ARGYLL ESTATE

Road Traffic Noise Assessment

Prepared for:

NSW Land and Housing Corporation
Level 2, 31-39 Macquarie Street
Parramatta NSW 2150

SLR Ref: 630.30297-R01
Version No: -v1.0
May 2022

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BASIS OF REPORT

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with NSW Land and Housing Corporation (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

DOCUMENT CONTROL

Reference	Date	Prepared	Checked	Authorised
630.30297-R01-v1.0	3 May 2022	Martin Davenport	Mark Irish	Martin Davenport

CONTENTS

DOCUMENT REFERENCES

TABLES

FIGURES

CONTENTS

APPENDICES

1 Introduction

SLR Consulting Australia Pty Ltd (SLR) was commissioned by NSW Land and Housing Corporation (LAHC) to conduct a road traffic noise assessment to accompany an application for the proposed rezoning and renewal of the "Argyll Estate" social housing precinct (the Estate).

The purpose of the assessment was to determine the level of road traffic noise from existing and future vehicle movements on Bray Street and the Pacific Highway and to identify and recommend measures to mitigate noise intrusion over the Estate area.

The following report uses specialist acoustic terminology. An explanation of common terms is provided in **Appendix A**.

2 Project Overview

The Estate is located to the west of the Pacific Highway (Woolgoolga Road) and generally bounded by Bray Street to the north, Elm street to the east, Argyll Street to the south and Frederick Street in the west. **Figure 1** illustrates the Estate area and existing land ownership. The Estate consists of a total of 197 sites comprising of:

- 116 social housing cottages and 2 vacant lots owned by LAHC (shaded red).
- 11 social homes owned by the Aboriginal Housing Office (shaded green).
- 68 Privately owned sites (unshaded).

The proposed rezoned land and indicative future growth scenario is provided in **Appendix B**.

Figure 1 Locality of the Development Site

Source: Architectus

3 Noise Criteria

The NSW Government's State Environmental Planning Policy (Transport and Infrastructure) 2021 (the SEPP) was introduced to aid the delivery of infrastructure across the State by improving regulatory certainty and efficiency.

In accordance with the SEPP, Table 3.1 of the NSW Department of Planning and Infrastructure's guideline document entitled *Development near Rail Corridors and Busy Roads – Interim Guideline* (the DP&I Guideline) of December 2008, provides noise criteria for residential and non-residential buildings. These criteria are summarised in **Table 1**.

Table 1 DP&I Interim Guideline Noise Criteria

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

Note 1: Airborne noise is calculated as $L_{Aeq(15hour)}$ daytime and $L_{Aeq(9hour)}$ night-time

If internal noise levels with windows or doors open exceed the above criteria by more than 10 dB, then a natural ventilation path from a non-noise affected facade or forced ventilation system for the habitable rooms may be necessary to enable residents to leave windows closed during noisy periods.

Where windows must be kept closed, the adopted ventilation systems must meet the requirements of the *National Construction Code Series Building Code of Australia*, Australian Building Codes Board (ABCB), 2014, and Australian Standard 1668 – *The use of ventilation and air conditioning in buildings*.

It is generally accepted that internal noise levels in a dwelling are 10 dB lower than external noise levels with the windows open, and 20 dB lower than external noise levels with the windows closed and standard glazing.

As the road traffic noise model predicts external noise levels, the internal noise goals have been adjusted by 10 dB for open windows and 20 dB for closed windows and standard glazing to provide external noise goals. The external noise goals applicable for the project are provided in **Table 2**.

Table 2 External Noise Goals Applicable to the Estate

Type of Occupancy	External Noise Goals (dBA)[1,2]		Applicable Time Period
	Windows Open	**Windows Closed**	
Residential Buildings[3]			
Sleeping areas (bedrooms)	45	55	Night-time (10:00 pm to 7:00 am)
Other habitable rooms (excluding garages, kitchens, bathrooms and hallways)	50	60	At any time

Note 1: Airborne noise is calculated as $L_{Aeq(15hour)}$ for the daytime and $L_{Aeq(9hour)}$ for the night-time.

Note 2: External noise goals are applicable 1 m from the external facade of a habitable room.

4 Existing Noise Environment

A site inspection was conducted on Wednesday 15 December 2021 to gain an appreciation of the study area and to commence the noise monitoring program. Two (2) environmental noise 'loggers' were positioned across the study area to record ambient noise levels over a period of seven days from Wednesday 15 December 2021 to Wednesday 22 December 2021, inclusive.

Details of the noise logger location, and the equipment utilised for the survey, are provided in **Table 3** and **Figure 2**.

Table 3 Unattended Noise Monitoring Information

Location ID	Logger Type and Serial Number	Location	Comments
L01 – Pacific Highway	SVAN 977 69757	511986 mE, 6649517 mS	Located west of Pacific Highway approximately 20 m from the edge of the roadway. Traffic noise from Pacific Highway dominant.
L02 – Bray Street	SVAN 977 69756	511793 mE, 6649819 mS	Located south of Bray Street approximately 18 m from the edge of the roadway and 370 west of the Pacific Highway Traffic noise from Bray Street dominant.

Scale: 1:4,000 at A4
Coordinate System: GDA 1994 MGA Zone 56

Date Drawn: 13-Apr-2022
Project Number: 630.30297

Data Source:

SLR

Noise Monitoring Locations

Figure 2

H:\Projects-SLR\630-SrvNTL\630-NTL\630.30297.00000 Argyll Estate Coffs Harbour NIA\06 SLR Data\01 CADGIS\GIS\63030297 F02 Noise Monitoring Locations.mxd

All instrumentation used during noise measurements complied with the requirements of AS IEC 61672.1-2004 *Electroacoustics – Sound Level Meters* and AS IEC 60942 2004 *Electroacoustics – Sound calibrators*, and carried current NATA calibration certificates. Instrument calibration was checked before and after each measurement survey, with the variation in calibrated levels not exceeding ±1.0 dBA.

The noise loggers were set to measure A-weighted noise levels over consecutive 15-minute intervals in terms of the L_{Amax}, L_{A10}, L_{A90} and L_{Aeq} statistical indices.

The microphone of each noise logger was positioned 1.5 m above ground level and fitted with a microphone windshield. The measurements were conducted in the "free-field", meaning that no significant reflections from nearby structures or objects, other than the ground, influenced the measured noise levels.

The logged results were analysed in accordance with the methodology contained within the NSW *Road Noise Policy* (RNP), with the noise levels summarised in **Table 4**. The results of the unattended noise surveys are provided in graphical format in **Appendix C**.

Weather data for the survey period was obtained from the nearest Bureau of Meteorology weather station located at Coffs Harbour Airport, approximately 4 km south of the Estate study area. Unattended noise data corresponding with periods of excess rainfall and/or wind speeds in excess of 5 m/s (approximately 18 km/h) were excluded. The excluded data has been shaded in the noise logger results graphs in **Appendix C**.

Table 4 Unattended Noise Monitoring Results

Monitoring Location	Daytime (7am to 10pm)		Night-time (10pm to 7am)	
	$L_{Aeq(15hour)}$	$L_{Aeq(1hour)}$	$L_{Aeq(9hour)}$	$L_{Aeq(1hour)}$
L01	64	65	62	64
L02	59	61	53	59

The maximum repeatable $L_{Aeq(1hour)}$ descriptor represents the highest tenth percentile hourly A-weighted L_{eq} during the specific period. The "Daytime" represents the period between 7:00 am to 10:00 pm and "Night time" represents the period between 10:00 pm to 7:00 am.

Short-term attended noise monitoring was also completed at each monitoring location. The attended measurements allow the contributions of the various noise sources at each location to be determined. At each location the attended measurements were performed for 15 minutes using a calibrated Brüel and Kjær 2250L Precision Sound Level Meter (S/N:3003632). Results of the attended noise monitoring is provided in **Table 5**.

Table 5 Operator Attended Noise Monitoring Results

Location	Date/Start Time/ Weather	Primary Noise Descriptor (dBA re 20 µPa)					Description of Noise Emissions and Typical Maximum Noise Levels (dBA)
		LAmax	LA1	LA10	LA90	LAeq	
L01	15/03/2022 17:24 22°C 1.5m/s: Calm	79	75	68	67	65	Road Traffic dominant 58-79
L02	15/12/2021 16:45 25°C 2.2m/s ESE	71	70	63	51	60	Road Traffic dominant 51-71

The attended measurements were generally found to be consistent with the results of the unattended noise monitoring and show that existing noise levels are dominated by road traffic noise from the surrounding road network.

5 Road Traffic Noise Modelling

5.1 Road Traffic Noise Model Procedure

A noise model has been developed to determine the existing noise environment across the project site. The major roads surrounding the project site (Pacific Highway and Bray Street) have been modelled using SoundPLAN 8.1 and calibrated to the measured L_{Aeq} noise levels during the ambient noise survey at L01 and L02. The model allows for the prediction of noise levels across the Estate from Bray Street and the Pacific Highway and allows for a detailed analysis of the noise impacts.

5.2 Noise Model Validation

The calibration of the noise model is a key component of the modelling process. Road traffic noise levels were predicted based on the 2022 pre-development Coffs Harbour Bypass road traffic volumes on the Pacific Highway and Bray Street during the noise logging period. The predicted noise levels were then compared to measured noise levels obtained from the noise logging. The results of the model calibration are provided in **Table 6**.

Table 6 Comparison of 2016 Predicted and Measured Noise Levels

Logger Location	Assessment Period	Noise Model Prediction, dBA	2021 Measured Noise Level, dBA	Difference (Prediction - Measured)
L01	Daytime $L_{Aeq(15hour)}$	63.7	63.7	0.0

Logger Location	Assessment Period	Noise Model Prediction, dBA	2021 Measured Noise Level, dBA	Difference (Prediction - Measured)
	Night-time $L_{Aeq(9hour)}$	61.7	61.7	0.0
L02	Daytime $L_{Aeq(15hour)}$	58.8	58.7	0.1
	Night-time $L_{Aeq(9hour)}$	53.0	52.8	0.2
			Median Difference $L_{Aeq(15hour)}$	0.1
			Median Difference $L_{Aeq(9hour)}$	0.1

There is strong correlation between the modelled (free-field) noise levels and the measured noise levels and as such the noise model is suitable for predicting noise levels across the study area.

