise mitigation requirements for the future residential and non-residential areas in the area, with particular reference to noise impacts from the upgraded Northern Road, as well as intrusion impacts from existing and future industrial and aircraft sources.

The assessment has been completed with consideration to the following policy and guidance:

- NSW Department of Planning (DoP) – Development near rail corridors and busy roads – interim guideline (DRCBR) (2008) (DNRCBR)
- Department of Planning and Environment (DPE), Oran Park Development Control Plan 2007 (2016)
- Camden Council Environmental Noise Policy (ENP) (2018)
- Department of Planning and Environment (DPE), Camden City Council Growth Centre Precincts Development Control Plan (2017).

The annual average daily volumes predicted for The Northern Road are predicted to be in the order of 20,000 vehicles, therefore the project has been assessed with regard to DNRCBR as good practice, and in line with Camden Council requirements. Based on the findings of this methodology, dwellings located within 200 m from The Northern Road alignment would require noise control treatment under the provisions of the guideline.

Predicted traffic volumes for the Northern Road have been assessed and extrapolated based on measured background traffic information to facilitate the assessment of potential noise intrusion impacts during the opening year (year 2023) plus 10 years in accordance with Council requirements. Noise contours were developed over the project area to graphically represent the noise impacts. Based on the findings of this assessment, several acoustic mitigation measures have been recommended in consideration of Council guidelines. These measures include incorporation of noise mounds/barriers, increasing setbacks to residential dwellings, and architectural treatments for consideration during subsequent planning stages.

This report outlines recommendations to achieve the relevant internal noise goals within the western portions of the redevelopment area. Residential dwellings located more than 260 m from The Northern Road alignment are located at sufficient distances that standard construction techniques are sufficient to achieve internal noise levels.

An assessment of existing and future industrial noise sources has been completed and identified that industrial noise influences are not anticipated within the redevelopment area.

An assessment of potential future rail noise influence has been completed and identified that rail noise can be managed by the incorporation of appropriate acoustic category treatments as identified in this report.

Potential future rail vibration influence was assessed and not found to be significant within the redevelopment area.

Existing and future aircraft noise influences are not anticipated within the redevelopment area.

It is considered that upon implementation of the recommendations outlined in this report, relevant internal noise levels can be achieved, in compliance with the requirements of Camden Council.

10 REFERENCES

- *Australian Government department of Infrastructure and Regional Development, Western Sydney Airport Environment Impact Statement (EIS), September 2016*
- *Australian Standard AS 1055:2000 - Acoustics - Description and measurement of environmental noise*
- *Australian Standard AS 2021:2015 - Acoustics - Aircraft noise intrusion - Building siting and construction*
- *Australian Standard AS/NZS 2107:2016 - Acoustics - Recommended design sound levels and reverberation times for building interiors*
- *Australian Standard AS 3671:1989 - Acoustics - Road traffic noise intrusion - Building siting and construction*
- *Camden Council, Camden Airport Master Plan and Airport Environment Strategy, Camden Council 2015.*
- *Camden Council, Policy 3.20 Environmental Noise Policy (ENP) (2018)*
- *Department of Planning and Environment (DPE), Camden City Council Growth Centre Precincts Development Control Plan (2017)*
- *Department of Planning and Environment (DPE), Oran Park Development Control Plan 2007 (2016)*
- *Department of Transport, Welsh Office, Calculation of Road Traffic Noise (CoRTN) (1988)*
- *Heggies. Glenfield to Leppington Rail Line Environmental Assessment (EA) Volume 2a Technical Report 1: Noise and Vibration (May 2010)*
- *MR154 The Northern Road Upgrade Between The Old Northern Rd and Mersey Rd, Traffic and Transport Assessment Report, Sinclair Knight Merz, ref: NB11363-ETR-RP-0068 (August 2012)*
- *The Northern Road Upgrade, Narellan to Bringelly Noise and Vibration Assessment, Sinclair Knight Merz, ref: NB11363-NNA-RP-0159 - Noise Assessment_Final 18102012, (October 2012)*
- *NSW Department of Environment and Climate Change (DECC) – Road Noise Policy (RNP) (2011)*
- *NSW Department of Planning (DoP) – Development near rail corridors and busy roads – interim guideline (DRCBR) (2008)*
- *NSW Environment Protection Authority (EPA) – Noise Policy for Industry (NPfI) (2017)*
- *NSW Government State Environmental Planning Policy (Infrastructure) 2007*

APPENDIX A

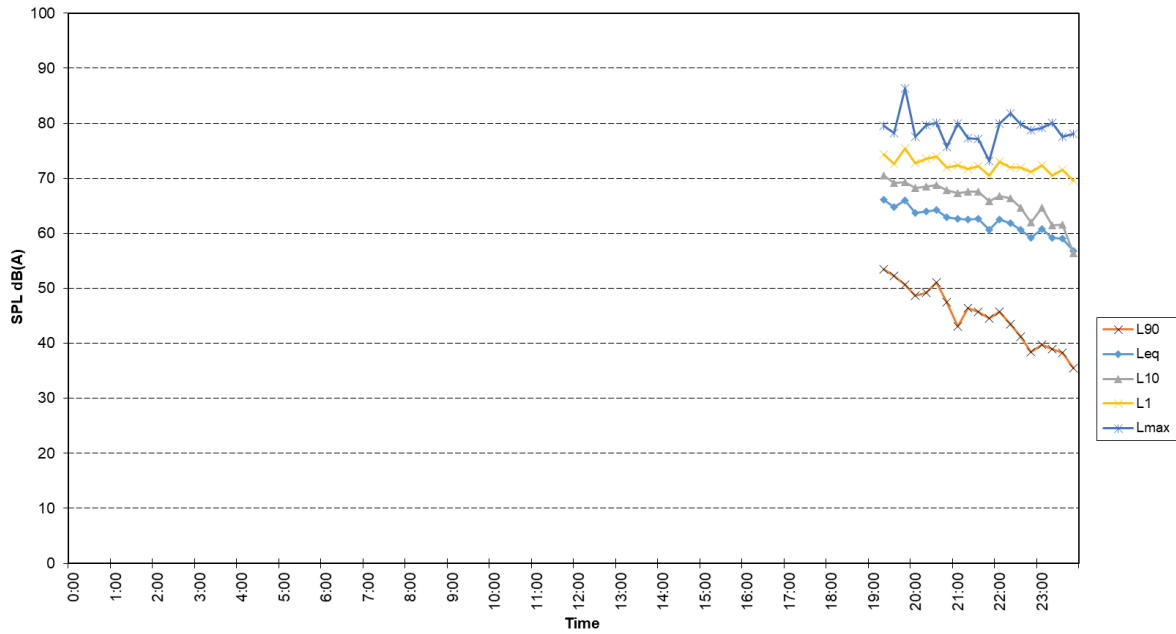
NOISE MONITORING GRAPHS



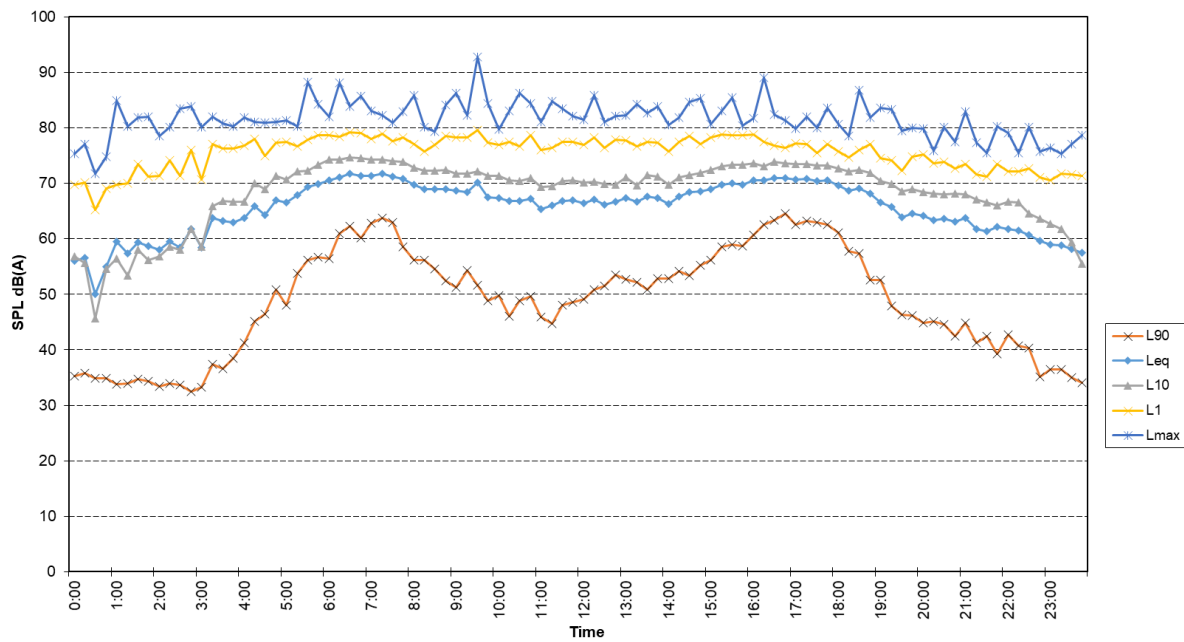
A1 NOISE MONITORING GRAPHS

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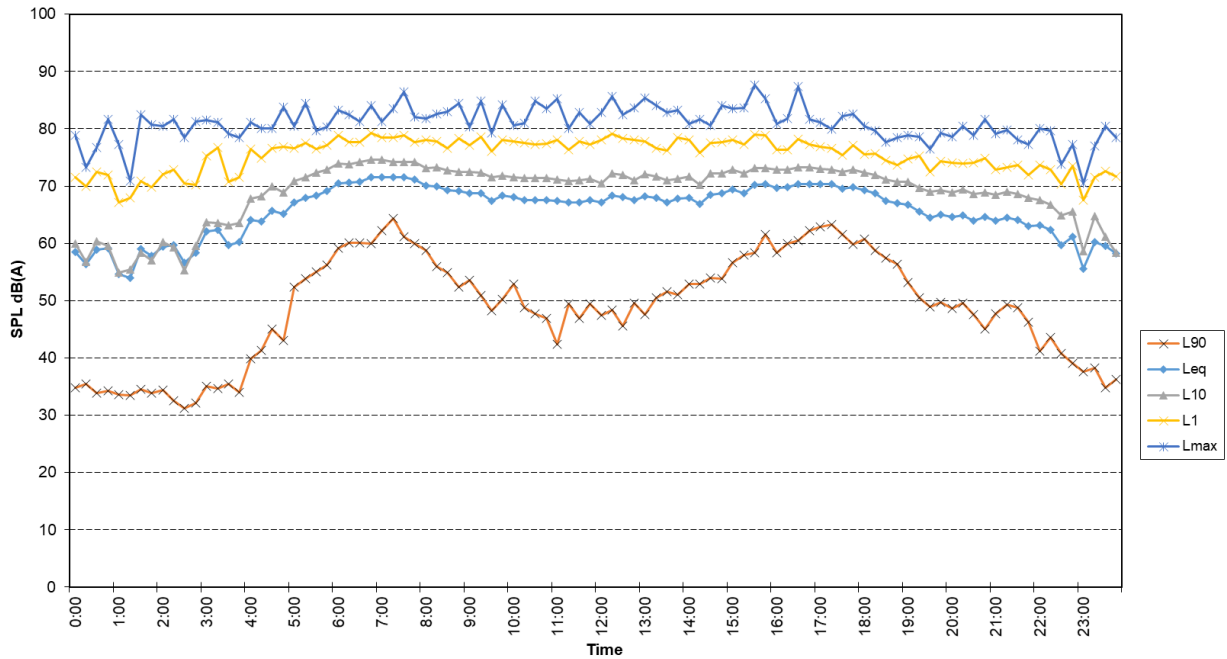
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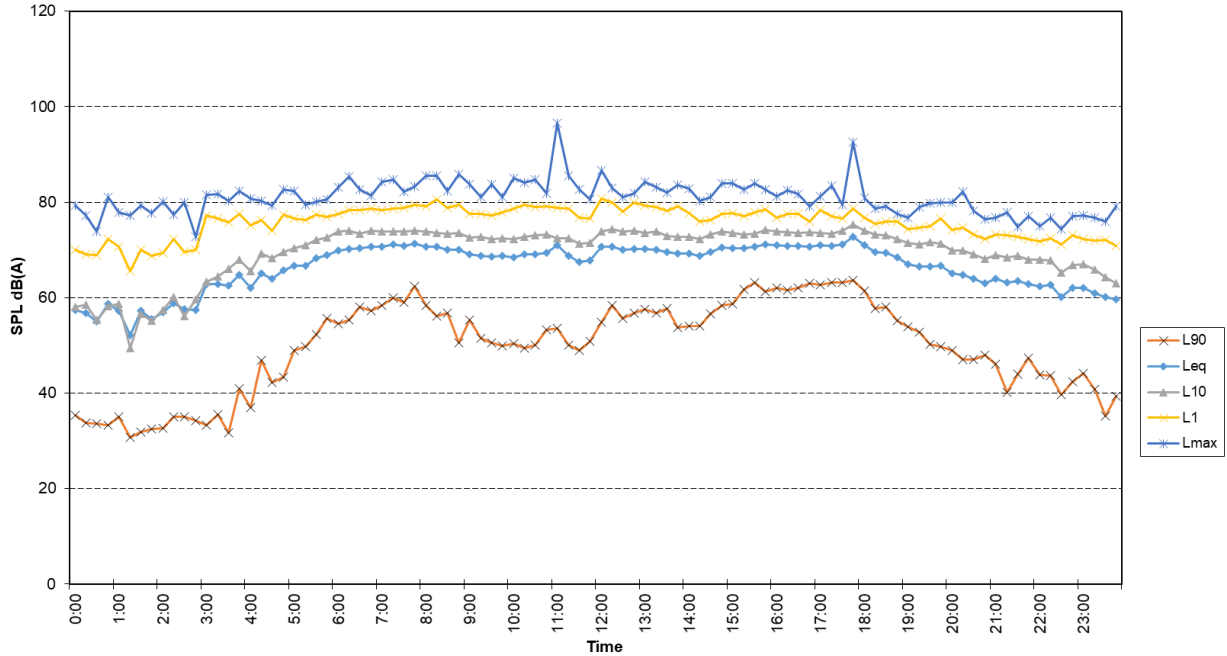
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Measured Noise Levels - Wednesday 17/05/2017