It is important to note that the modelling process inherently requires a number of assumptions to be made. Whilst every effort has been made to correlate predicted noise levels with measured noise data, it is important to regard the overall predicted noise levels within the generally accepted noise model accuracy of ± 2 dB.

5.3 Future Traffic Volumes

Given the significant future development of the Coffs Harbour bypass, future road traffic volume information for the Pacific Highway and Bray Street have been assumed based on publicly available studies (refer **Section 7**). Assumed future road traffic volumes based on these studies have been provided in **Table 7**.

Table 7 Road Traffic Volumes on Road Network Surrounding the Estate Site

Year	Road	Daily Traffic Volumes
2016	Bray Street	9,600
	Pacific Highway	40,300
2021 – Existing[1]	Bray Street	9,745
	Pacific Highway	42,570
2034 – Future	Bray Street	7,600
	Pacific Highway	35,100

Note 1: Existing Traffic Flows based on forecast growth prior to the opening of the Coffs Harbour Bypass

A significant reduction in traffic on the Pacific Highway and Bray Street is forecast as traffic preferentially use the future Coffs Harbour Bypass. As such existing noise levels from the Pacific Highway and Bray Street are expected to reduce by 0.8 dB and 1.1 dB respectively by 2034.

5.4 Road Traffic Noise Predictions

Noise level predictions are presented as noise contour plots for day and night-time periods for the existing traffic noise levels and future 2034 traffic levels. The following noise contour plots contained in **Appendix D** are:

- **Appendix D1** – Daytime – Existing – 1.5m above ground level
- **Appendix D2** – Night-time – Existing – 1.5 m above ground level
- **Appendix D3** – Daytime 2034 – 1.5m above ground level

- **Appendix D4** – Night-time 2034 – 1.5 m above ground level

Based on the façade incident noise levels, the predicted Traffic Noise Reduction (TNR) required to achieve the specific internal noise levels are presented in **Appendix E**. These results have been colour coded based on the level of exceedance over the criteria with windows open as shown in **Table 8**.

Table 8 Traffic Noise Reduction

Road Traffic Noise Reduction					
0-10 dB	Can comply with windows open and standard construction	10-20 dB	Standard construction – openings closed (i.e windows and doors)	20 dB+	Non-standard construction – openings closed (i.e windows and doors)

A review of existing and future 2034 predicted facade incident noise levels indicates that TNR of up to 23 dBA is required for some lots. Based on this, external noise intrusion would not preclude residential development across the Estate or that particularly onerous construction would be required to reduce internal road traffic noise levels to acceptable levels. A summary of the TNR required at the most affected façade at each lot is provided in **Table 9**.

Table 9 Traffic Noise Reduction Summary – Most Affected Façade

Year and Period	Type Of Occupancy	Traffic Noise Reduction	Affected Lots
Existing – Daytime	Habitable Room	20 dB+	15,17,19,21,23,25,27,29,31,33,35,37,39,41,43,45,47,61 Bray St
		10 dB -20 dB	3,4,5,7,9 Argyll St 2,4,6,8,9,10,12 Elm St 3,4,5,6 Frederick St 30,32,68,70 Kurrajong St 13 Maple St
		0 dB – 10 dB	All remaining lots
Existing – Night	Bedroom	20 dB+	15,17,19,21,23,25,27,29,31,33,35,37,39,41,43,45,61 Bray St
		10 dB -20 dB	3,4,5,7,9,11,13,22,24,38-42 Argyll St 47 Bray St 1,2,3,4,5,6,7,8,9,10,12 Elm St 3,4,5 Frederick St 2, 32 Kurrajong St 3,5,7,8,9,10,11,12,13 Maple St
		0 dB – 10 dB	All remaining lots
	Other Habitable Room	20 dB+	None
		10 dB -20 dB	3,4,5,7 Argyll St 15,17,19,21,23,25,27,29,31,33,35,37,39,41,43,45,47,61 Bray Str 6 Elm Street 3 Frederick Street
		0 dB – 10 dB	All remaining lots

Year and Period	Type Of Occupancy	Traffic Noise Reduction	Affected Lots
2034 – Daytime	Habitable Room	20 dB+	15,17,19,21,23,25,27,29,31,33,35,37,39,41,43,61 Bray St
		10 dB -20 dB	3,4,5,7,9 Argyll St 45,47 Bray St 2,4,6,8,9,10 Elm St 3,4,5 Frederick St
		0 dB – 10 dB	All remaining lots
2034 – Night	Bedroom	20 dB+	15,17,61 Bray St
		10 dB -20 dB	3,4,5,7,9,11,22 Argyll St 19,21,23,25,27,29,31,33,35,37,39,41,43,45,47 Bray St 1,2,3,4,5,6,8,9,10,12 Elm St 3,4 Frederick St 10,11,12,13 Maple St
		0 dB – 10 dB	All remaining lots
	Other Habitable Room	20 dB+	None
		10 dB -20 dB	3,4,5 Argyll St 15,17,19,21,23,25,27,29,31,33,35,37,39,41,43,47,61 Bray St
		0 dB – 10 dB	All remaining lots

5.5 Recommendations

In order to achieve internal noise levels for those lots identified as requiring windows and doors closed and non-standard construction, alternative means of achieving the requirement for "comfort ventilation" will need to be considered to enable openings in the external facade (i.e. windows and doors) to remain fully closed during noisy periods. However, this does not prevent the residents from opening windows and doors during quieter periods.

Generally, to reduce internal noise levels for future residential dwellings, design and construction recommendations include, but are not limited to, the following:

- Locate dwellings on each allotment as far as possible from the Pacific Highway and Bray Street.
- Minimise the size and number of windows in facades facing Pacific Highway and Bray Street.
- Locate non-noise sensitive areas such as the kitchen, storage areas and laundry on the side of the dwelling most exposed to Pacific Highway and Bray Street.
- Use construction techniques that focus on sealing gaps around windows, doors, ceiling spaces, etc.
- Use acoustically rated glass or glazing systems.
- Use solid core doors and acoustically effective door seals.

A detailed assessment of proposed lots requiring windows and doors closed and/or non-standard construction should be undertaken at DA stage once the proposed building form and internal layout is known.

6 Conclusion

SLR has completed a road traffic noise assessment for the proposed rezoning and renewal of the "Argyll Estate" in Coffs Harbour NSW.

The assessment of the road traffic noise on the Argyll Estate area was carried out using a SoundPLAN noise model of existing and future 2034 road traffic volumes on the Pacific Highway and Bray Street.

Results from the noise model have been utilised to identify 'noise-affected' allotments and facades where openings would need to remain closed, or upgraded façade constructions would be required.

External road traffic noise intrusion would not preclude residential development across the Argyll Estate nor would particularly onerous construction be required to reduce internal future road traffic levels to acceptable levels.

A detailed assessment of proposed buildings requiring windows and doors closed and/or non-standard construction should be undertaken at DA stage once the proposed building form and internal layout is known.

7 References

- Coffs Harbour Bypass Amendment Report – Appendix A Supplementary Traffic and Transport Assessment REP_TA_02. Rev 2 prepared by Arup Pty Ltd
- Coffs Harbour Bypass Environmental Impact Statement – Appendix F Traffic and Transport Assessment REP_TA_01.5 Rev7 prepared by Arup Pty Ltd.

APPENDIX A

Acoustic Terminology

1. Sound Level or Noise Level

The terms 'sound' and 'noise' are almost interchangeable, except that 'noise' often refers to unwanted sound.

Sound (or noise) consists of minute fluctuations in atmospheric pressure. The human ear responds to changes in sound pressure over a very wide range with the loudest sound pressure to which the human ear can respond being ten million times greater than the softest. The decibel (abbreviated as dB) scale reduces this ratio to a more manageable size by the use of logarithms.

The symbols SPL, L or LP are commonly used to represent Sound Pressure Level. The symbol LA represents A-weighted Sound Pressure Level. The standard reference unit for Sound Pressure Levels expressed in decibels is 2 x 10^{-5} Pa.

2. 'A' Weighted Sound Pressure Level

The overall level of a sound is usually expressed in terms of dBA, which is measured using a sound level meter with an 'A-weighting' filter. This is an electronic filter having a frequency response corresponding approximately to that of human hearing.

People's hearing is most sensitive to sounds at mid frequencies (500 Hz to 4,000 Hz), and less sensitive at lower and higher frequencies. Different sources having the same dBA level generally sound about equally loud.

A change of 1 dB or 2 dB in the level of a sound is difficult for most people to detect, whilst a 3 dB to 5 dB change corresponds to a small but noticeable change in loudness. A 10 dB change corresponds to an approximate doubling or halving in loudness. The table below lists examples of typical noise levels.

Sound Pressure Level (dBA)	Typical Source	Subjective Evaluation
130	Threshold of pain	Intolerable
120	Heavy rock concert	Extremely noisy
110	Grinding on steel	
100	Loud car horn at 3 m	Very noisy
90	Construction site with pneumatic hammering	
80	Kerbside of busy street	Loud
70	Loud radio or television	
60	Department store	Moderate to quiet
50	General Office	
40	Inside private office	Quiet to very quiet
30	Inside bedroom	
20	Recording studio	Almost silent

Other weightings (eg B, C and D) are less commonly used than A-weighting. Sound Levels measured without any weighting are referred to as 'linear', and the units are expressed as dB(lin) or dB.

3. Sound Power Level

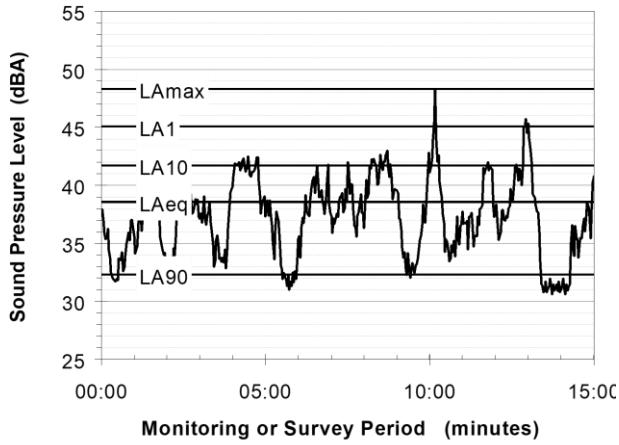
The Sound Power of a source is the rate at which it emits acoustic energy. As with Sound Pressure Levels, Sound Power Levels are expressed in decibel units (dB or dBA), but may be identified by the symbols SWL or LW, or by the reference unit 10^{-12} W.

The relationship between Sound Power and Sound Pressure is similar to the effect of an electric radiator, which is characterised by a power rating but has an effect on the surrounding environment that can be measured in terms of a different parameter, temperature.

4. Statistical Noise Levels

Sounds that vary in level over time, such as road traffic noise and most community noise, are commonly described in terms of the statistical exceedance levels LAN, where LAN is the A-weighted sound pressure level exceeded for N% of a given measurement period. For example, the LA1 is the noise level exceeded for 1% of the time, LA10 the noise exceeded for 10% of the time, and so on.

The following figure presents a hypothetical 15 minute noise survey, illustrating various common statistical indices of interest.



Of particular relevance, are:

LA1 The noise level exceeded for 1% of the 15 minute interval.

LA10 The noise level exceeded for 10% of the 15 minute interval. This is commonly referred to as the average maximum noise level.

LA90 The noise level exceeded for 90% of the sample period. This noise level is described as the average minimum background sound level (in the absence of the source under consideration), or simply the background level.

LAeq The A-weighted equivalent noise level (basically, the average noise level). It is defined as the steady sound level that contains the same amount of acoustical energy as the corresponding time-varying sound.

5. Frequency Analysis

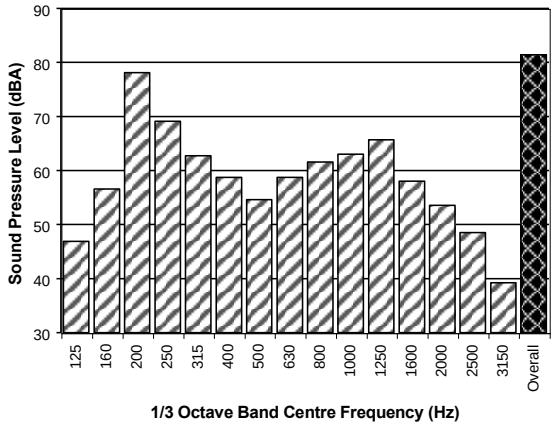
Frequency analysis is the process used to examine the tones (or frequency components) which make up the overall noise or vibration signal.

The units for frequency are Hertz (Hz), which represent the number of cycles per second.

Frequency analysis can be in:

- Octave bands (where the centre frequency and width of each band is double the previous band)
- 1/3 octave bands (three bands in each octave band)
- Narrow band (where the spectrum is divided into 400 or more bands of equal width)

The following figure shows a 1/3 octave band frequency analysis where the noise is dominated by the 200 Hz band. Note that the indicated level of each individual band is less than the overall level, which is the logarithmic sum of the bands.



6. Annoying Noise (Special Audible Characteristics)

A louder noise will generally be more annoying to nearby receivers than a quieter one. However, noise is often also found to be more annoying and result in larger impacts where the following characteristics are apparent:

- **Tonality** - tonal noise contains one or more prominent tones (ie differences in distinct frequency components between adjoining octave or 1/3 octave bands), and is normally regarded as more annoying than 'broad band' noise.
- **Impulsiveness** - an impulsive noise is characterised by one or more short sharp peaks in the time domain, such as occurs during hammering.
- **Intermittency** - intermittent noise varies in level with the change in level being clearly audible. An example would include mechanical plant cycling on and off.
- **Low Frequency Noise** - low frequency noise contains significant energy in the lower frequency bands, which are typically taken to be in the 10 to 160 Hz region.

APPENDIX B

Development Site Layout

Indicative growth scenario

197 Existing dwellings
129 LAHC + 68 privately owned

460 Total precinct dwellings

365 Dwellings on sites currently owned by LAHC

95 Dwellings on sites currently Private owned
*assuming 60% take up rate

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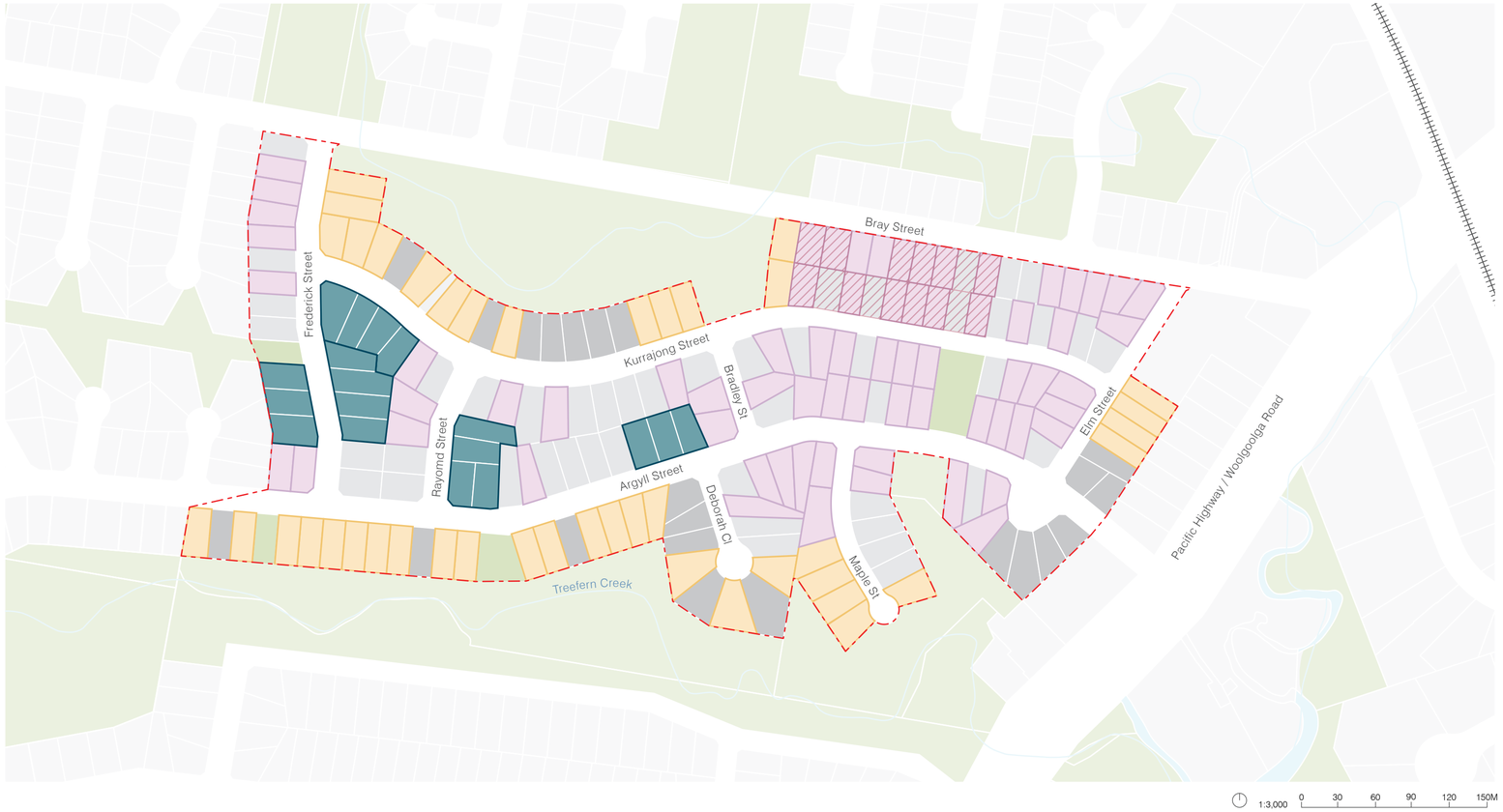
263 Additional precinct dwellings



Dwelling type / mix summary - LAHC sites

Type	Total number of dwellings
Single	42
Duplex	138
RFB (4-storey)	185*
Total	**365**

Assumptions

- Single dwelling – Private: 4 bedroom (220m² GFA)
- Duplex / Semi-detached – Private: 3 bedroom (115m² GFA)

* RFB – LAHC: mix of 60% 1 bedroom + 40% 2 bedroom - (average 68m² GFA)
RFB – Private: mix of 50% 1 bedroom + 40% 2 bedroom + 10% 3 bedroom - (average 73m² GFA)

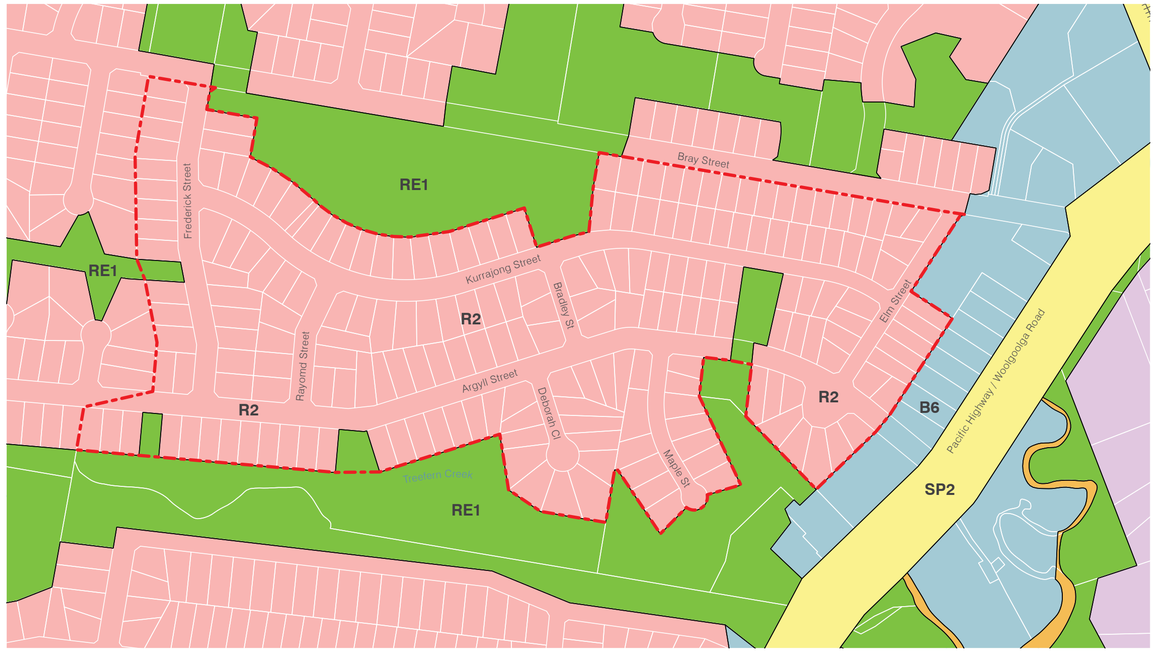
Note

- Approximate existing lot size 630m² (18m x 35m)
- Upzoning to R3 for land north of Argyll Street and south of Kurrajong Street, approximately between Frederick Street and Bradley Street – potential for Residential Flat Buildings on minimum 3-lot amalgamation (sqm TBD).
- Combined flooding, bushfire and ecological constrained sites – potential for single dwelling.
- Duplex / semi-detached typology on all other sites (terrace typology possible on 2+ lot amalgamation).
- Duplex or terrace typology on privately owned lots with 60% take up rate.