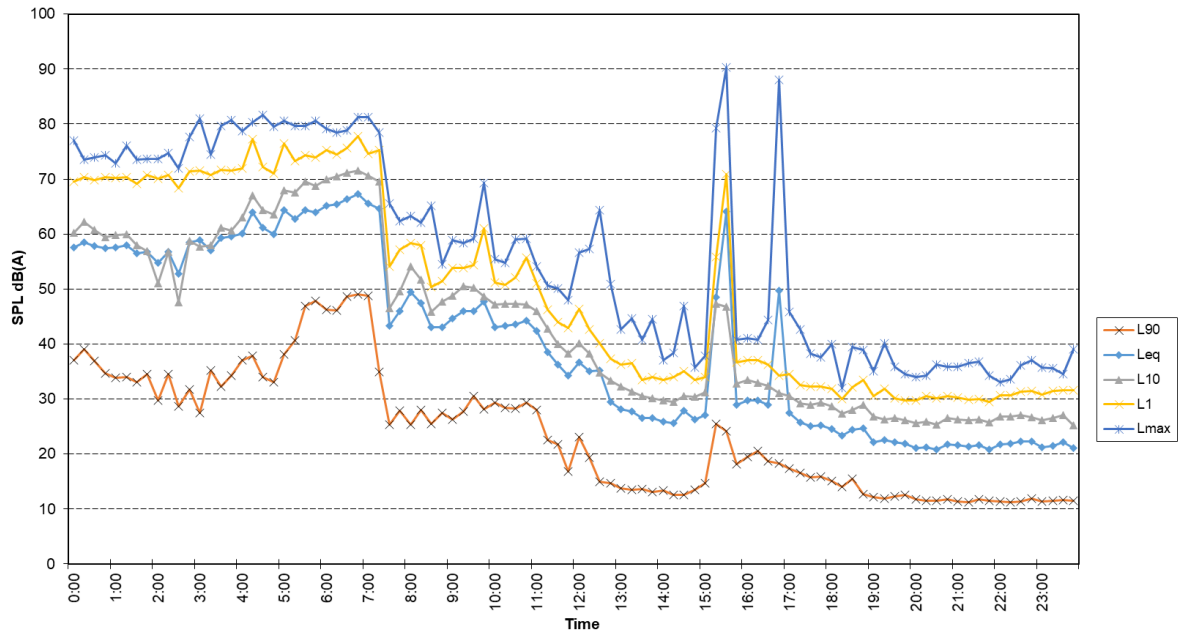
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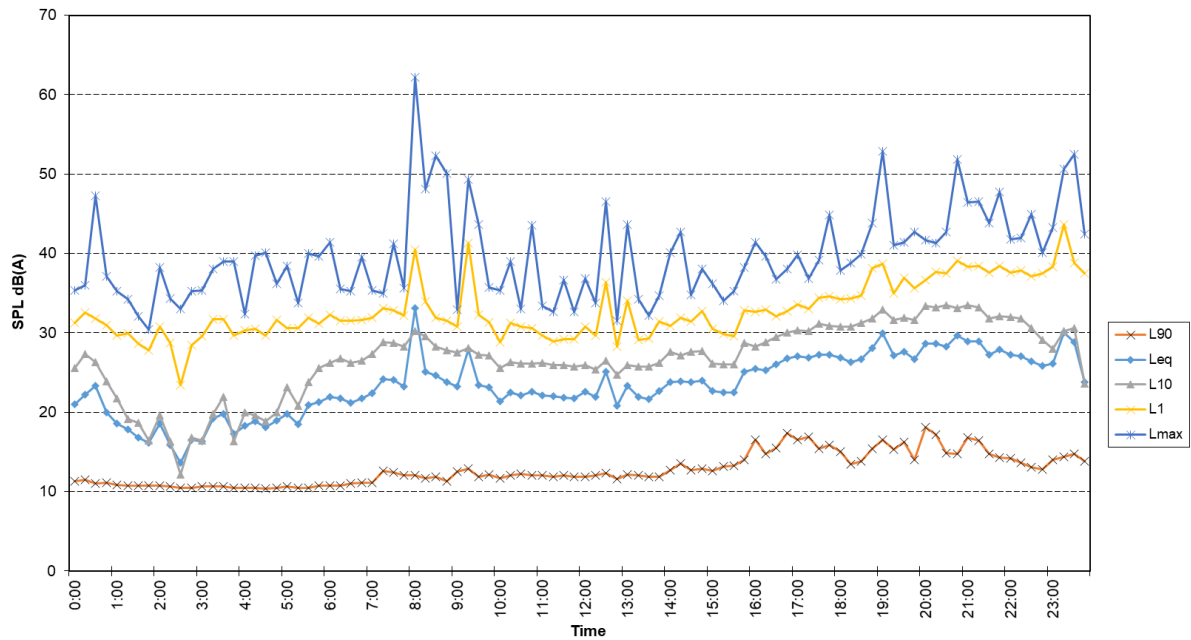
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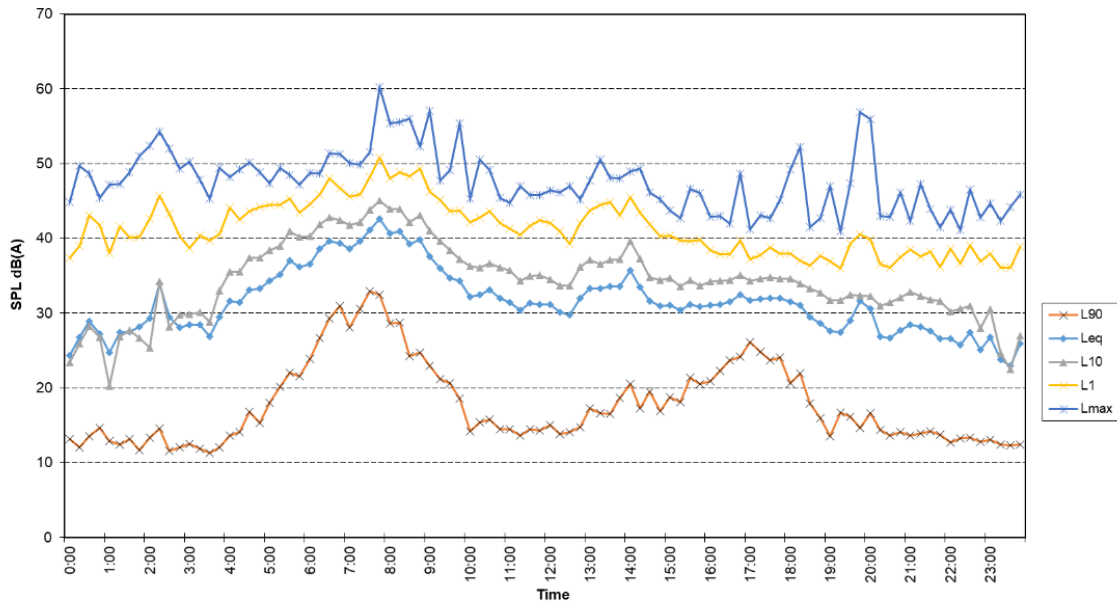
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Location - N1
Measured Noise Levels - Sunday 21/05/2017

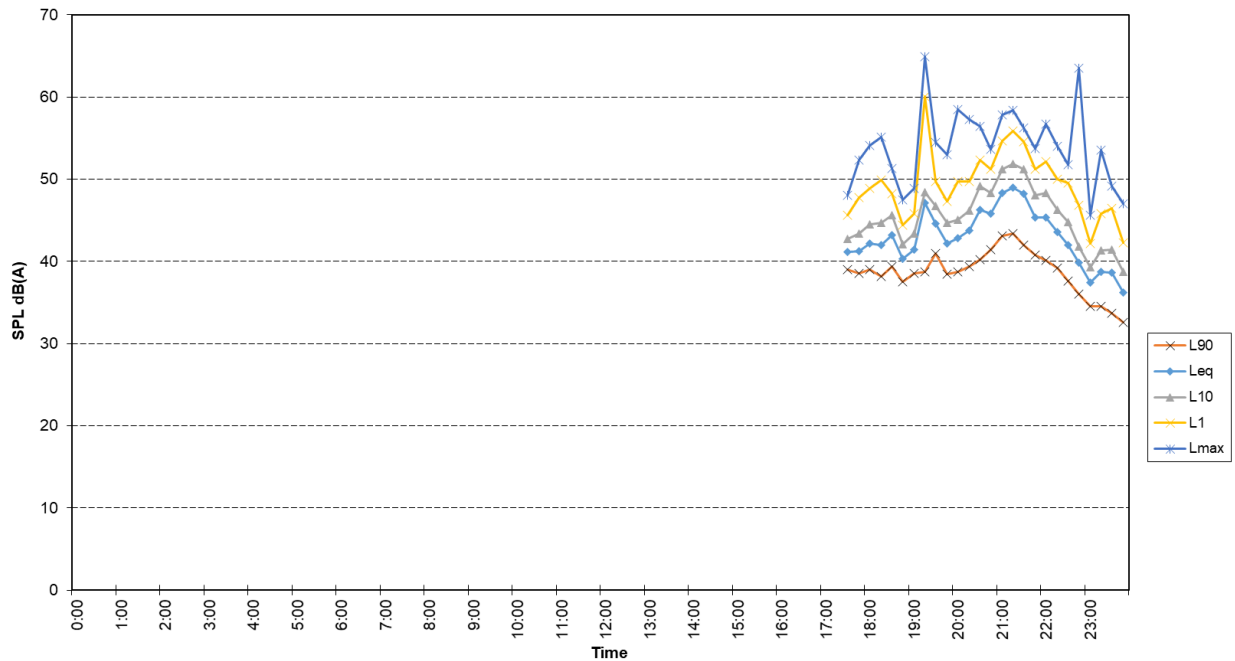


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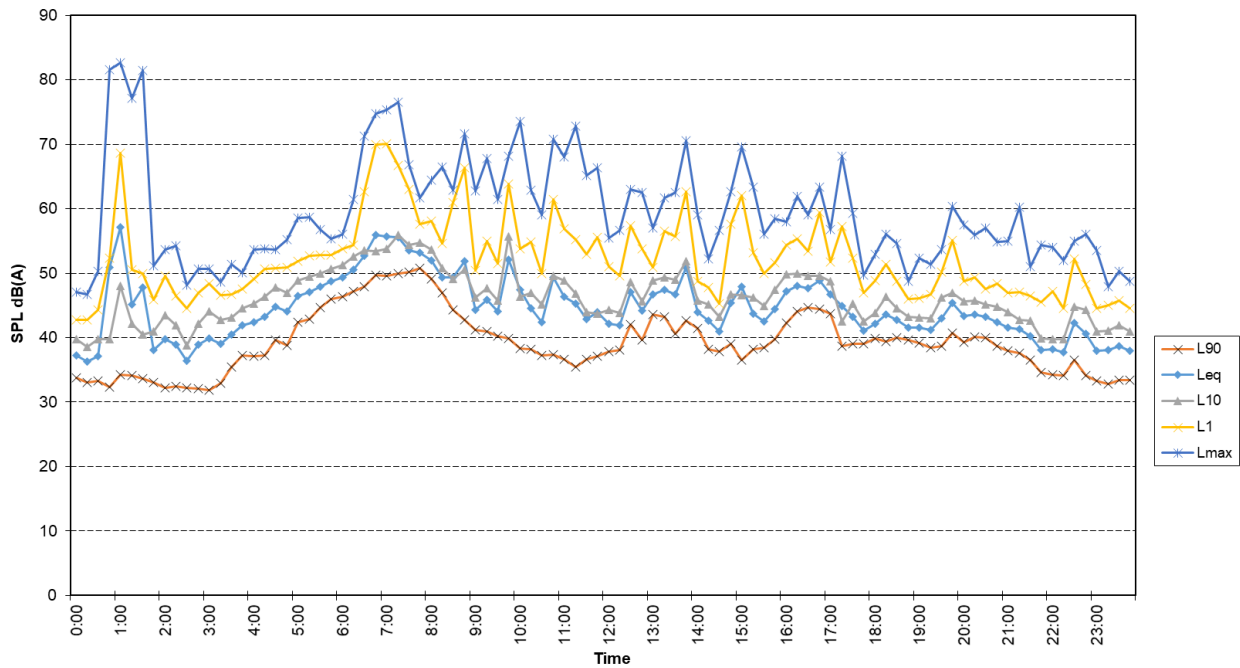