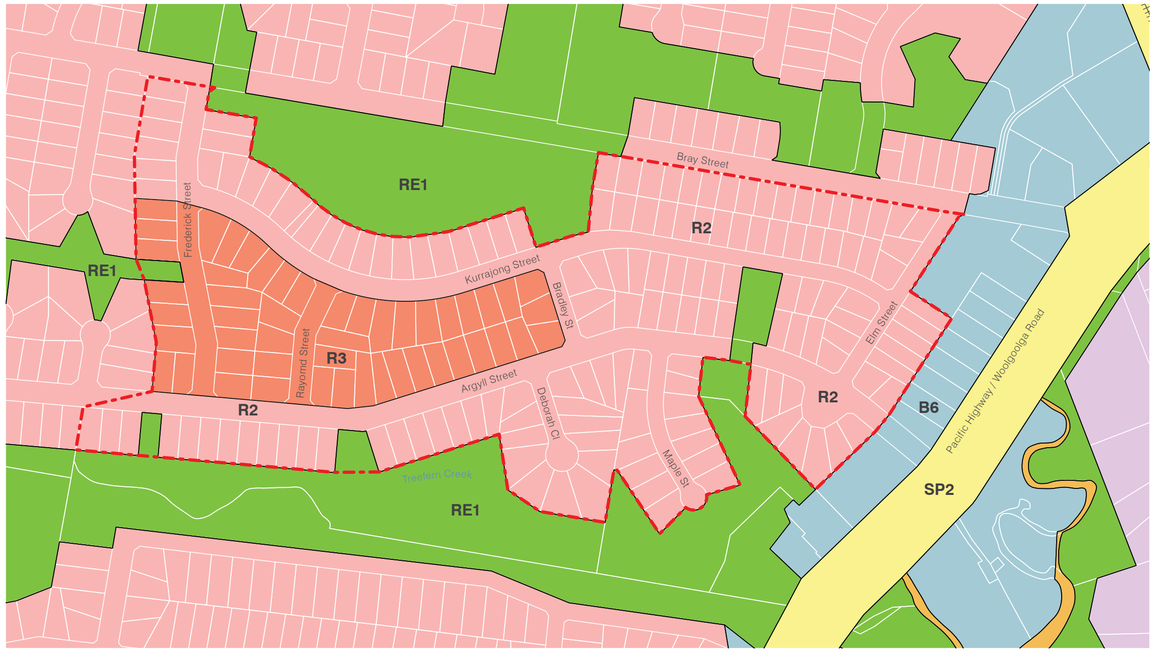
Legend

- Argyll Estate Rezoning Investigation Area
- Single dwellings
- Duplex/semi-detached typology
- RFB - 4-storey (3+ lot amalgamation)
- Privately-owned - potential single dwellings
- Privately-owned - potential duplexes
- Sites requiring void at ground level to mitigate flooding impacts

Land Zoning



Existing



Proposed

Legend

Zone

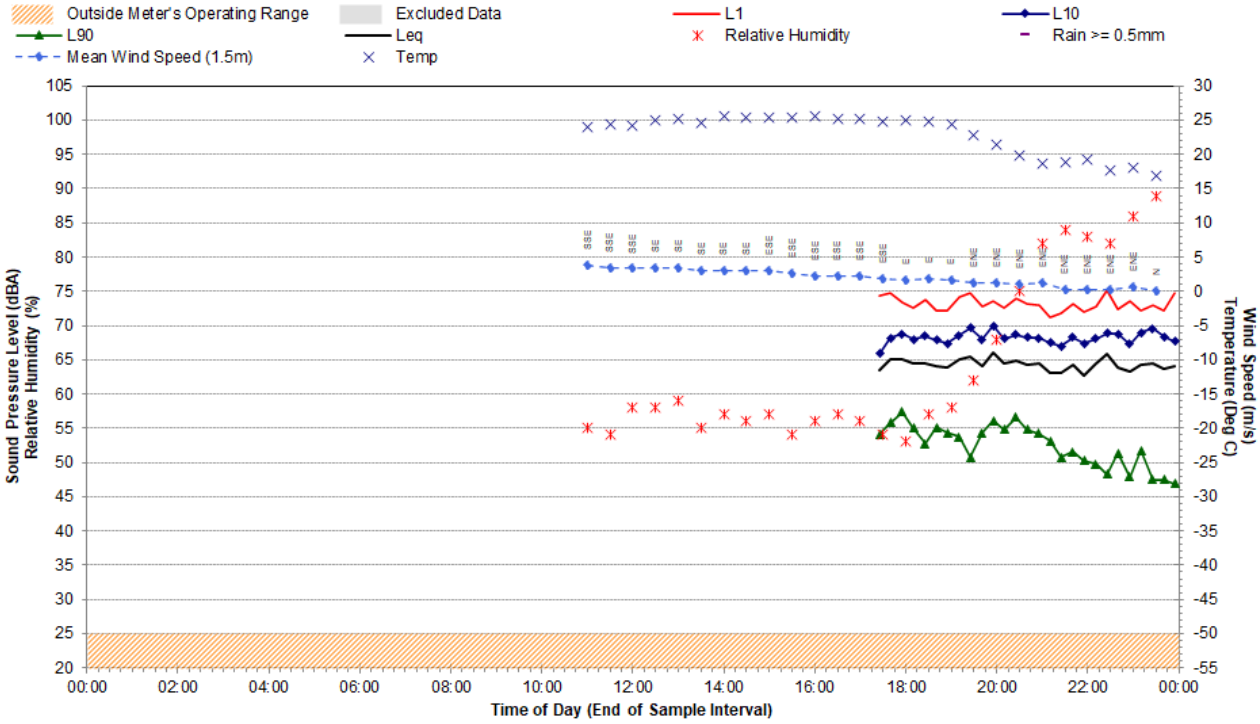
- B6 Enterprise Corridor
- R2 Low Density Residential
- R3 Medium Density Residential
- SP2 Infrastructure
- RE1 Public Recreation

APPENDIX C

Statistical Ambient Noise Levels

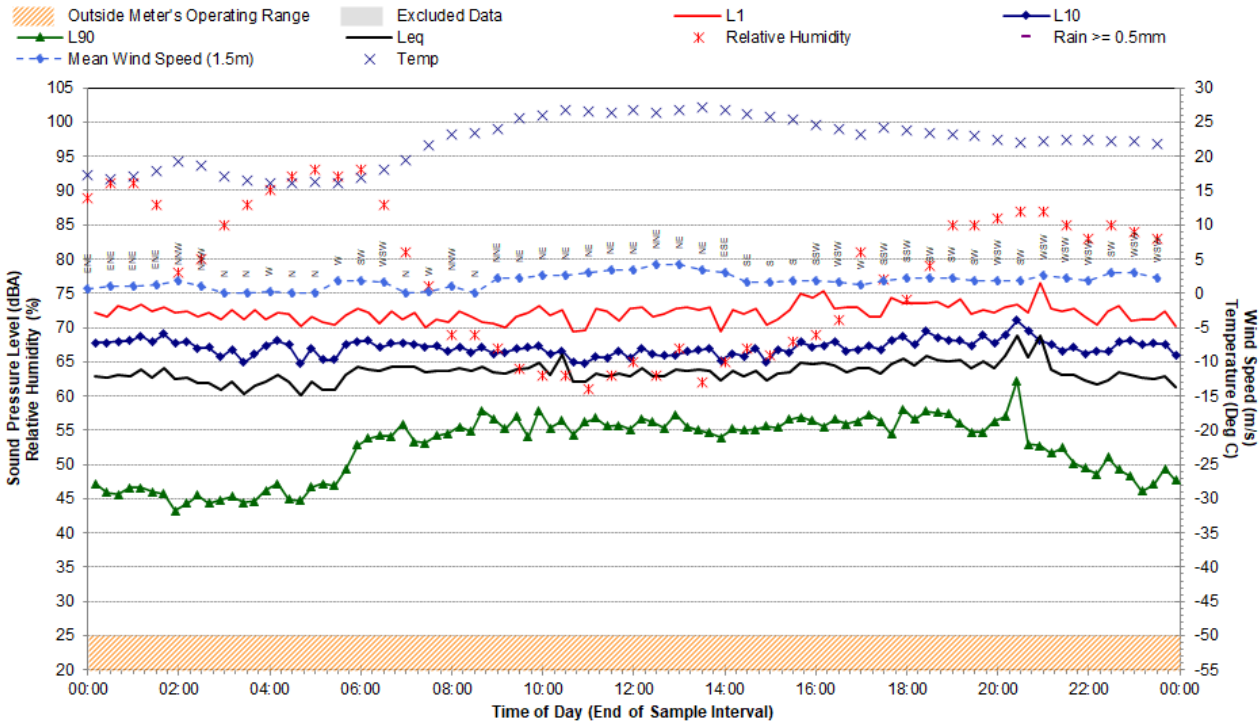
Statistical Ambient Noise Levels

L01 - Pacific Highway - Wednesday, 15 December 2021



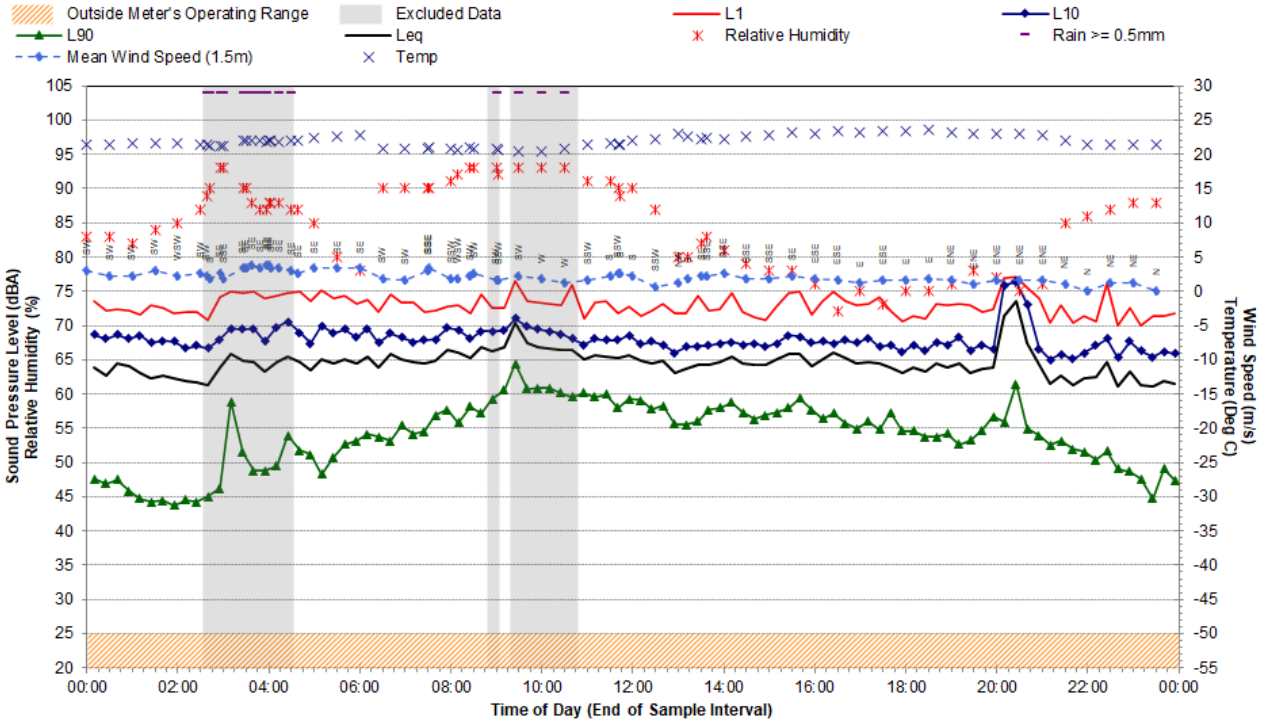
Statistical Ambient Noise Levels

L01 - Pacific Highway - Thursday, 16 December 2021



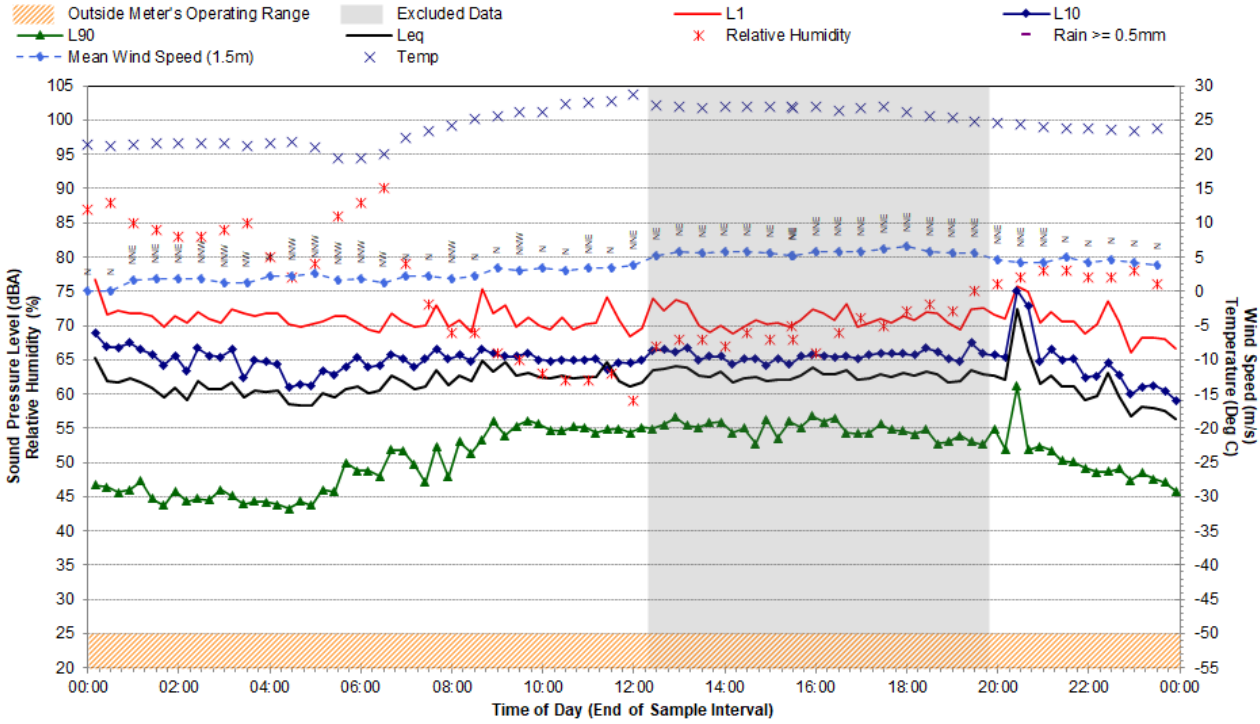
Statistical Ambient Noise Levels