Noise monitoring location 2

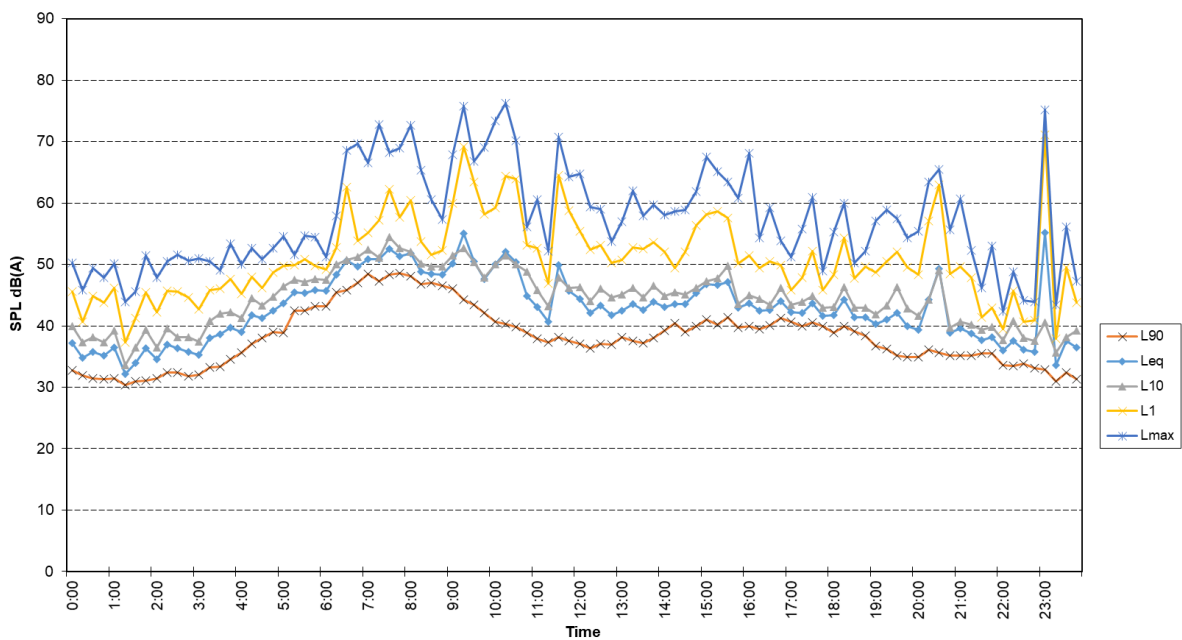
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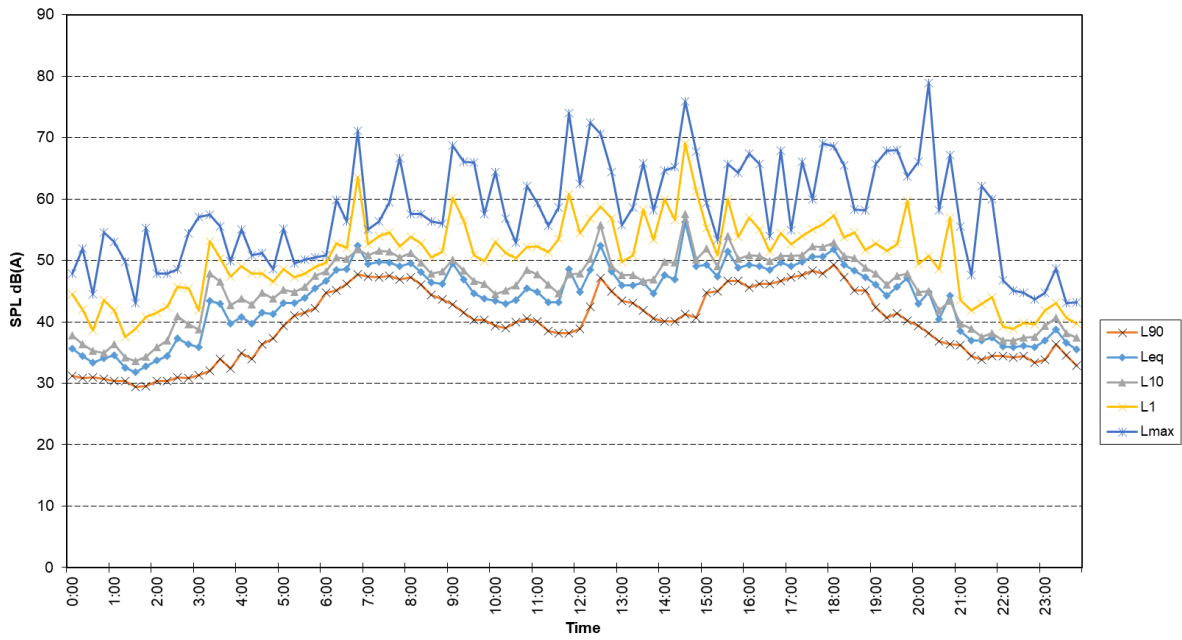
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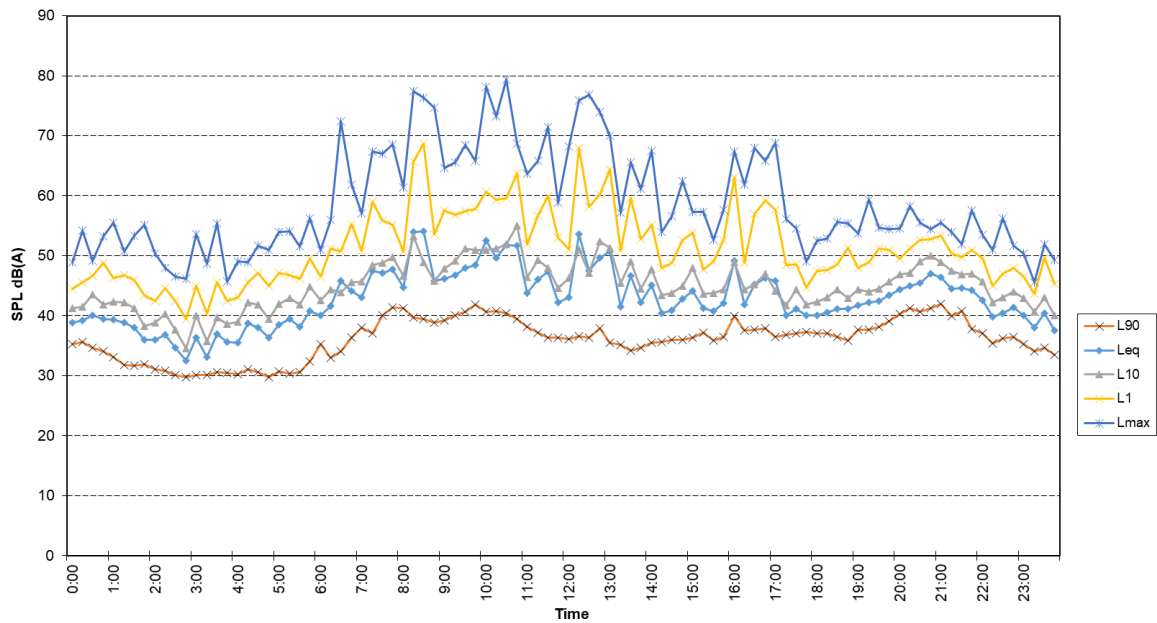
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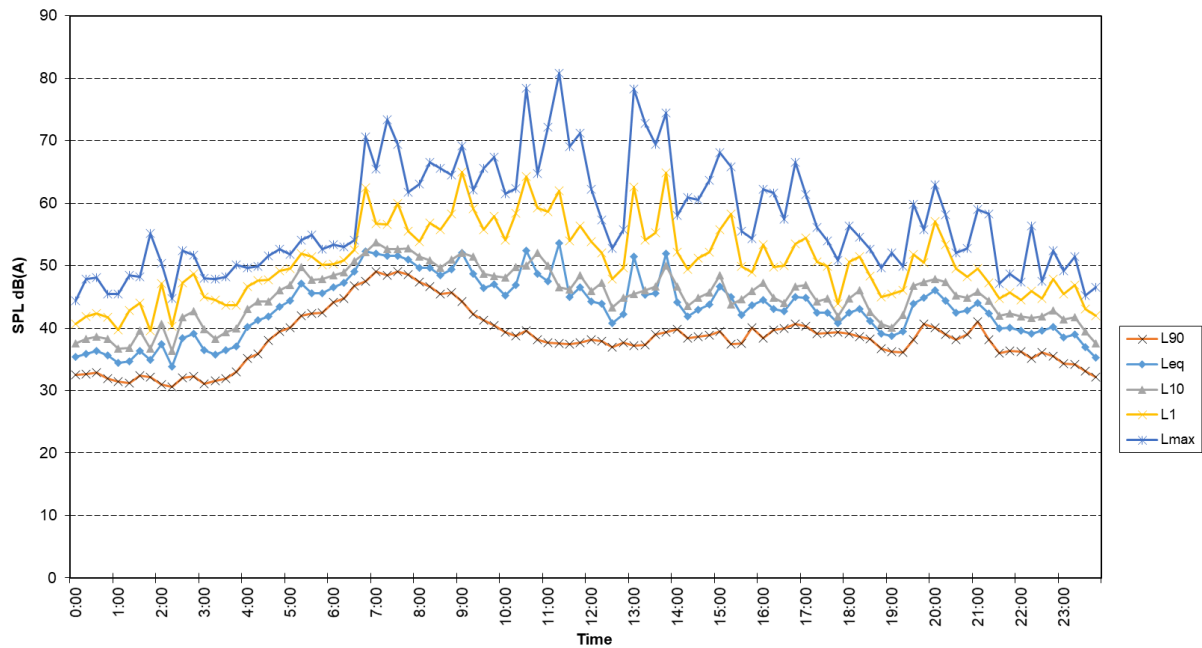
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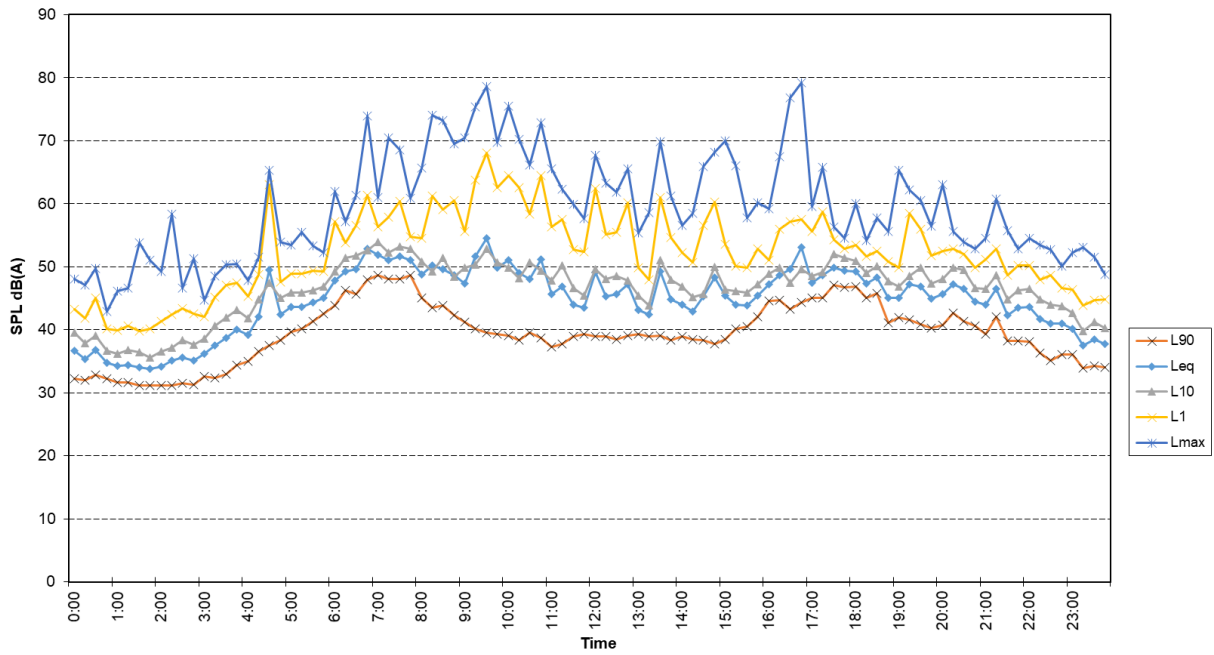
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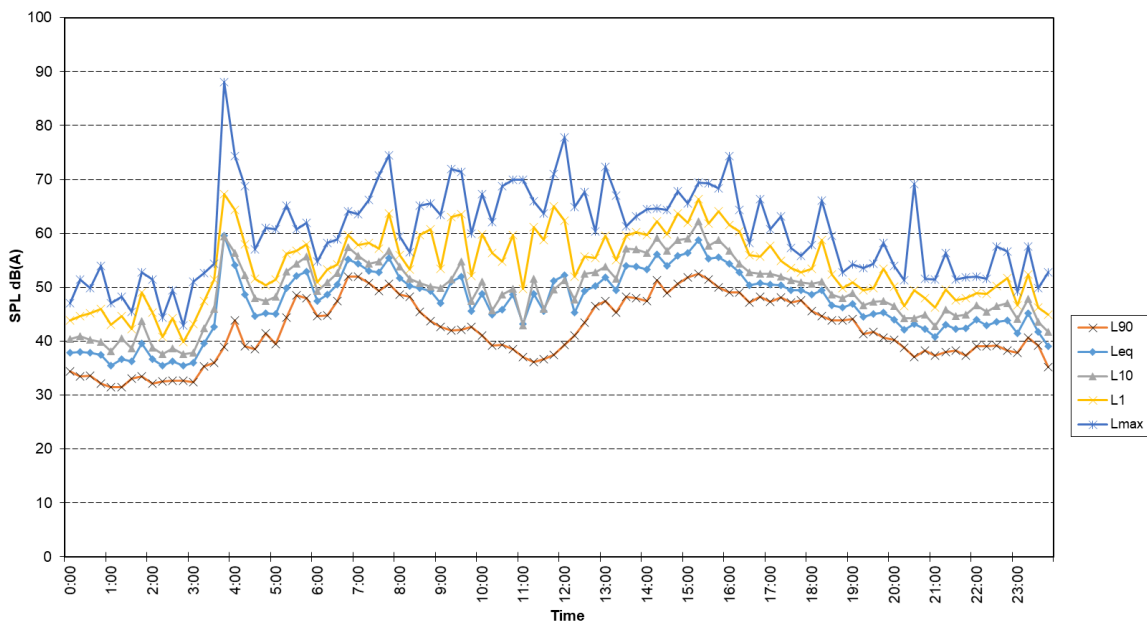
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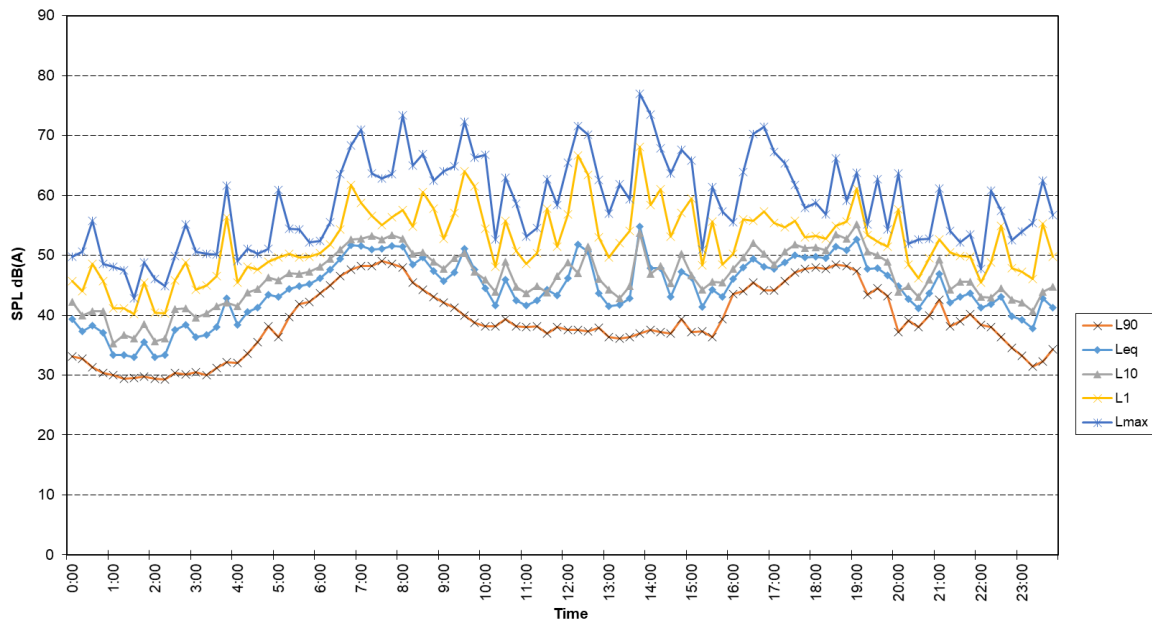
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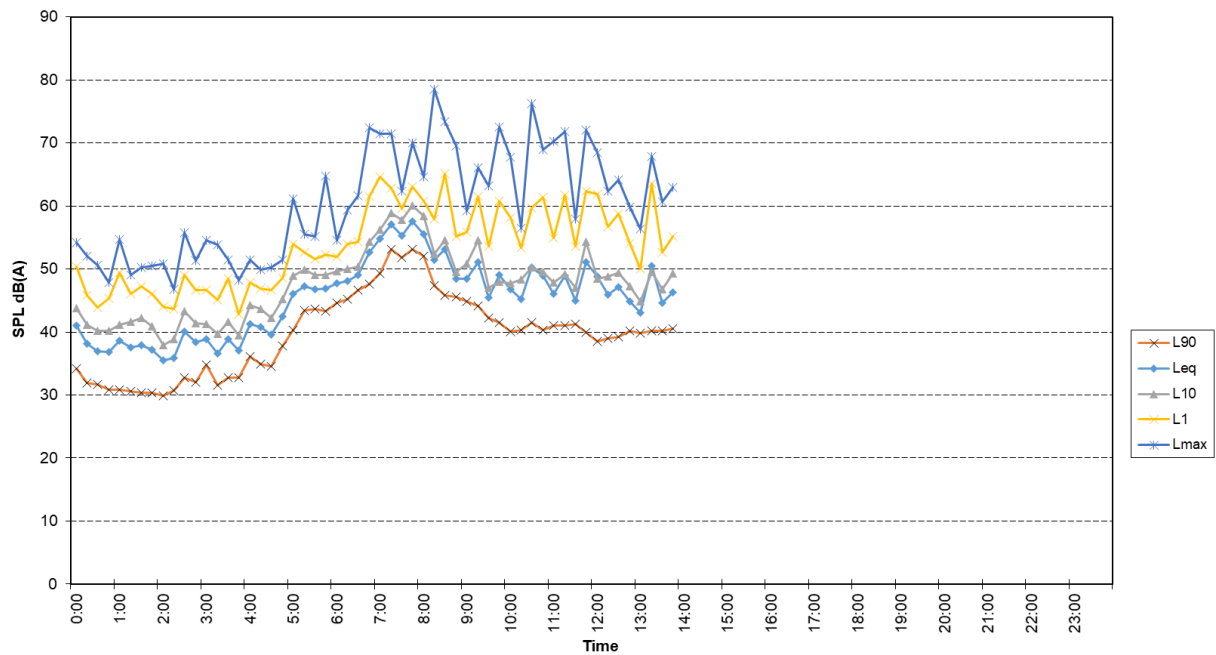
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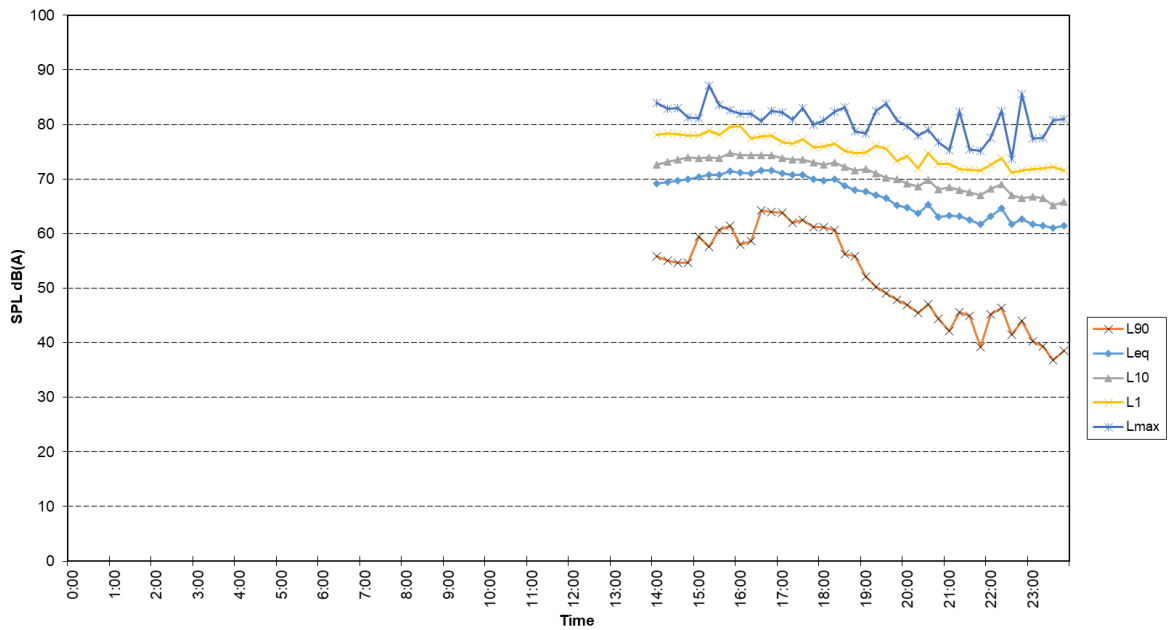


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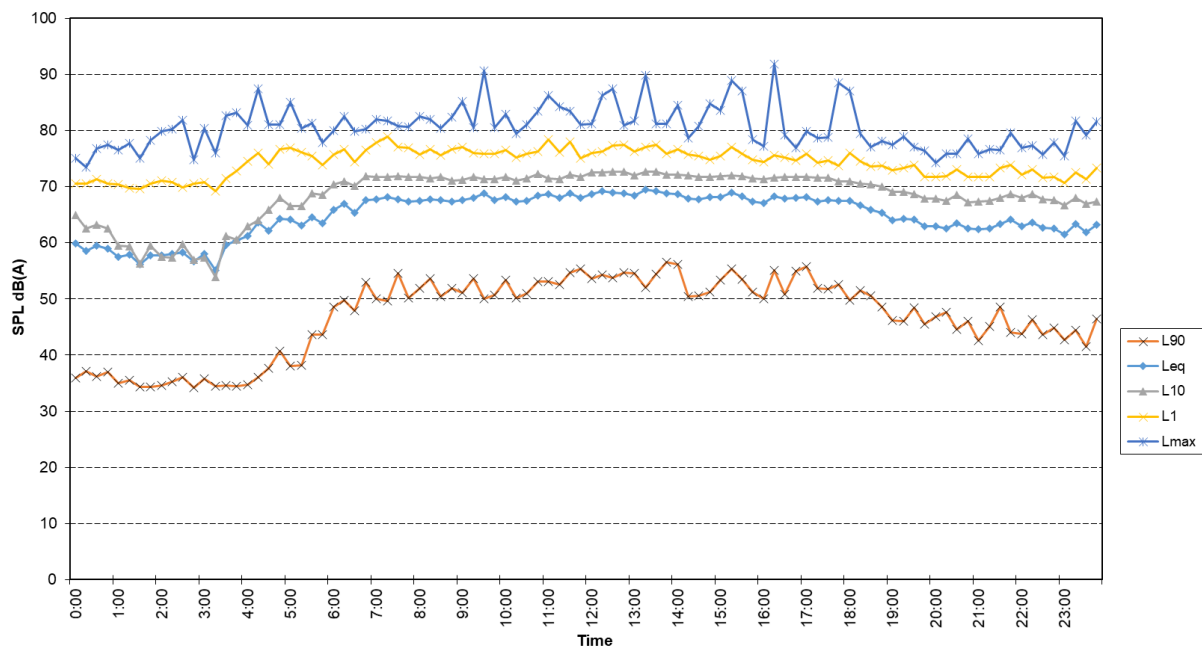