L01 - Pacific Highway - Friday, 17 December 2021



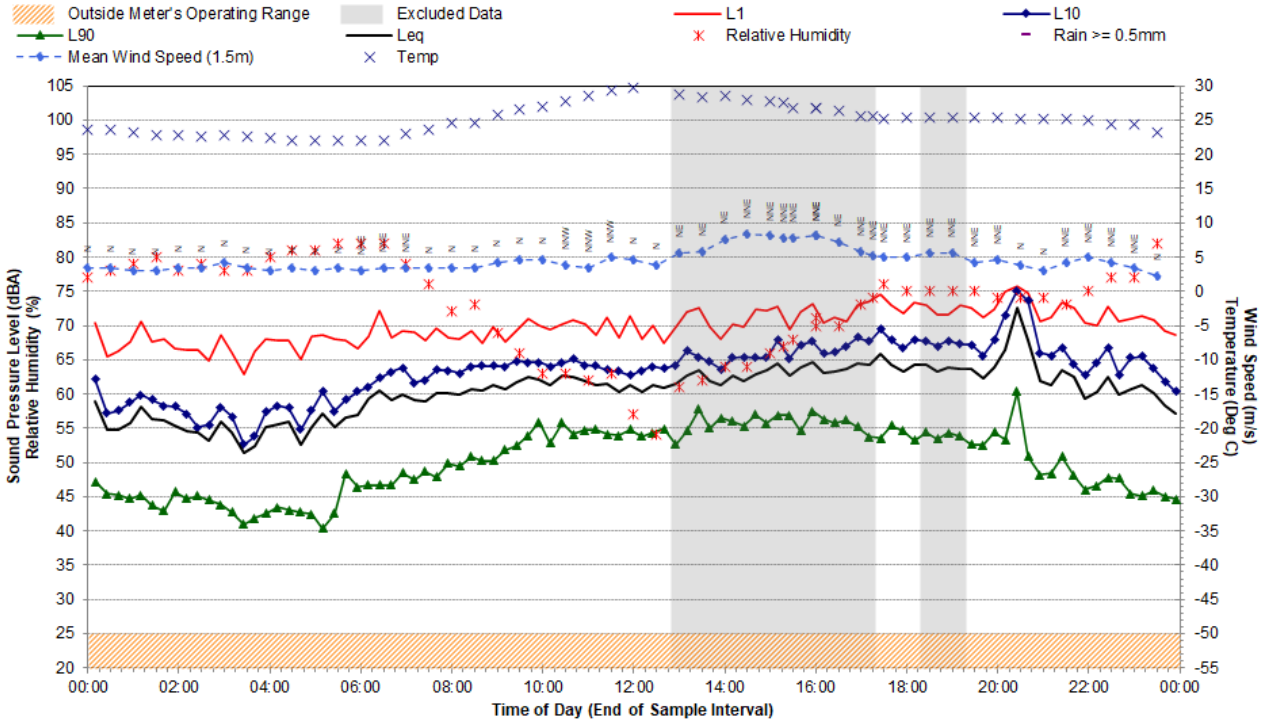
Statistical Ambient Noise Levels

L01 - Pacific Highway - Saturday, 18 December 2021



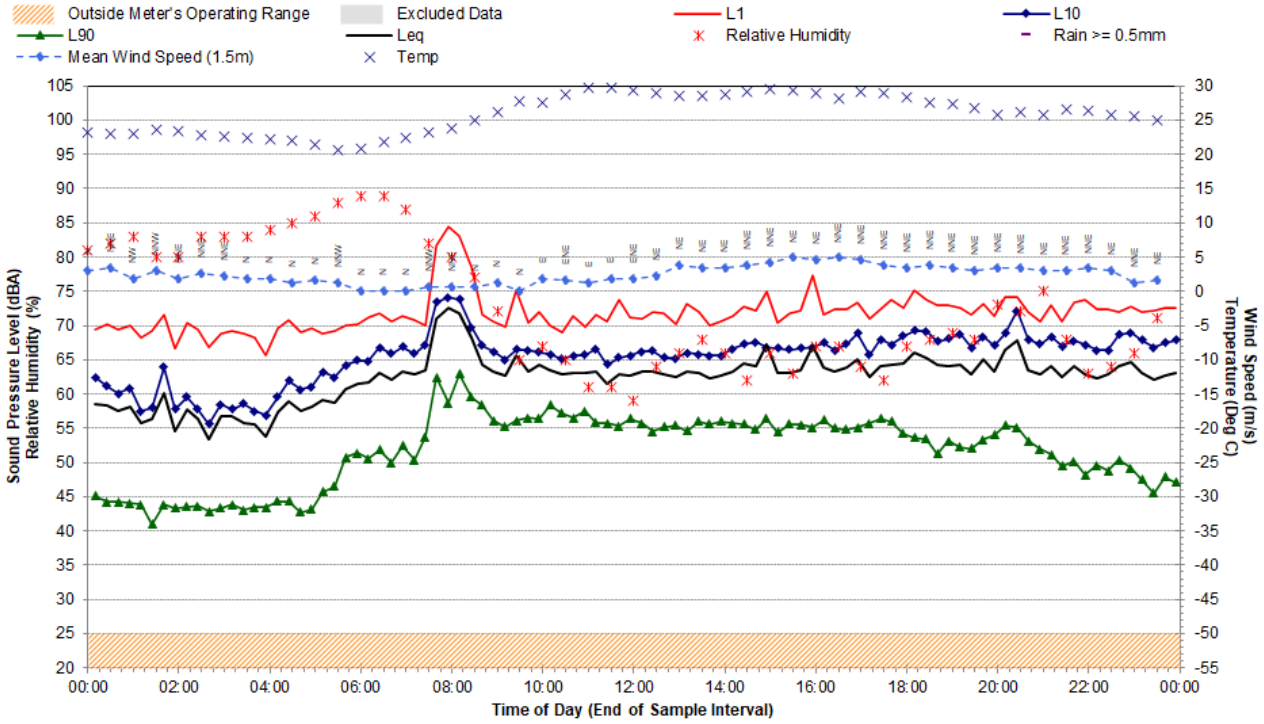
Statistical Ambient Noise Levels

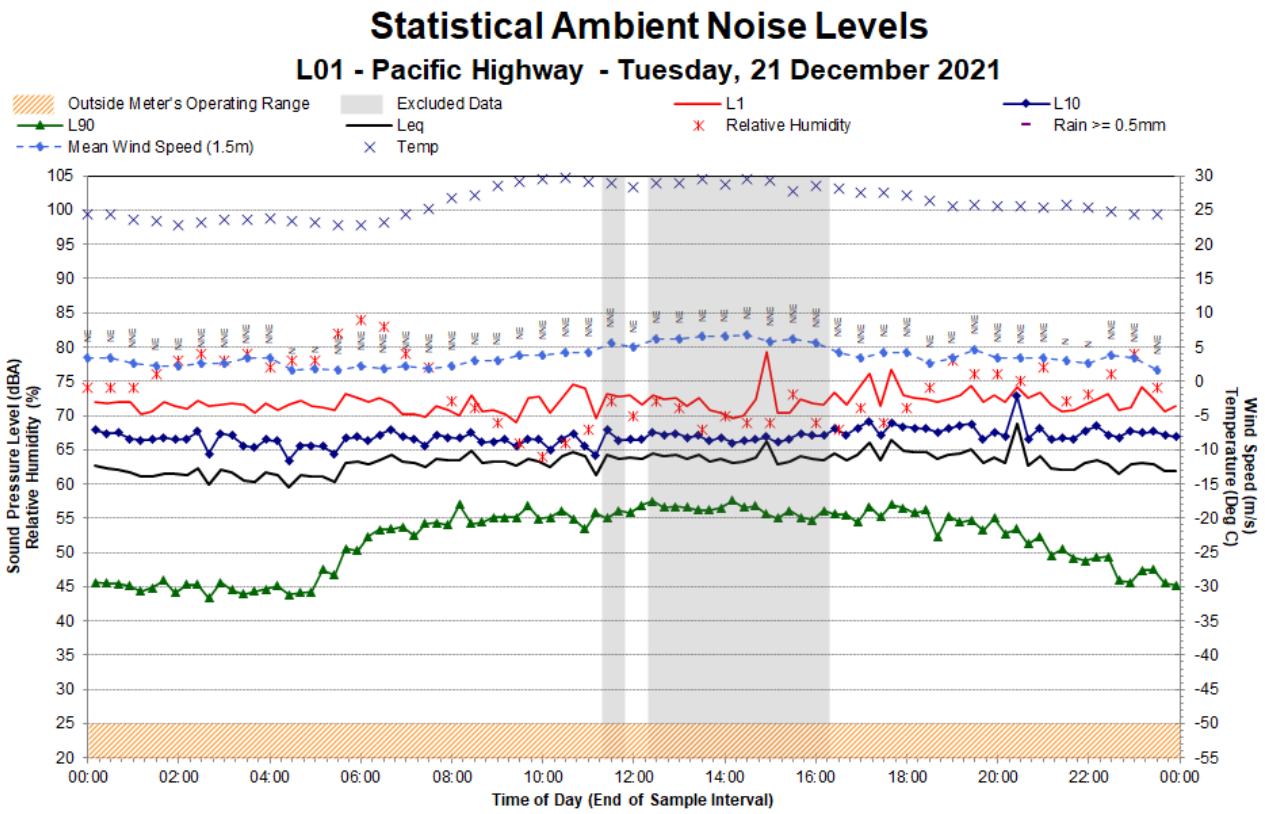
L01 - Pacific Highway - Sunday, 19 December 2021