Noise monitoring location 3

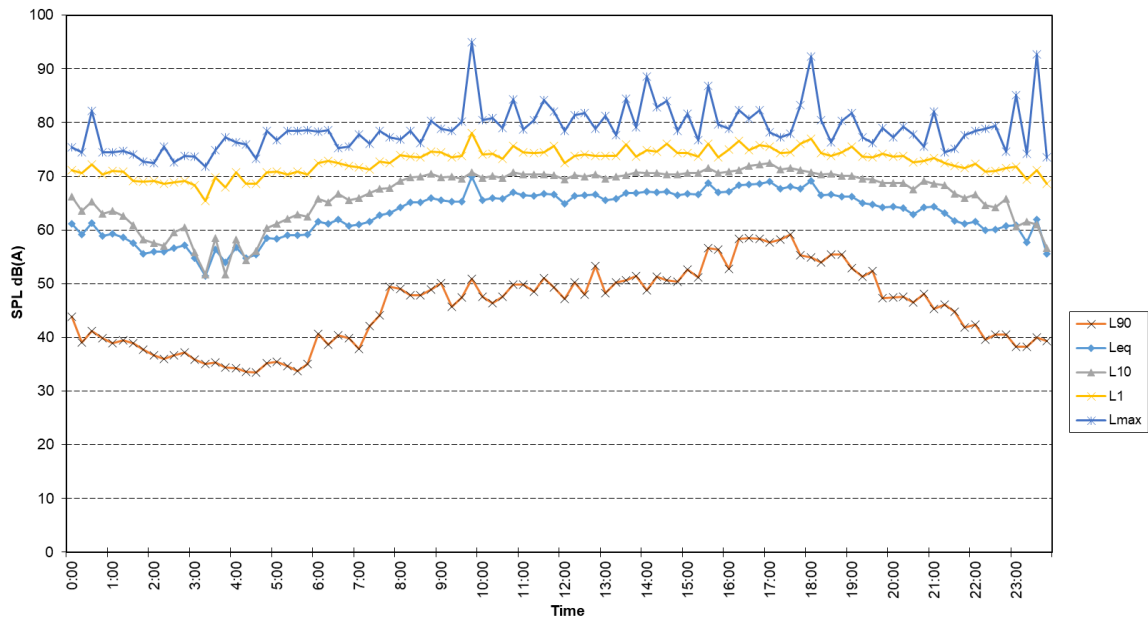
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Measured Noise Levels - Friday 02/06/2017



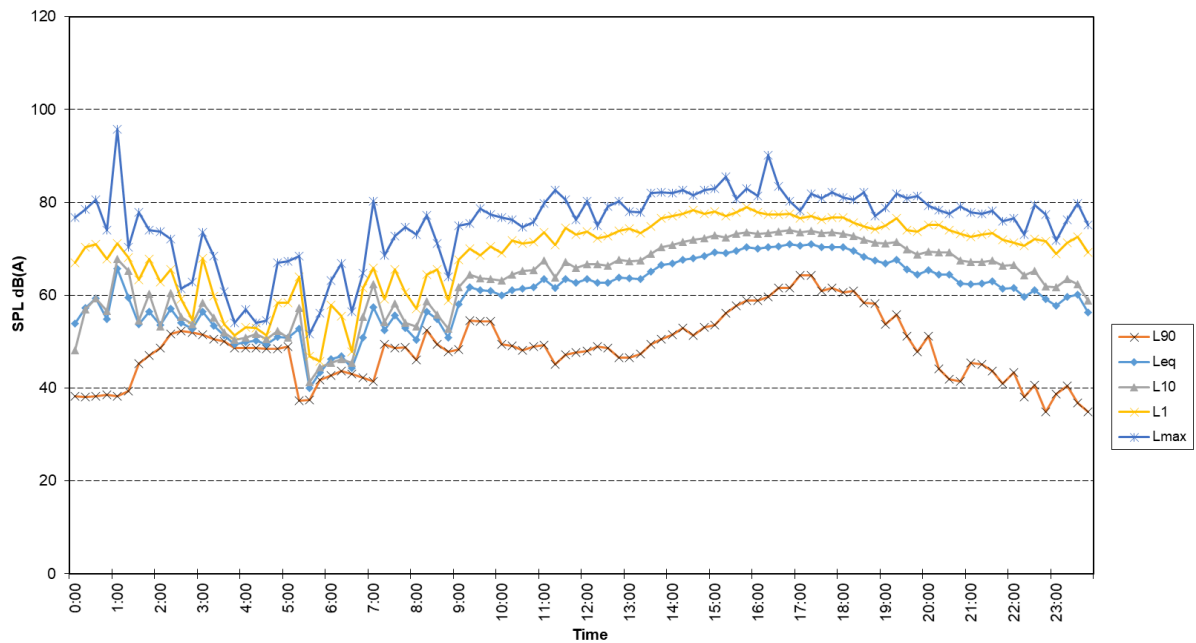
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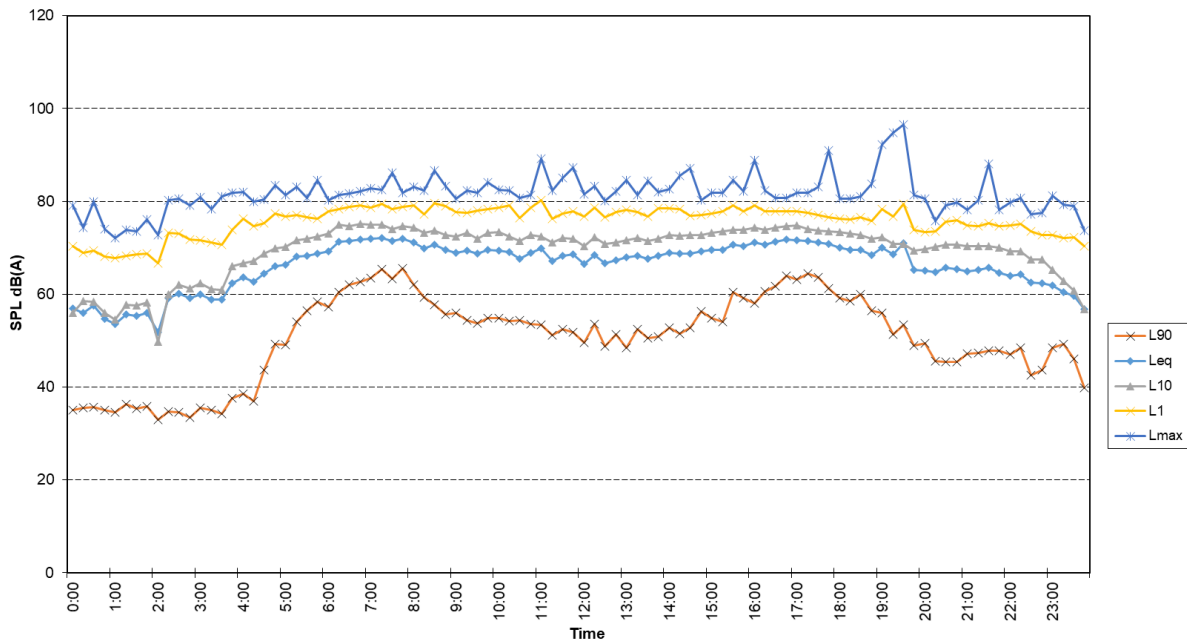
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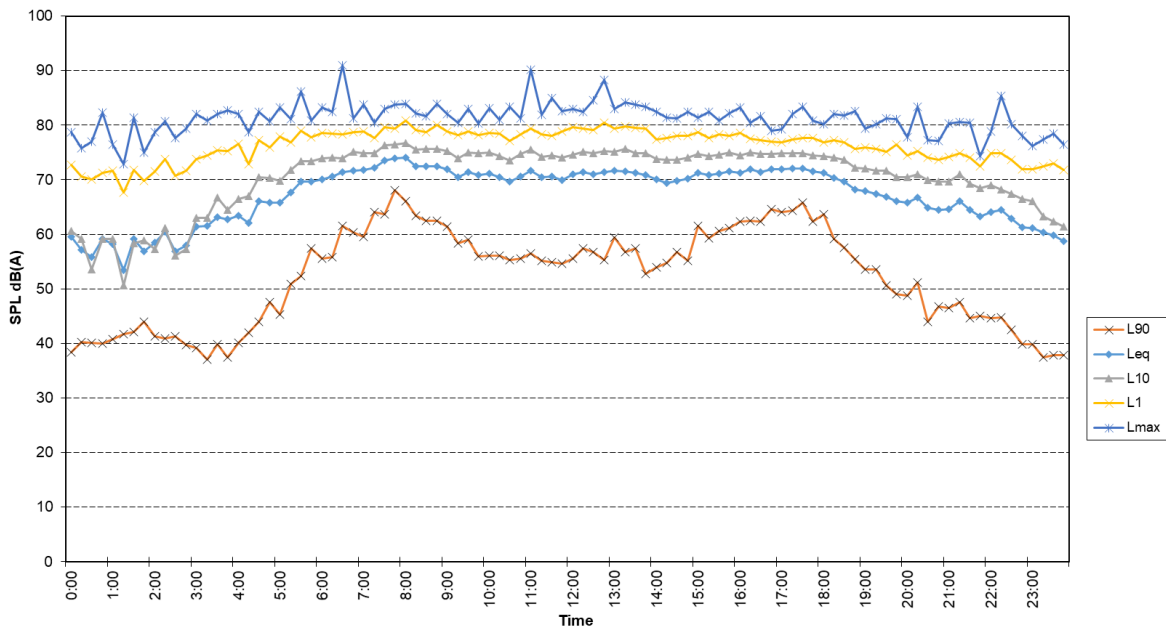
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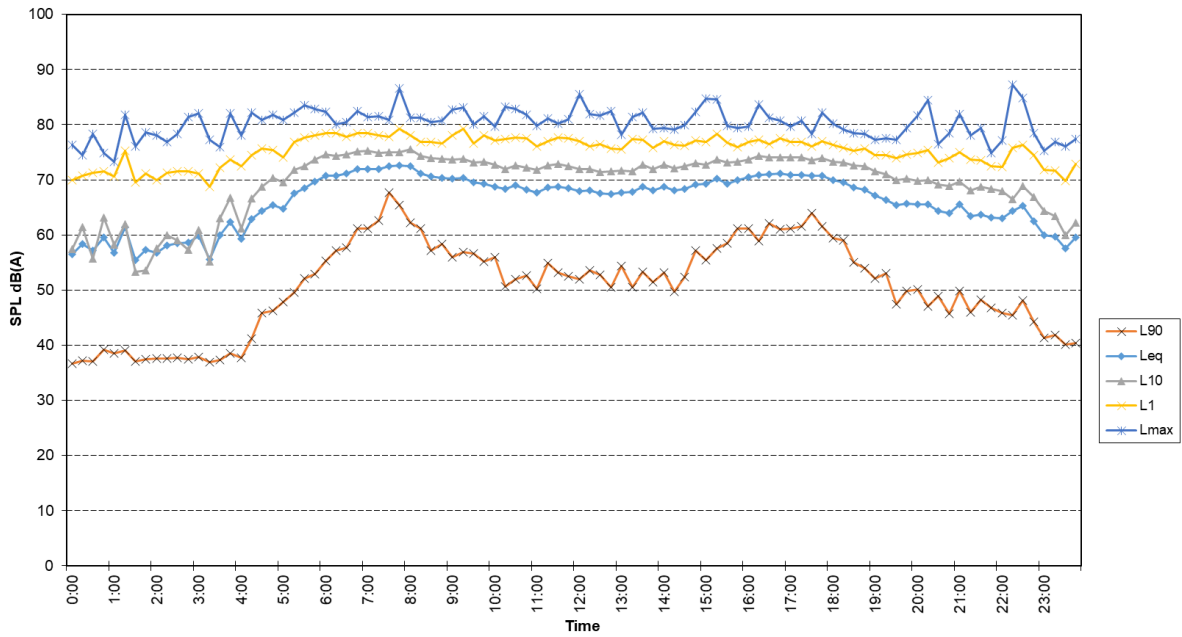
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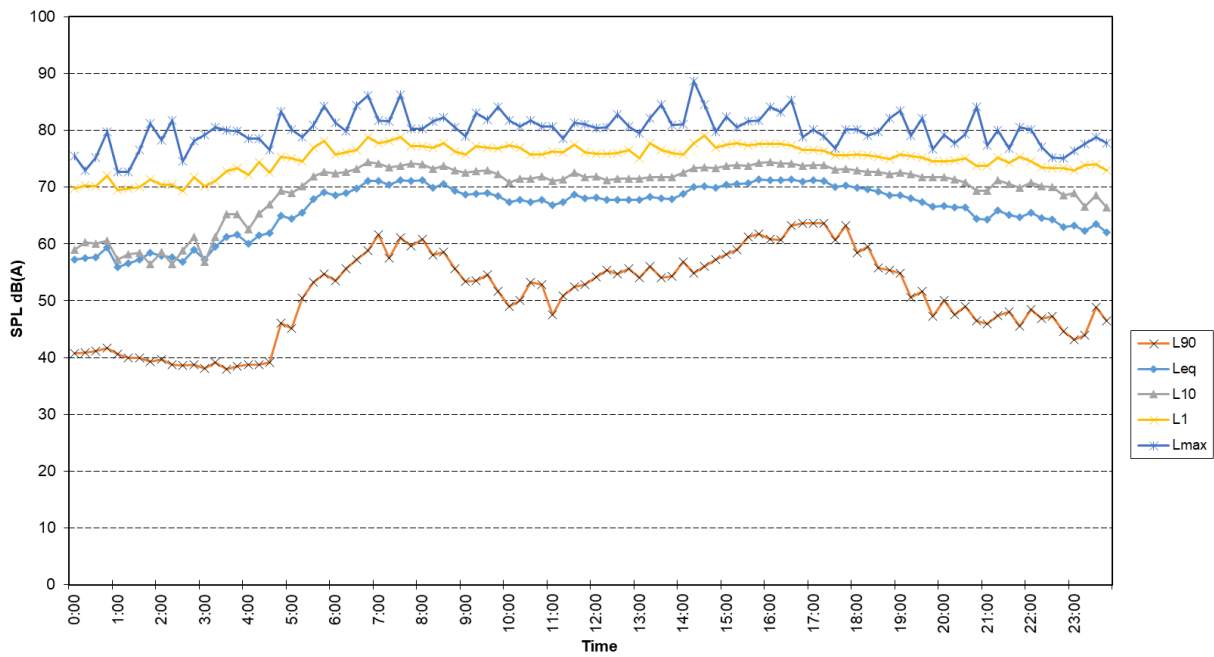
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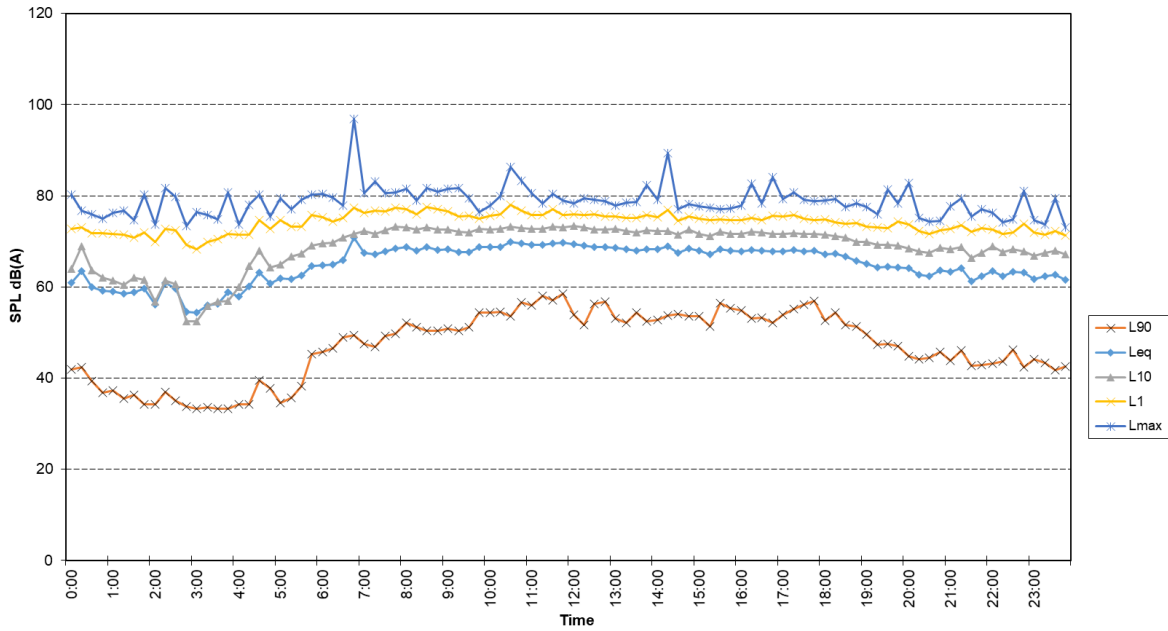
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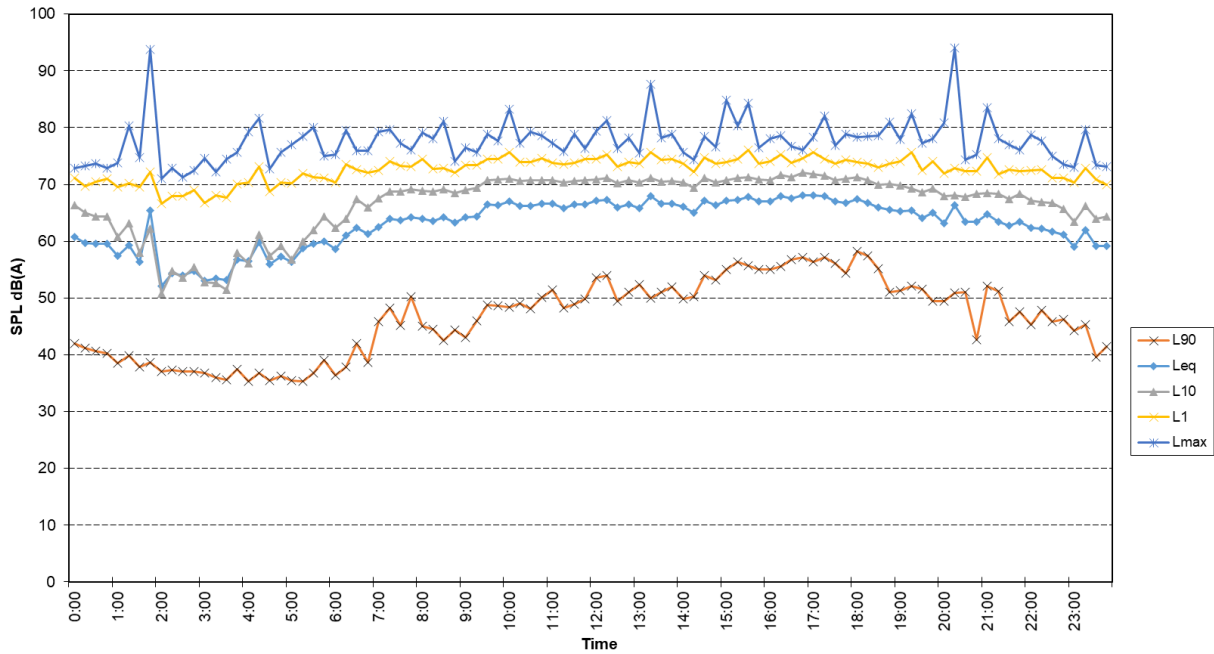
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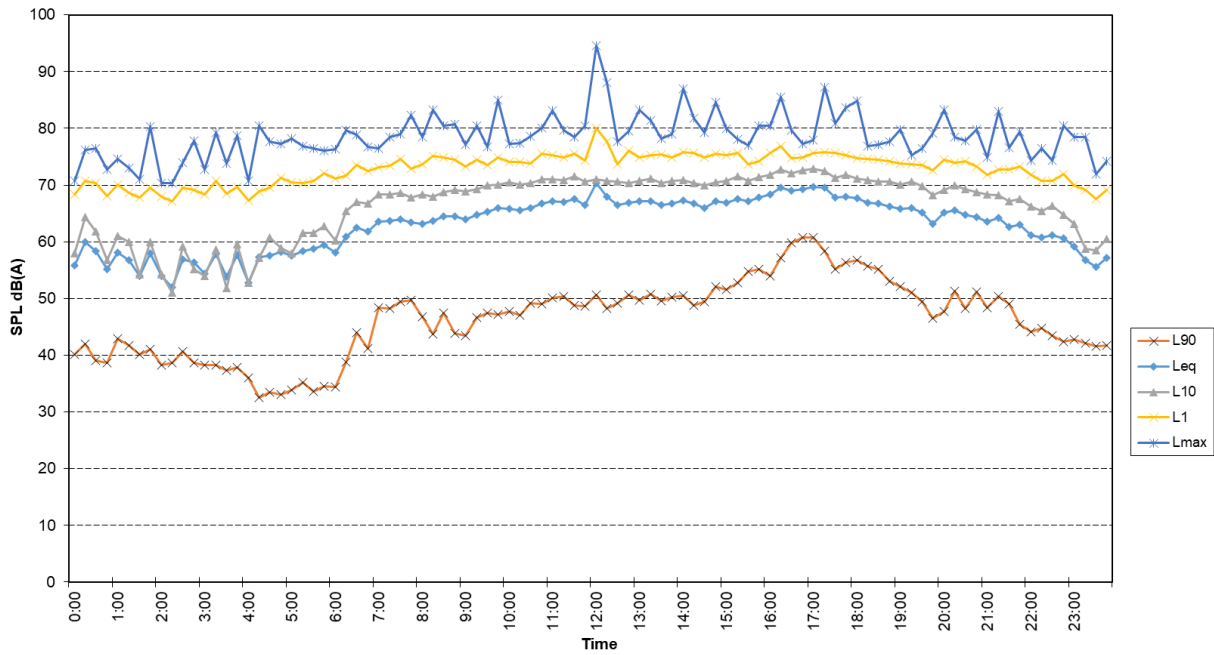
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Measured Noise Levels - Saturday 10/06/2017