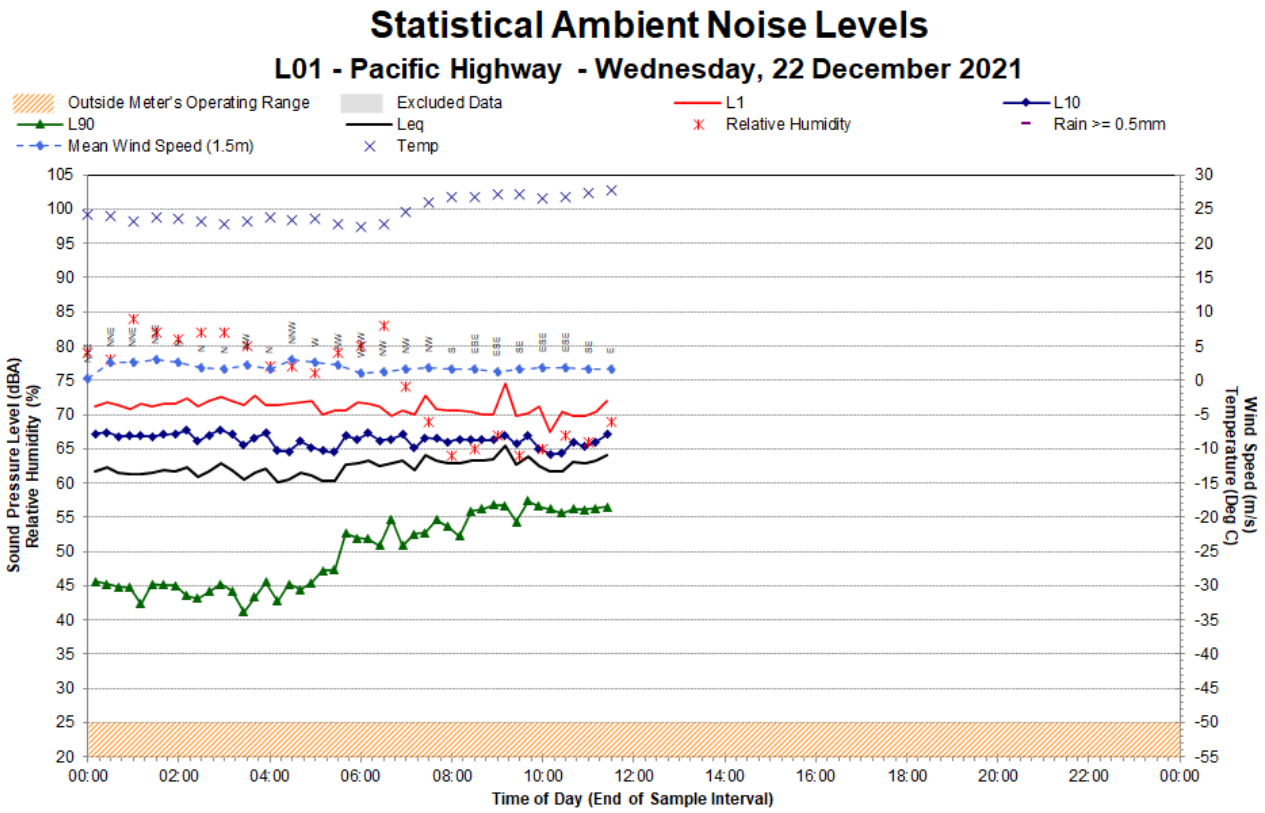


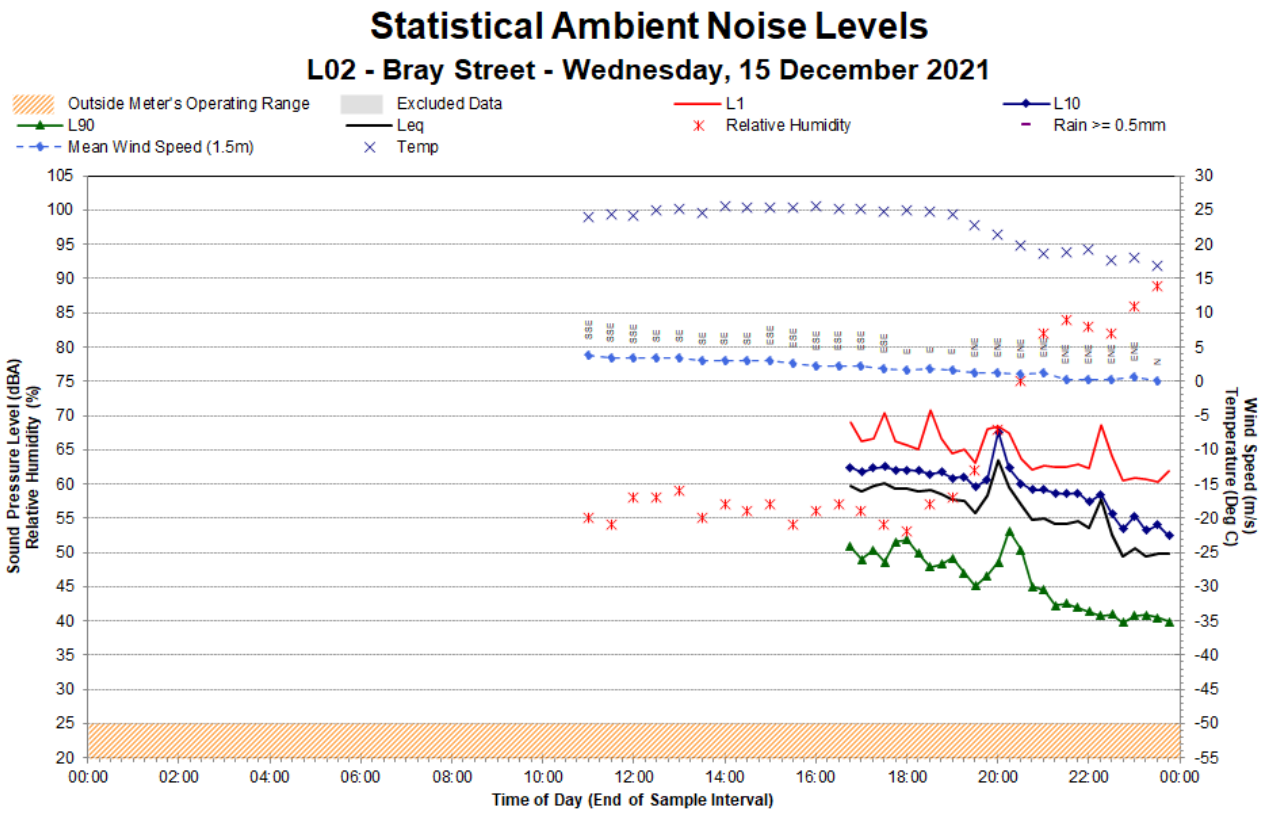
Statistical Ambient Noise Levels

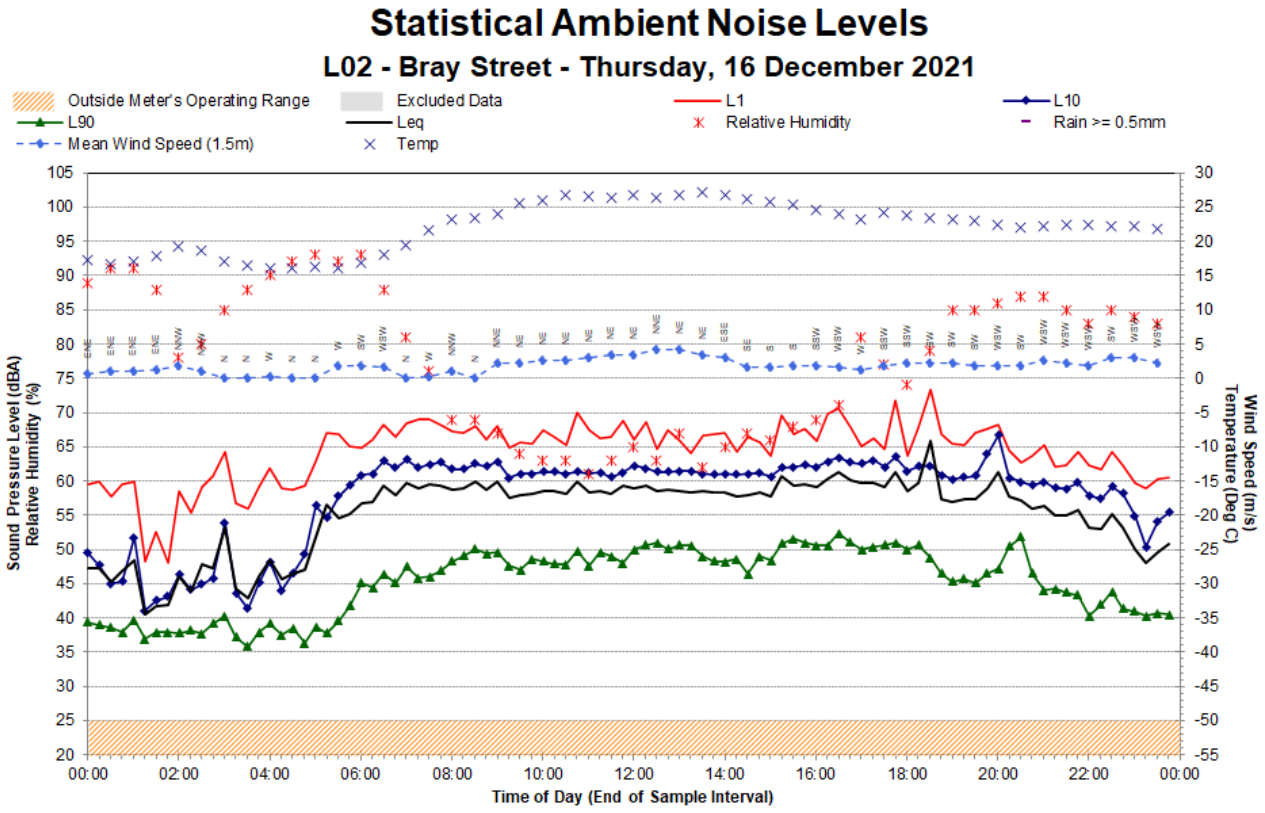
L01 - Pacific Highway - Monday, 20 December 2021




Statistical Ambient Noise Levels
L01 - Pacific Highway - Tuesday, 21 December 2021
Outside Meter's Operating Range
Excluded Data
L1
L10
L90
Leq
Relative Humidity
Rain >= 0.5mm
Mean Wind Speed (1.5m)
Temp
Sound Pressure Level (dBA)
Relative Humidity (%)
Temperature (Deg C)
Wind Speed (m/s)
Time of Day (End of Sample Interval)

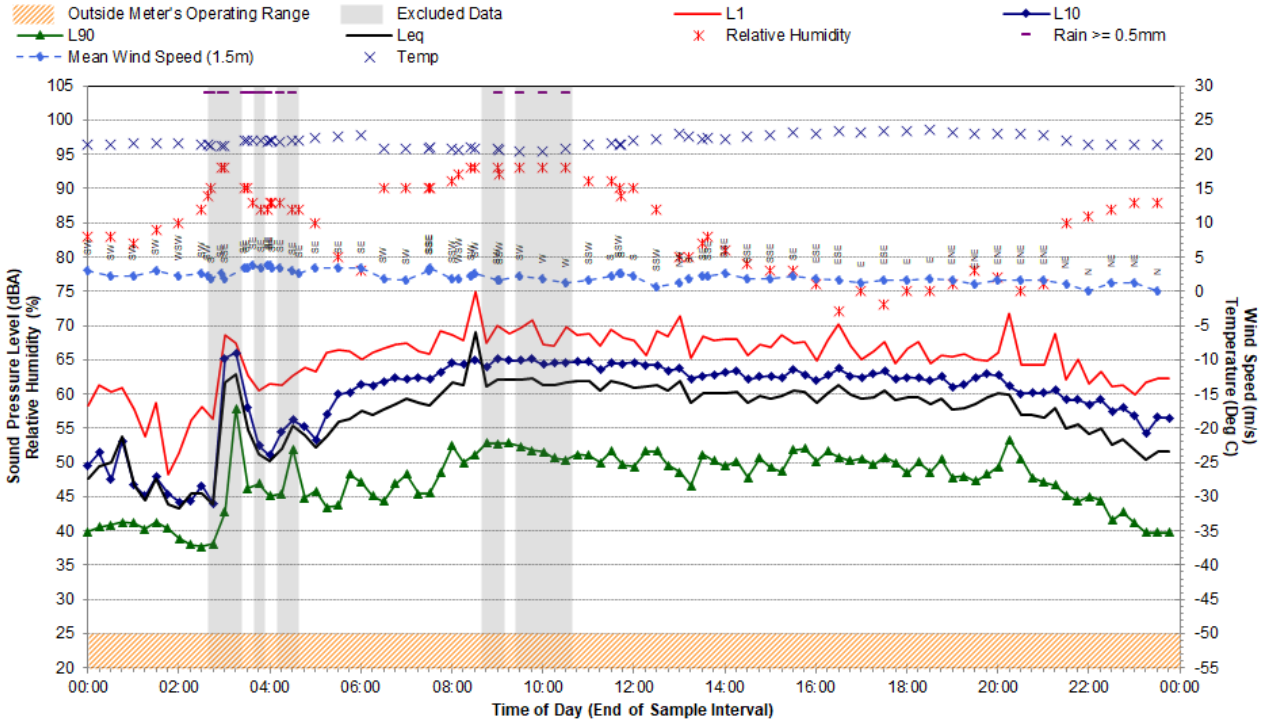

Statistical Ambient Noise Levels
L01 - Pacific Highway - Wednesday, 22 December 2021
Outside Meter's Operating Range
Excluded Data
L1
L10
L90
Leq
Relative Humidity
Rain >= 0.5mm
Mean Wind Speed (1.5m)
Temp
Sound Pressure Level (dBA)
Relative Humidity (%)
Temperature (Deg C)
Wind Speed (m/s)
Time of Day (End of Sample Interval)


Statistical Ambient Noise Levels
L02 - Bray Street - Wednesday, 15 December 2021
Outside Meter's Operating Range
Excluded Data
L1
L10
L90
Leq
Relative Humidity
Rain >= 0.5mm
Mean Wind Speed (1.5m)
Temp
Sound Pressure Level (dBA)
Relative Humidity (%)
Wind Speed (m/s)
Temperature (Deg C)
Time of Day (End of Sample Interval)