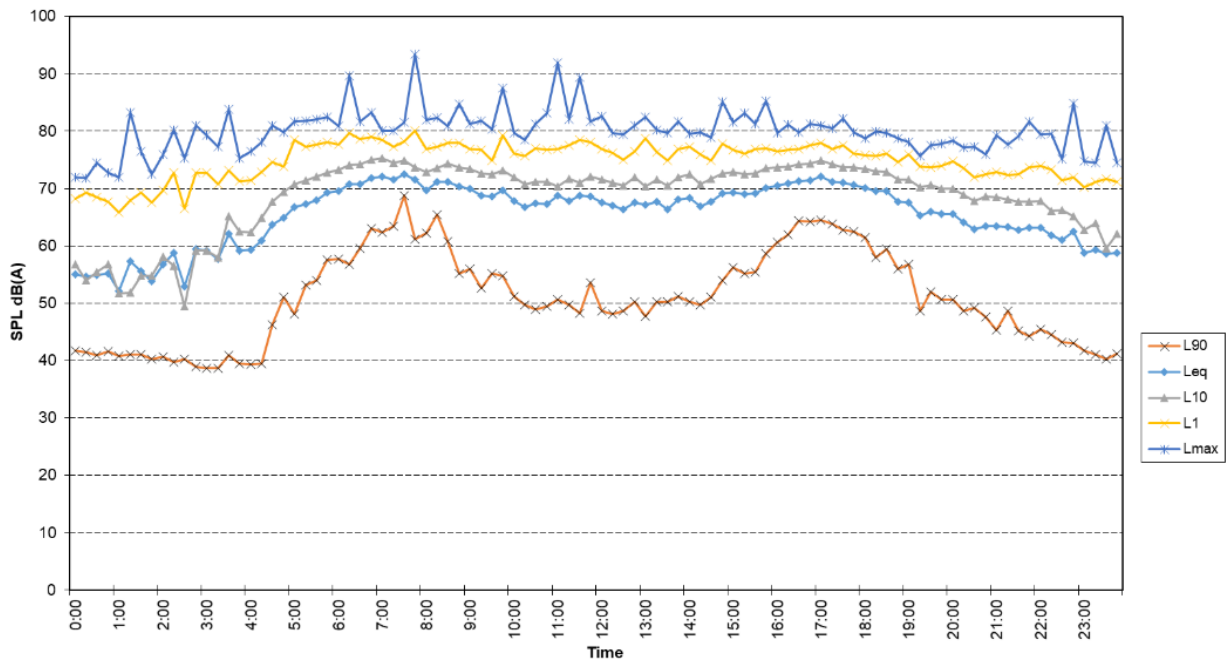
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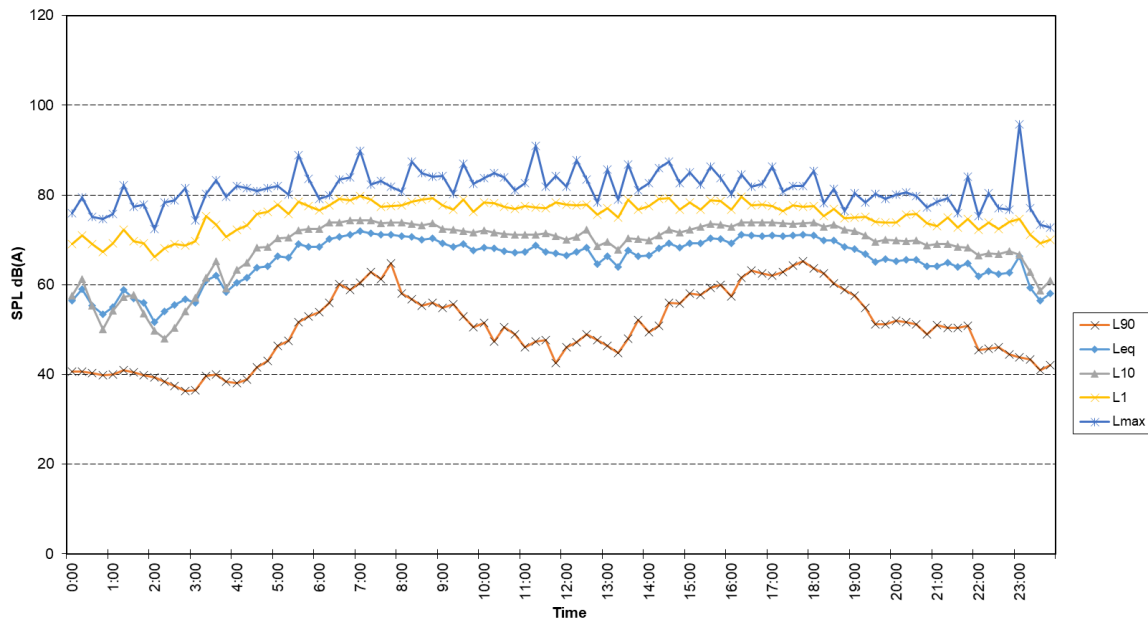
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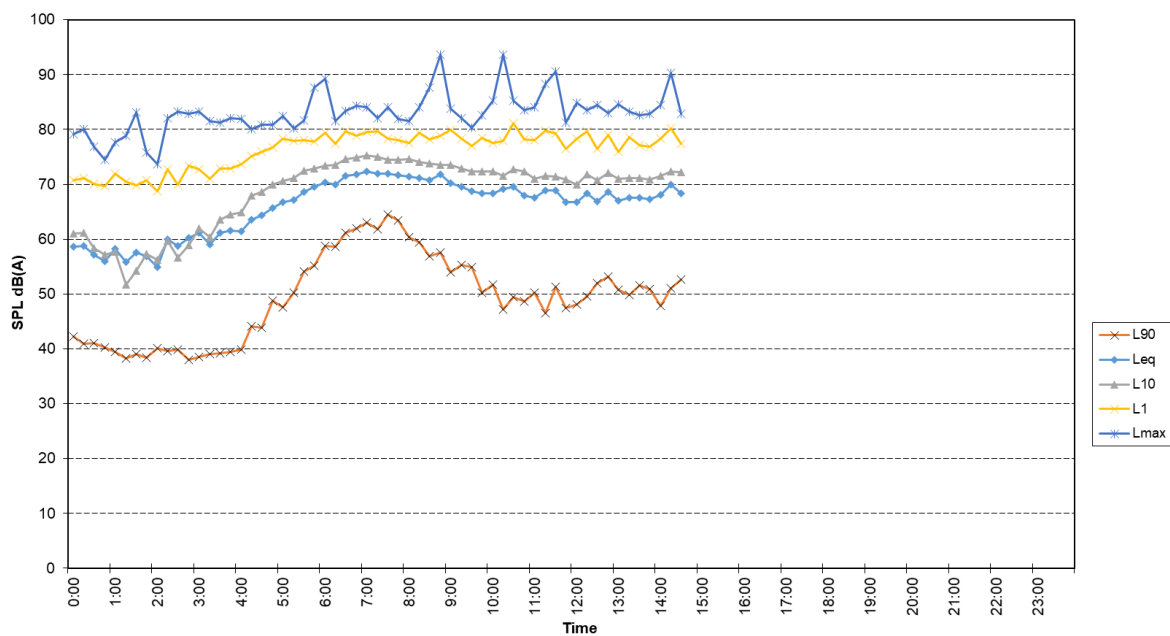
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Location - Road noise
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Location - Road noise
Measured Noise Levels - Thursday 15/06/2017



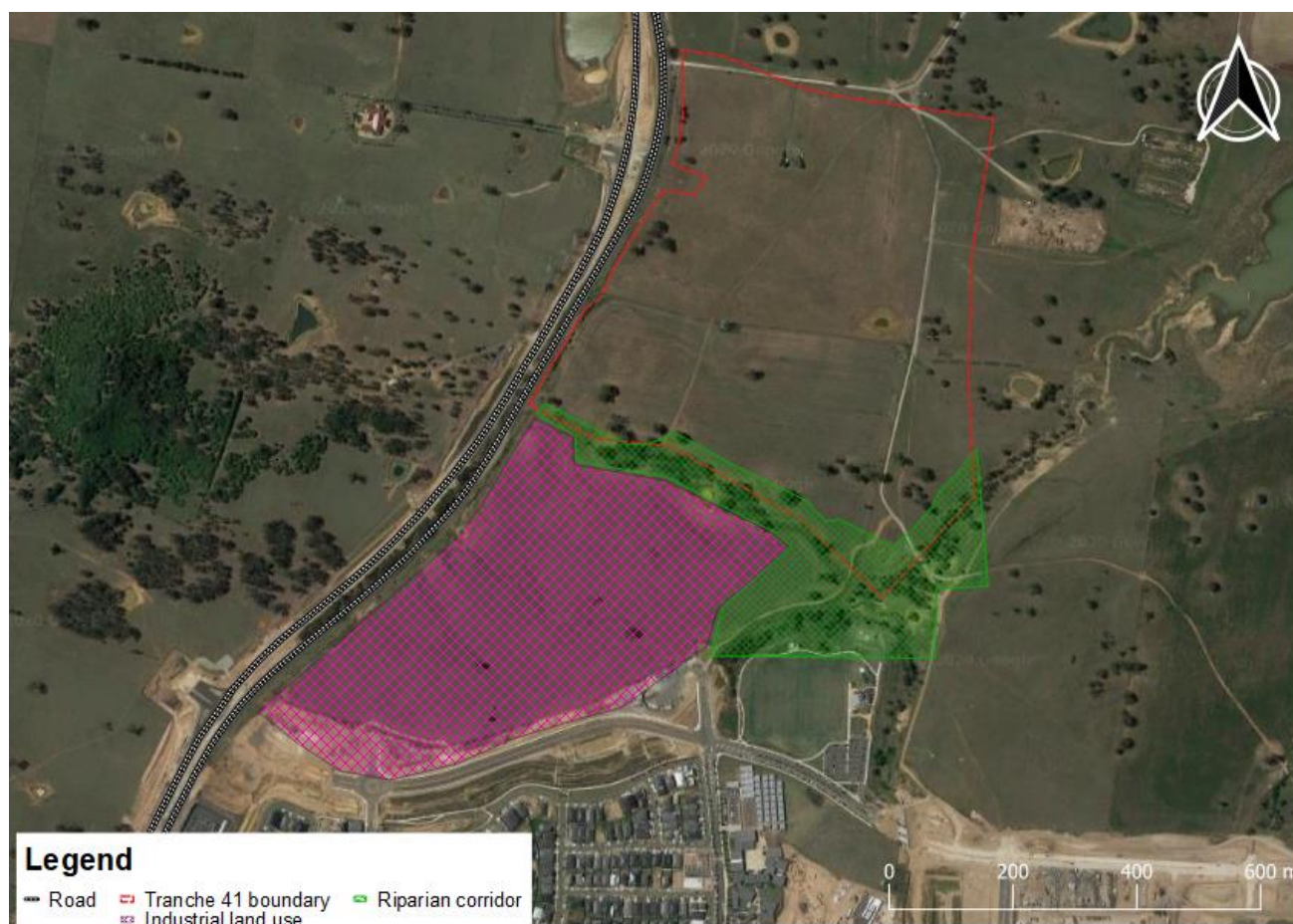
APPENDIX B

CAMDEN COUNCIL LAND USE ZONING



B1 LAND USE ZONING

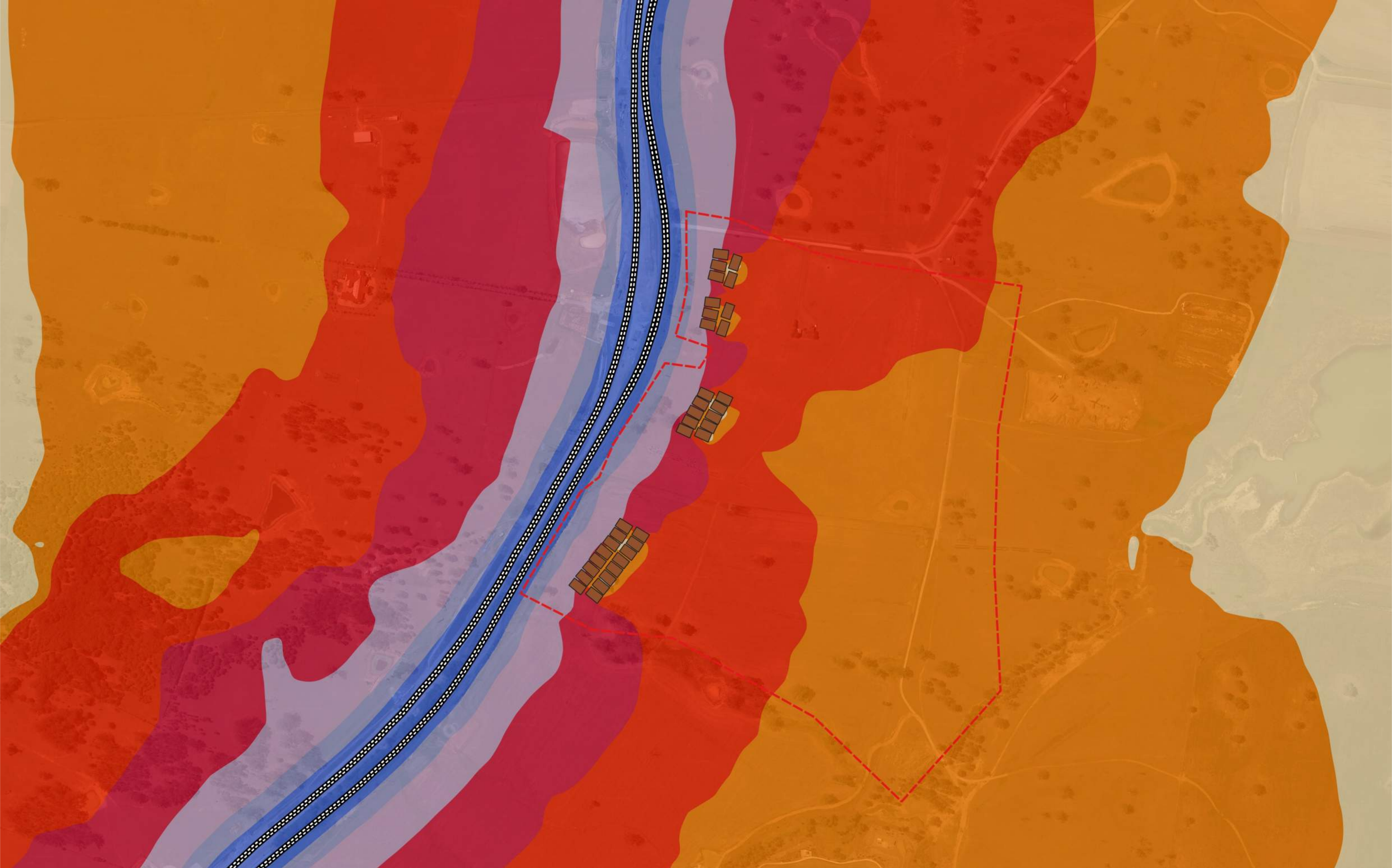
ORAN PARK EMPLOYMENT LANDS

































APPENDIX C

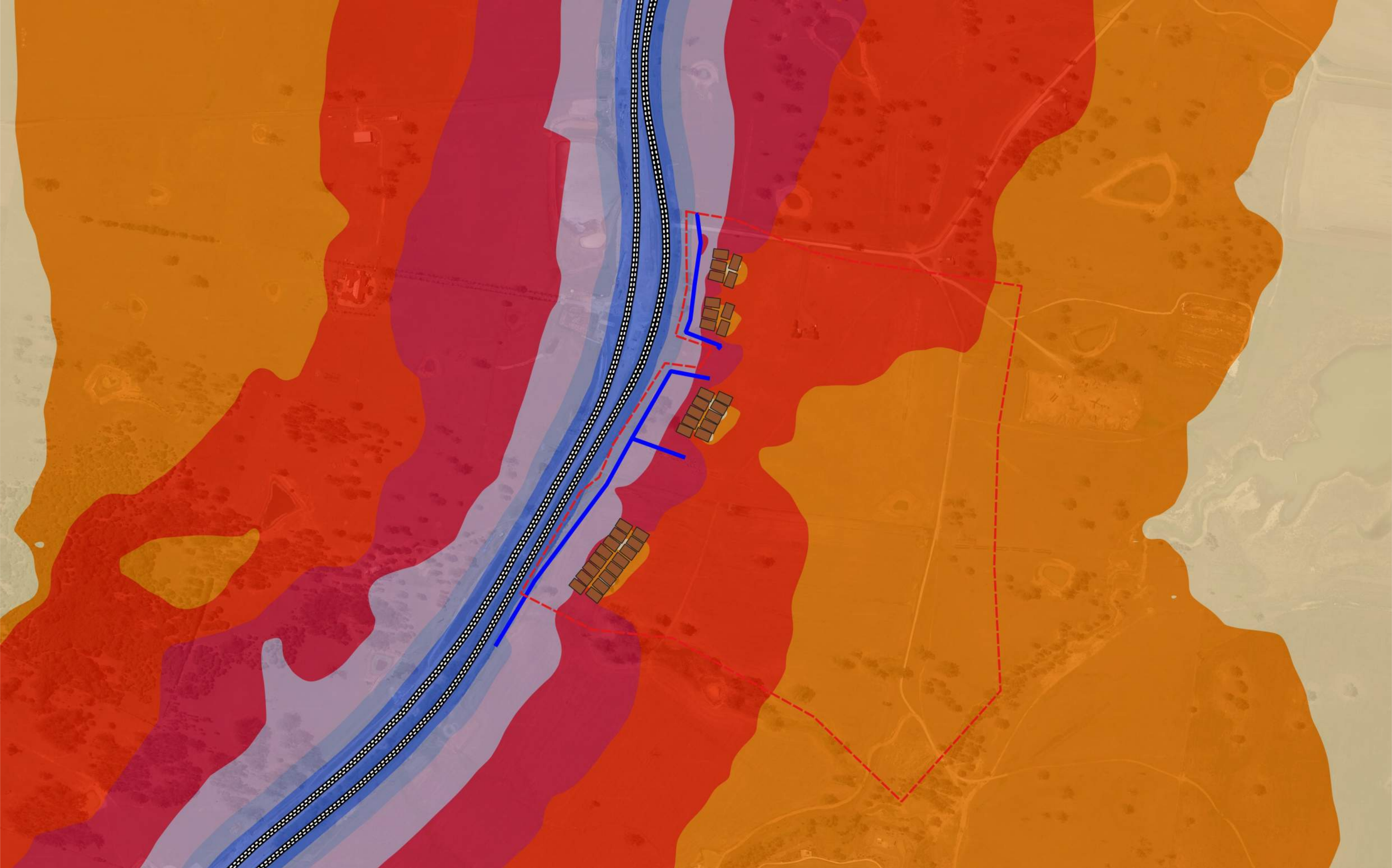
ROAD NOISE CONTOURS







Map: Tranche 41 Day 2033 - no mitigation		Author: DS				Legend  Road  Tranche 41 boundary  Buildings (one-storey)	Noise levels, dB <table><tr><td></td><td>45 - 50</td><td></td><td>60 - 65</td><td></td><td>75 - 80</td></tr><tr><td></td><td>50 - 55</td><td></td><td>65 - 70</td><td></td><td>> 80</td></tr><tr><td></td><td>55 - 60</td><td></td><td>70 - 75</td><td></td><td></td></tr></table>		45 - 50		60 - 65		75 - 80		50 - 55		65 - 70		> 80		55 - 60		70 - 75		
	45 - 50		60 - 65						75 - 80																
	50 - 55		65 - 70		> 80																				
	55 - 60		70 - 75																						
Date: 19/02/2020		Reviewed by: RW		1:6,000 at A3																					
To be read in conjunction with WSP document:				PS118563-ACO-REP-RW-Rev0																					
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Map: Tranche 41 Day 2033 - Mitigation 1 (2m noise barrier)	Author: DS	
Date: 19/02/2020	Reviewed by: RW	
To be read in conjunction with WSP document:		PS118563-ACO-REP-RW-Rev0
<small>Map Source: NSW SIX Maps</small>		
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070140210 m











1:6,000 at A3


Legend

-  Road
-  Tranche 41 boundary
-  Buildings (one-storey)
-  Noise barrier - 2m height

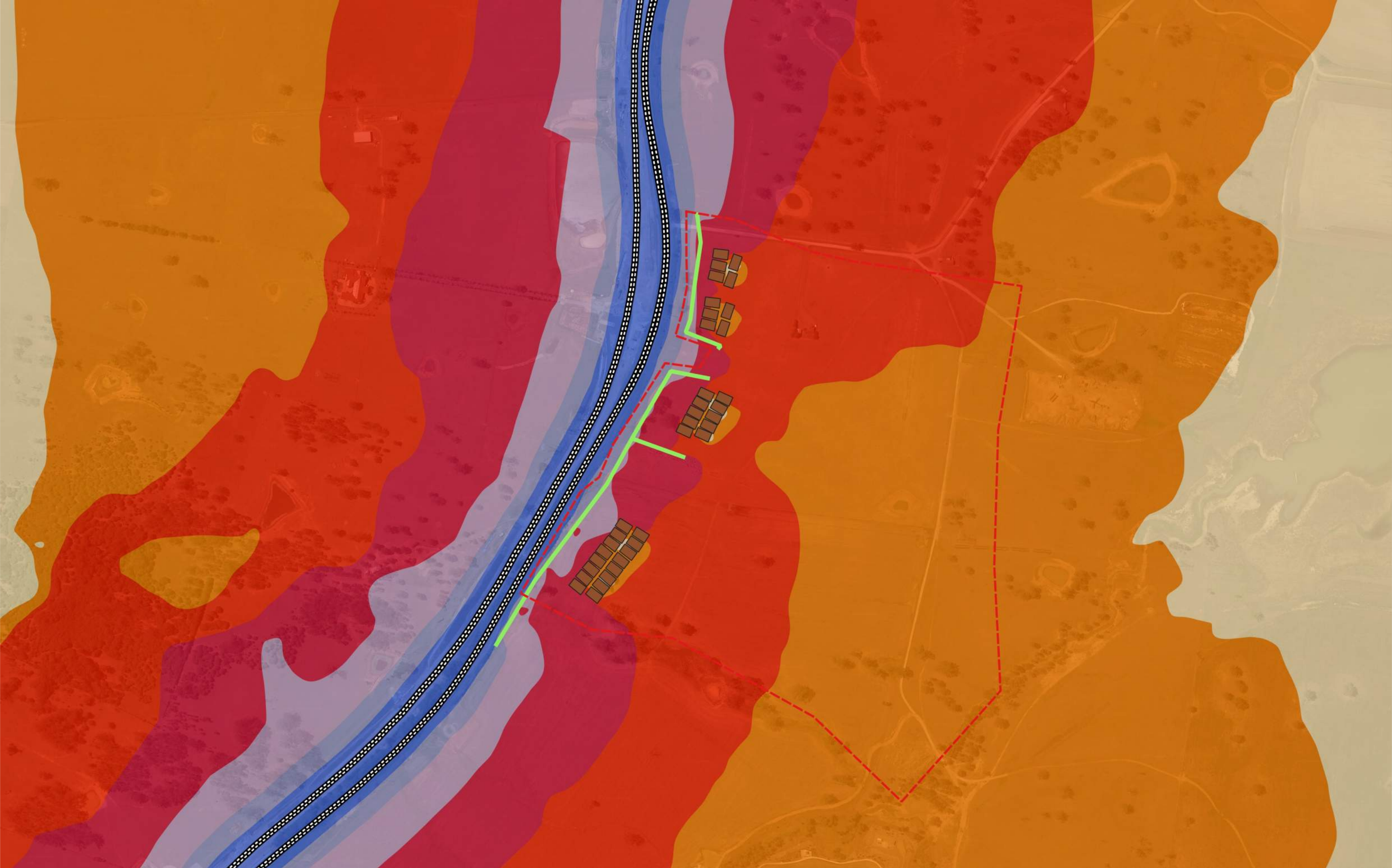
Noise levels, dB

 45 - 50	 60 - 65	 75 - 80
 50 - 55	 65 - 70	 > 80
 55 - 60	 70 - 75	

**Pondicherry Tranche 41
Noise contour map**



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Map: Tranche 41 Day 2033 - Mitigation 2 (3m noise barrier)				Legend <ul style="list-style-type: none"> Road Tranche 41 boundary Buildings (one-storey) Noise Barrier - 3m height	Noise levels, dB <table><tr><td> 45 - 50</td><td> 60 - 65</td><td> 75 - 80</td></tr><tr><td> 50 - 55</td><td> 65 - 70</td><td> > 80</td></tr><tr><td> 55 - 60</td><td> 70 - 75</td><td></td></tr></table>			45 - 50	60 - 65	75 - 80	50 - 55	65 - 70	> 80	55 - 60	70 - 75		Pondicherry Tranche 41 Noise contour map
45 - 50	60 - 65							75 - 80									
50 - 55	65 - 70	> 80															
55 - 60	70 - 75																
Date: 19/02/2020	Author: DS Reviewed by: RW																

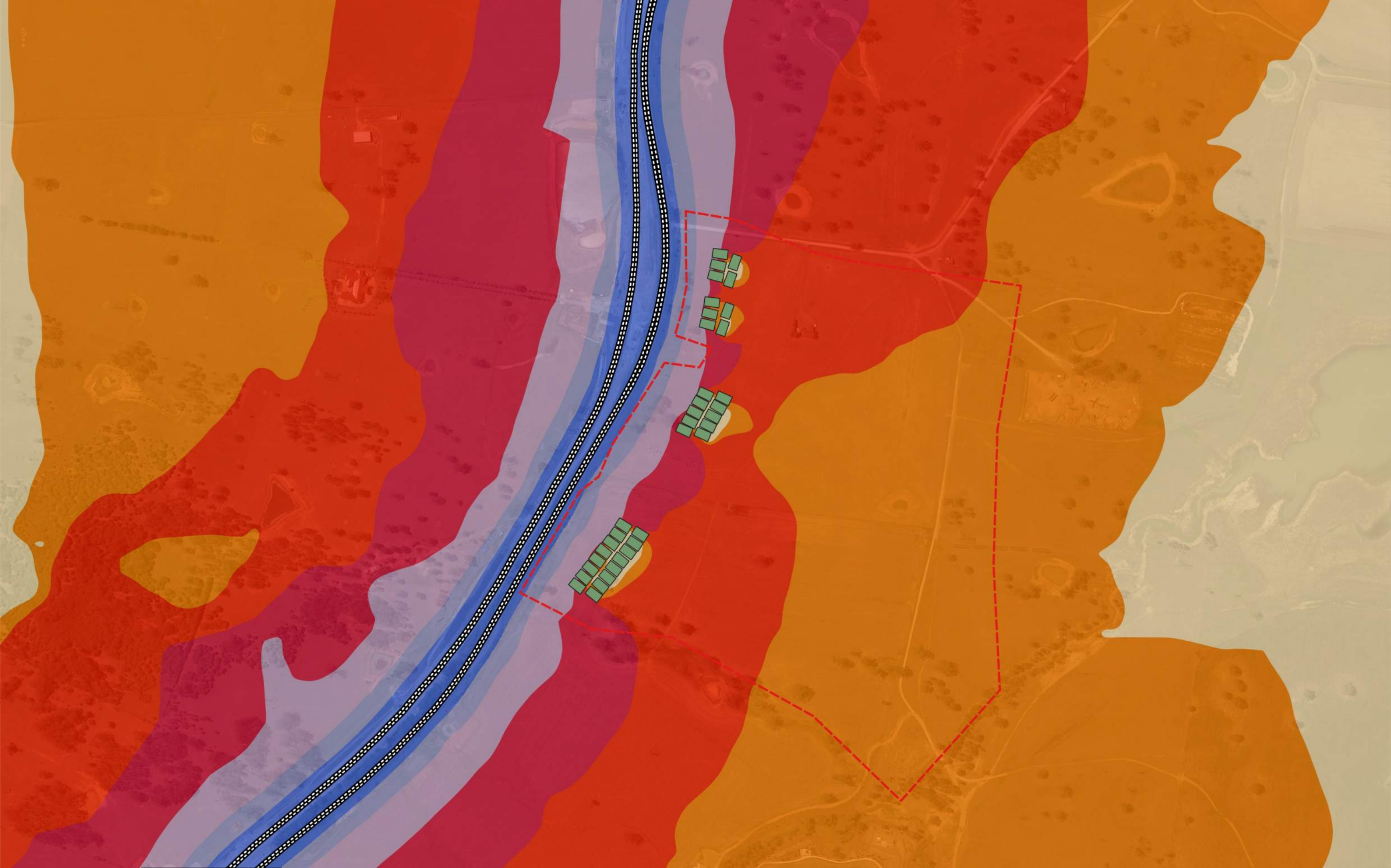
To be read in conjunction with WSP document: PS118563-ACO-REP-RW-Rev0


Map Source: NSW SIX Maps

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1:6,000 at A3






Map: Tranche 41 Day 2033 - Mitigation 3 (2 storey @ 1.5m)	Author: DS	
Date: 19/02/2020	Reviewed by: RW	
To be read in conjunction with WSP document:		PS118563-ACO-REP-RW-Rev0
<small>Map Source: NSW SIX Maps</small>		
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0 70 140 210 m











1:6,000 at A3


Legend

-  Road
-  Tranche 41 boundary
-  Buildings (two-storey)

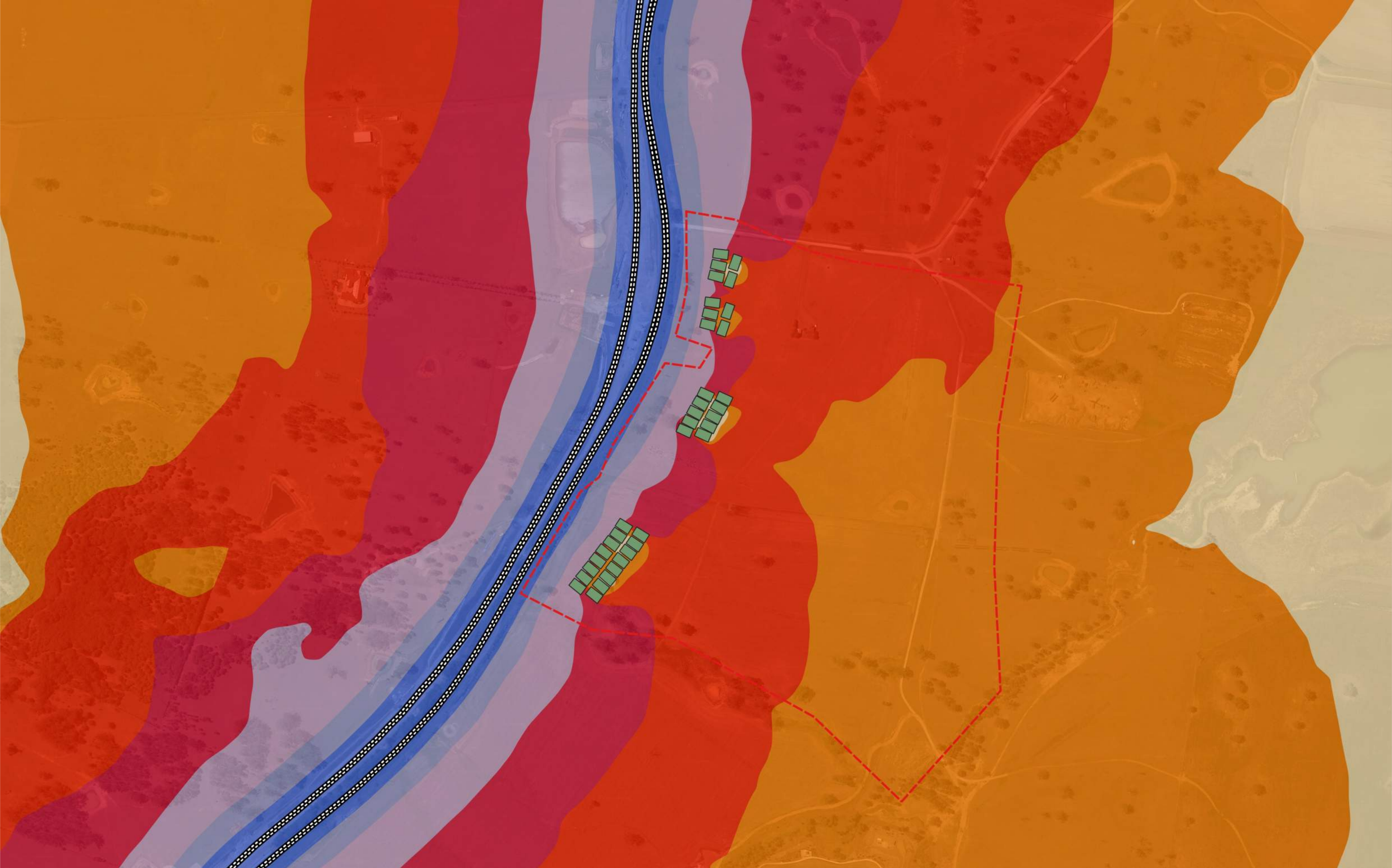
Noise levels, dB



 45 - 50	 60 - 65	 75 - 80
 50 - 55	 65 - 70	 > 80
 55 - 60	 70 - 75	


Pondicherry Tranche 41 Noise contour map

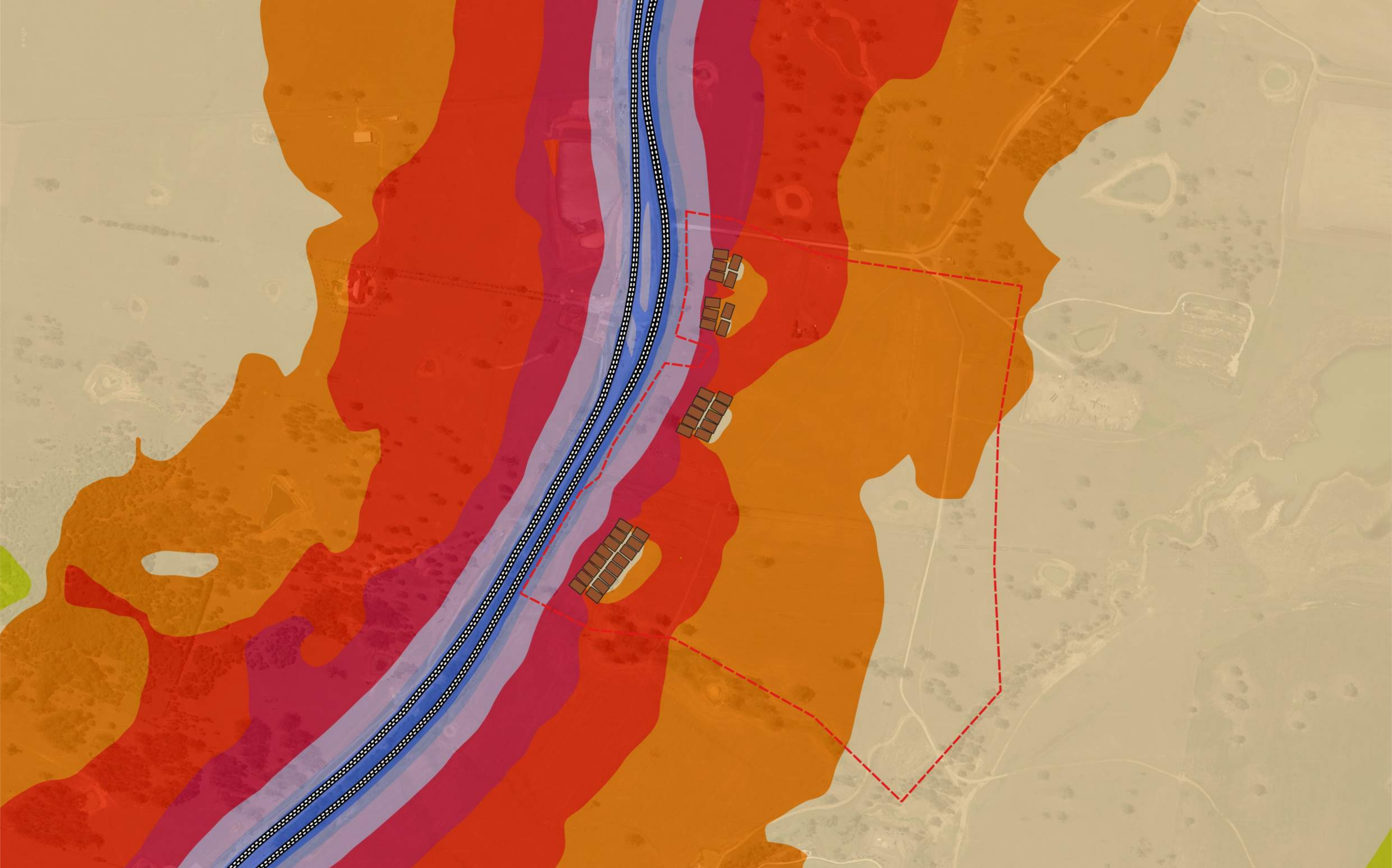


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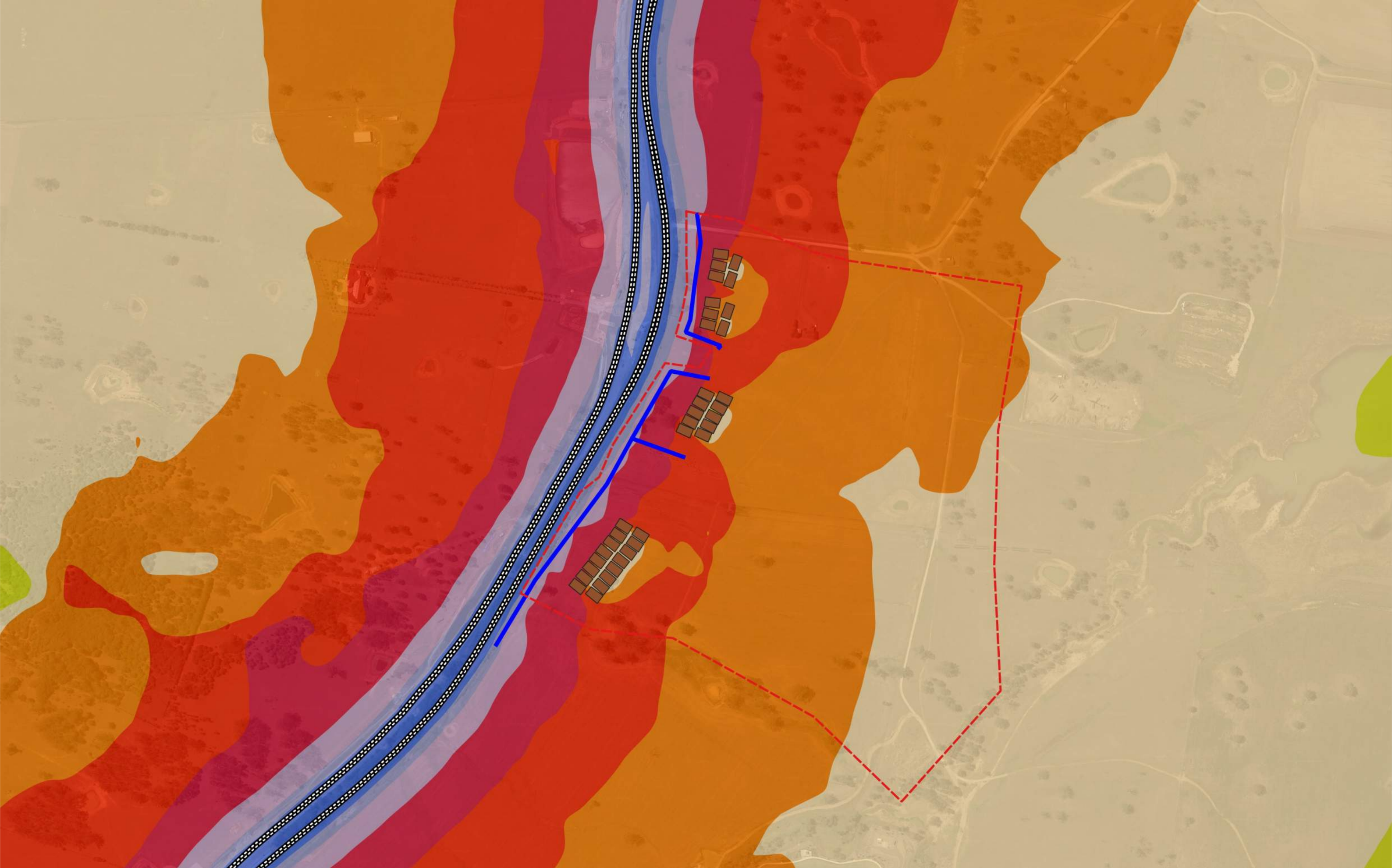
Map: Tranche 41 Day 2033 - Mitigation 3 (2 storey @ 3.6m)		Author: DS				Legend — Road — Tranche 41 boundary ■ Buildings (two-storey)	Noise levels, dB 45 - 50 50 - 55 55 - 60 60 - 65 65 - 70 70 - 75 75 - 80 > 80	Pondicherry Tranche 41 Noise contour map
Date: 19/02/2020		Reviewed by: RW						
To be read in conjunction with WSP document:					PS118563-ACO-REP-RW-Rev0			
<small>Map Source: NSW SIX Maps</small>					<small>© WSP Australia Pty Ltd ("WSP") Copyright in the drawings, information and data recorded ("the information") is the property of WSP. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purpose other than that which it was supplied by WSP. WSP makes no representation, undertakes no duty and accepts no responsibility to any third party who may use or rely upon this document or the information. NCS Certified Quality System to ISO 9001. © APPROVED FOR AND ON BEHALF OF WSP Australia Pty Ltd.</small>			

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Map: Tranche 41 Night 2033 - no mitigation		Author: DS				Legend Road Tranche 41 boundary Buildings (one-storey)	Noise levels, dB <table><tr><td> 45 - 50</td><td> 60 - 65</td><td> 75 - 80</td></tr><tr><td> 50 - 55</td><td> 65 - 70</td><td> > 80</td></tr><tr><td> 55 - 60</td><td> 70 - 75</td><td></td></tr></table>	45 - 50	60 - 65	75 - 80	50 - 55	65 - 70	> 80	55 - 60	70 - 75		Pondicherry Tranche 41 Noise contour map www.wsp.com
45 - 50	60 - 65	75 - 80															
50 - 55	65 - 70	> 80															
55 - 60	70 - 75																
Date: 19/02/2020	Reviewed by: RW	To be read in conjunction with WSP document: PS118563-ACO-REP-RW-Rev0 <small>Map Source: NSW SIX Maps</small>															

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Map: Tranche 41 Night 2033 - Mitigation 1 (2m noise barrier)	Author: DS
Date: 19/02/2020	Reviewed by: RW
To be read in conjunction with WSP document: PS118563-ACO-REP-RW-Rev0	
Map Source: NSW SIX Maps	

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1:6,000 at A3


Legend

-  Road
-  Tranche 41 boundary
-  Buildings (one-storey)
-  Noise barrier - 2m height

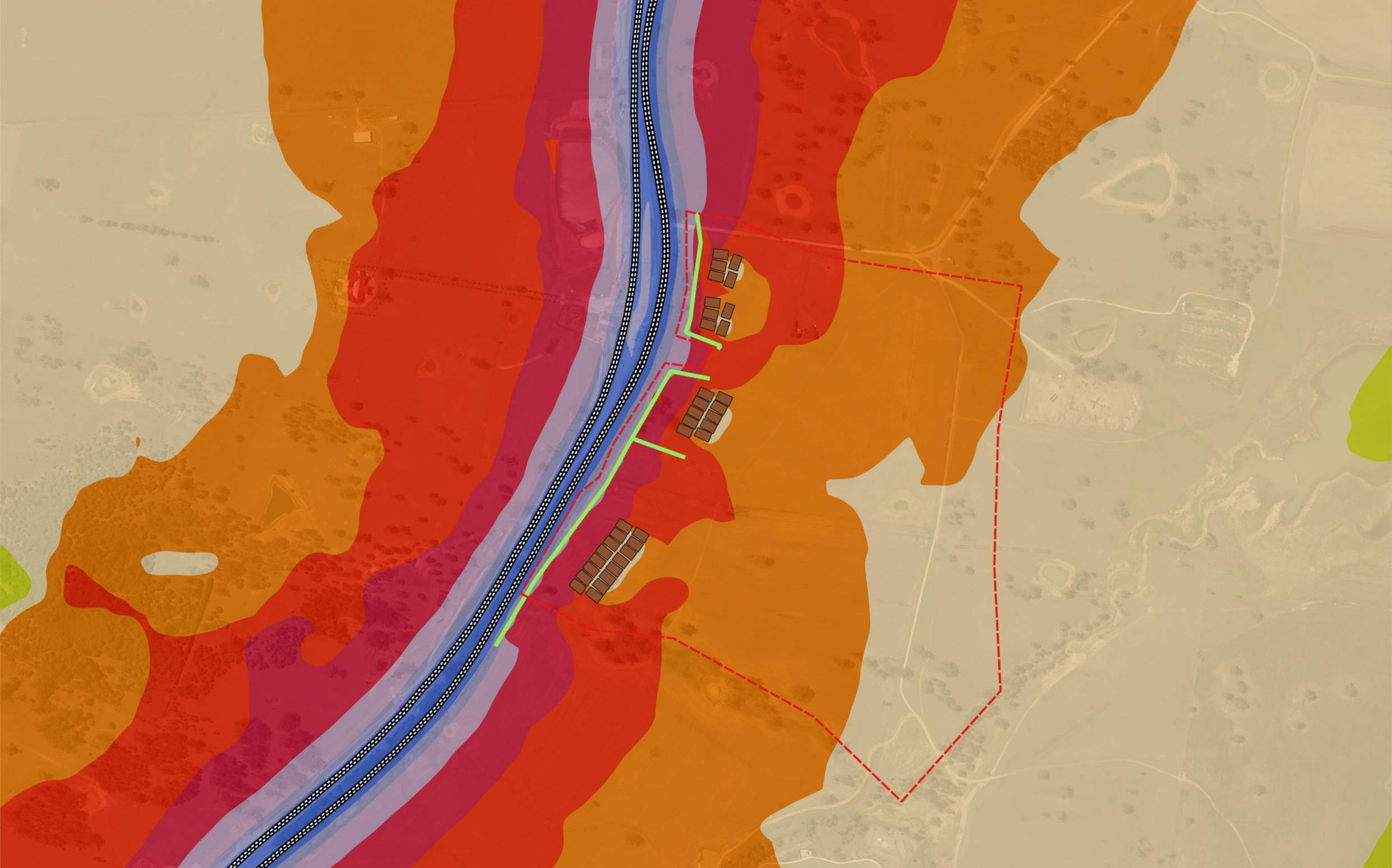
Noise levels, dB

 45 - 50	 60 - 65	 75 - 80
 50 - 55	 65 - 70	 > 80
 55 - 60	 70 - 75	

Pondicherry Tranche 41 Noise contour map



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Map: Tranche 41 Night 2033 - Mitigation 2 (3m noise barrier)	Author: DS	
Date: 19/02/2020	Reviewed by: RW	
To be read in conjunction with WSP document:		PS118563-ACO-REP-RW-Rev0
<small>Map Source: NSW SIX Maps</small>		
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0 70 140 210 m

1:6,000 at A3

Legend

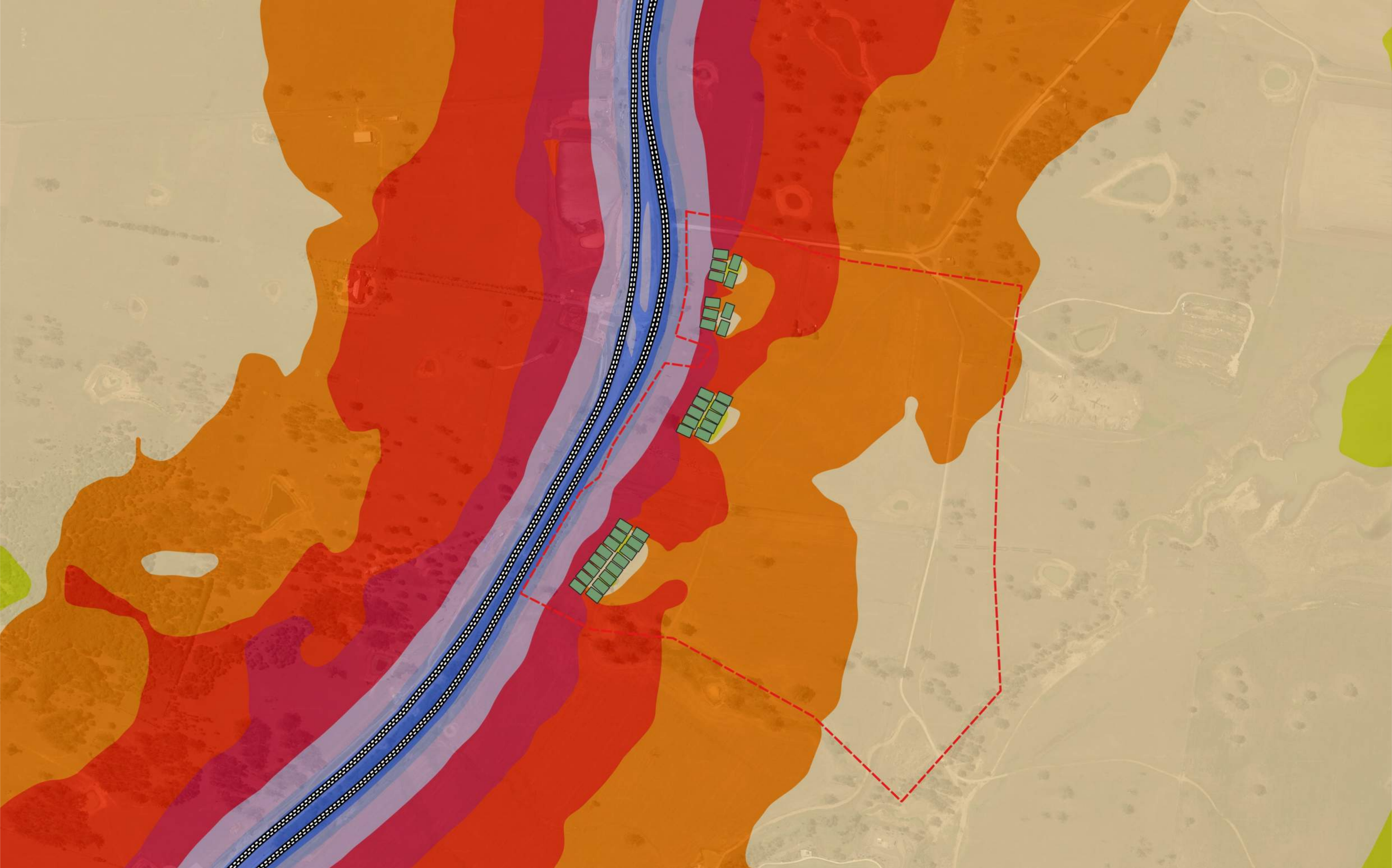
- Road
- Tranche 41 boundary
- Buildings (one-storey)
- Noise Barrier - 3m height


Noise levels, dB

45 - 50	60 - 65	75 - 80
50 - 55	65 - 70	> 80
55 - 60	70 - 75	


Pondicherry Tranche 41 Noise contour map

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Map: Tranche 41 Night 2033 - Mitigation 3 (2 storey @ 1.5m)	Author: DS	
Date: 19/02/2020	Reviewed by: RW	
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0 70 140 210 m











1:6,000 at A3


Legend

-  Road
-  Tranche 41 boundary
-  Buildings (two-storey)

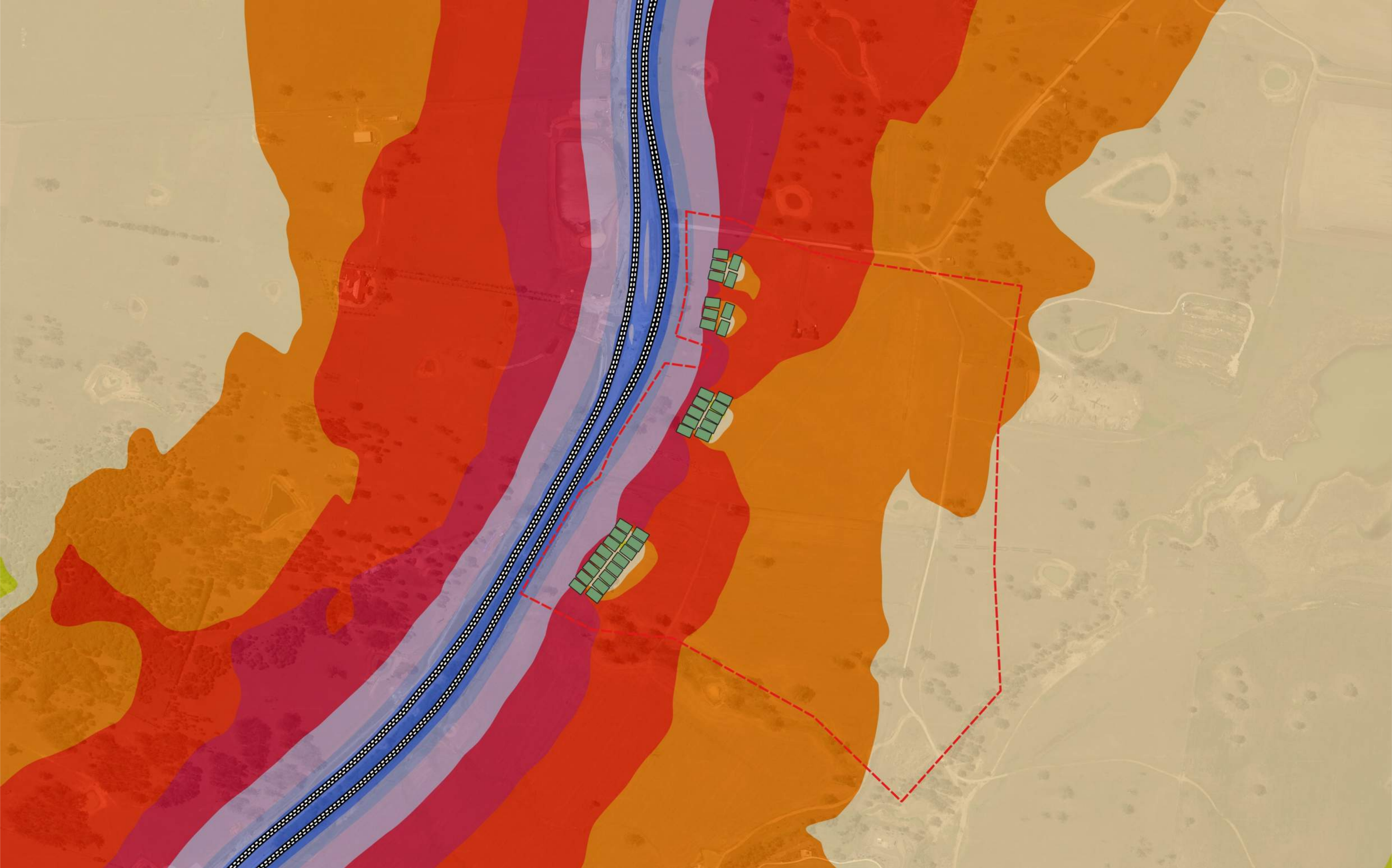
Noise levels, dB


 45 - 50	 60 - 65	 75 - 80
 50 - 55	 65 - 70	 > 80
 55 - 60	 70 - 75	

Pondicherry Tranche 41 Noise contour map




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Map: Tranche 41 Night 2033 - Mitigation 3 (2 storey @ 3.6m)	Author: DS	
Date: 19/02/2020	Reviewed by: RW	
To be read in conjunction with WSP document:		PS118563-ACO-REP-RW-Rev0
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0 70 140 210 m











1:6,000 at A3


Legend

-  Road
-  Tranche 41 boundary
-  Buildings (two-storey)

Noise levels, dB

 45 - 50	 60 - 65	 75 - 80
 50 - 55	 65 - 70	 > 80
 55 - 60	 70 - 75	

Pondicherry Tranche 41 Noise contour map



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APPENDIX D

NOISE MITIGATION CATEGORIES







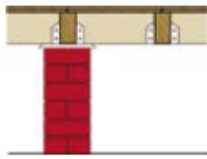









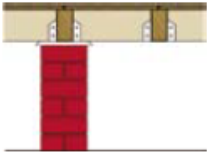

D1 ACOUSTIC TREATMENTS


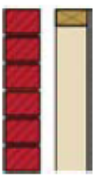


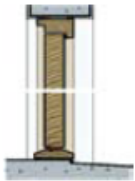
ACOUSTIC PERFORMANCE OF BUILDING ELEMENTS

The acoustic performances assumed of each building element in deriving the Standard Constructions for each category of noise control treatment presented in the preceding Table, are presented below in terms of Weighted Sound Reduction Index (R_w) values, which can be used to find alternatives to the standard constructions presented in this Appendix:

Category of Noise Control Treatment	R _w of Building Elements (minimum assumed)				
	Windows/Sliding Doors	Frontage Facade	Roof	Entry Door	Floor
Category 1	24	38	40	28	29
Category 2	27	45	43	30	29
Category 3	32	52	48	33	50
Category 4	35	55	52	33	50
Category 5	43	55	55	40	50

Category No.	Building Element	Standard Constructions	sample
1	Windows/Sliding Doors	Openable with minimum 4mm monolithic glass and standard weather seals	
	Frontage Facade	Timber Frame or Cladding: 6mm fibre cement sheeting or weatherboards or plank cladding externally, 90mm deep timber stud or 92mm metal stud, 13mm standard plasterboard internally	
		Brick Veneer: 110mm brick, 90mm timber stud or 92mm metal stud, minimum 50mm clearance between masonry and stud frame, 10mm standard plasterboard internally	
		Double Brick Cavity: 2 leaves of 110mm brickwork separated by 50mm gap	
	Roof	Pitched concrete or terracotta tile or metal sheet roof with sarking, 10mm plasterboard ceiling fixed to ceiling joists, R1.5 insulation batts in roof cavity.	
	Entry Door	35mm solid core timber door fitted with full perimeter acoustic seals	
	Floor	1 layer of 19mm structural floor boards, timber joist on piers	
		Concrete slab floor on ground	

Category No.	Building Element	Standard Constructions	sample
2	Windows/Sliding Doors	Openable with minimum 6mm monolithic glass and full perimeter acoustic seals	
	Frontage Facade	Timber Frame or Cladding Construction: 6mm fibre cement sheeting or weatherboards or plank cladding externally, 90mm deep timber stud or 92mm metal stud, 13mm standard plasterboard internally with R2 insulation in wall cavity.	
		Brick Veneer Construction: 110mm brick, 90mm timber stud frame or 92mm metal stud, minimum 50mm clearance between masonry and stud frame, 10mm standard plasterboard internally.	
		Double Brick Cavity Construction: 2 leaves of 110mm brickwork separated by 50mm gap	
	Roof	Pitched concrete or terracotta tile or metal sheet roof with sarking, 10mm plasterboard ceiling fixed to ceiling joists, R2 insulation batts in roof cavity.	
	Entry Door	40mm solid core timber door fitted with full perimeter acoustic seals	
	Floor	1 layer of 19mm structural floor boards, timber joist on piers	
		Concrete slab floor on ground	

Category No.	Building Element	Standard Constructions	sample
3	Windows/Sliding Doors	Openable with minimum 6.38mm 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.	
		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, 1 layer of 13mm 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	