Statistical Ambient Noise Levels
L02 - Bray Street - Thursday, 16 December 2021
Outside Meter's Operating Range
Excluded Data
L1
L10
L90
Leq
Relative Humidity
Rain >= 0.5mm
Mean Wind Speed (1.5m)
Temp
Sound Pressure Level (dBA)
Relative Humidity (%)
Wind Speed (m/s)
Temperature (Deg C)
Time of Day (End of Sample Interval)

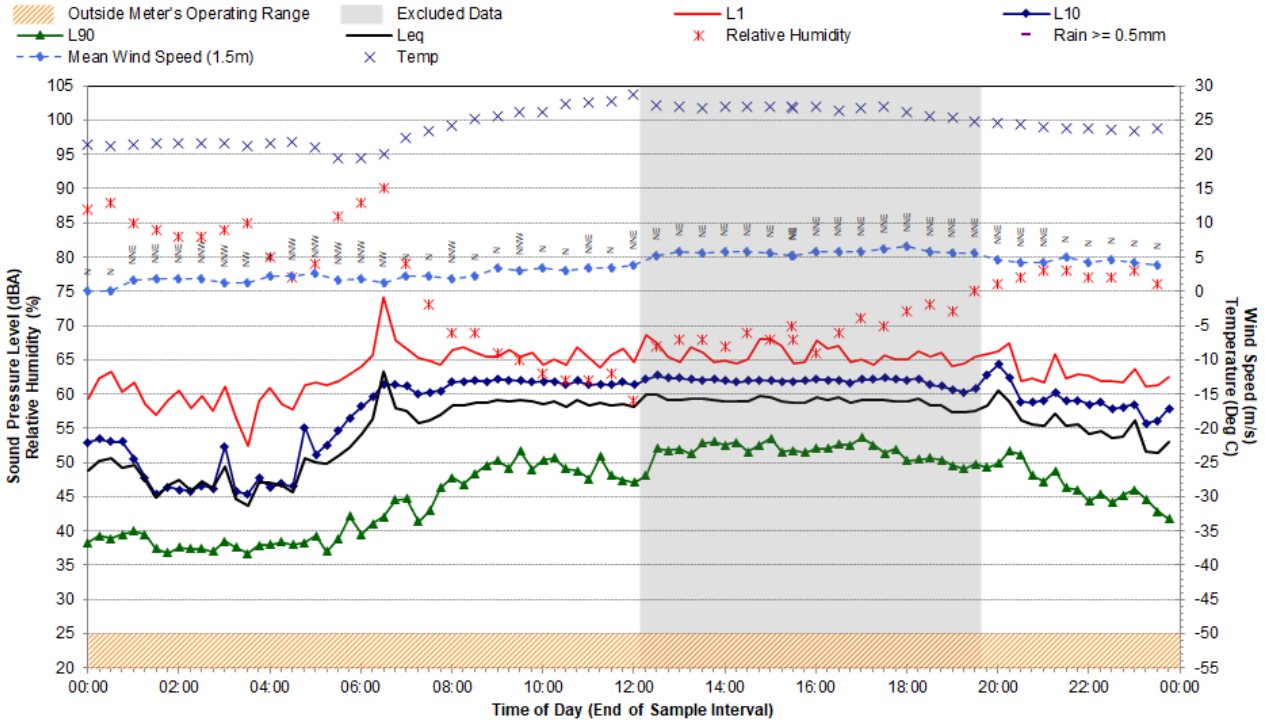
Statistical Ambient Noise Levels

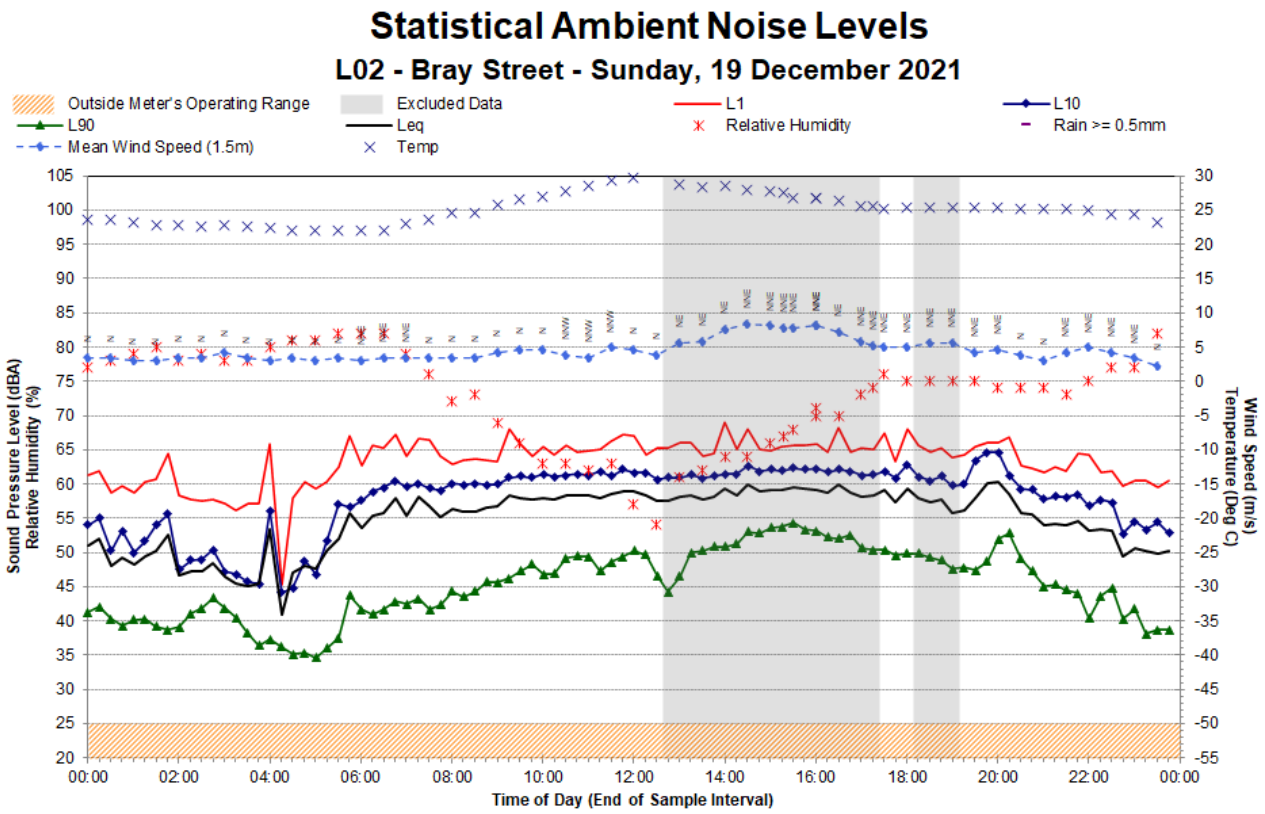
L02 - Bray Street - Friday, 17 December 2021

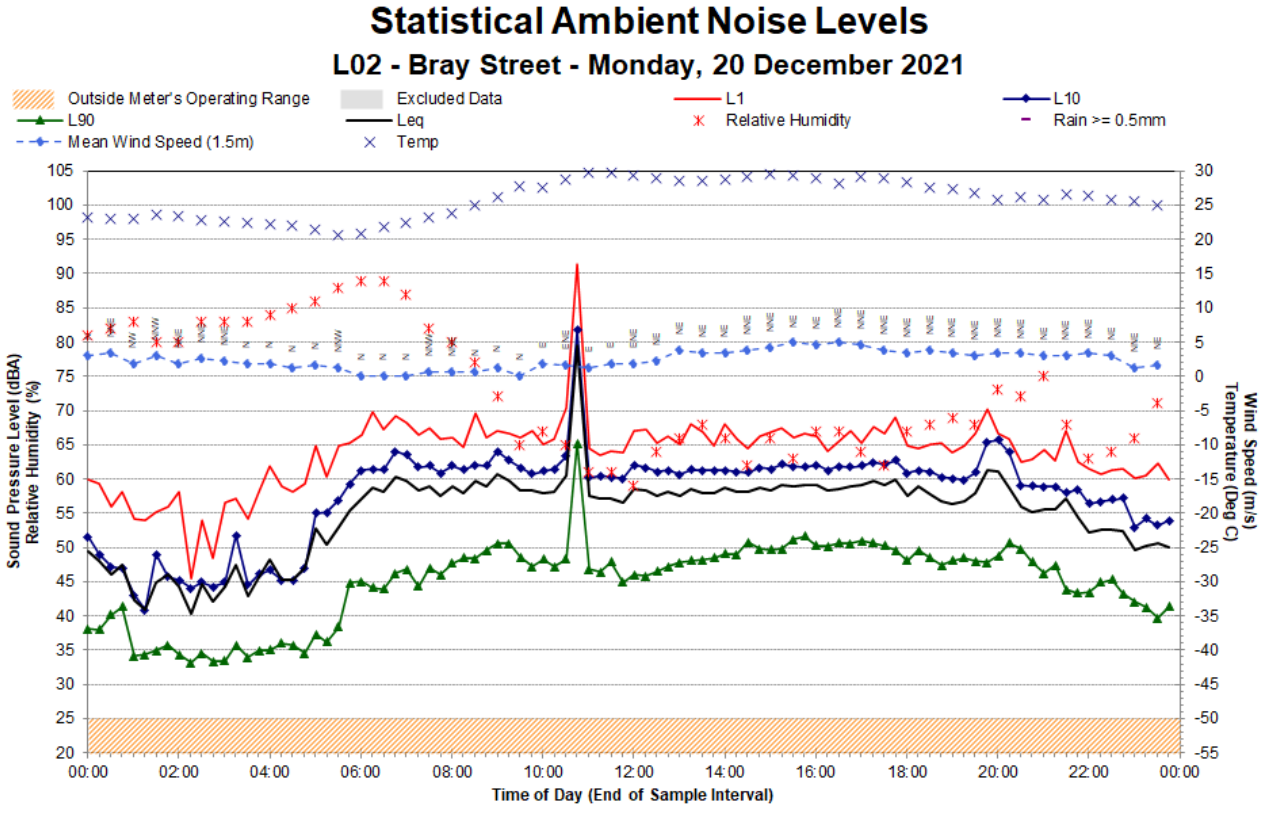


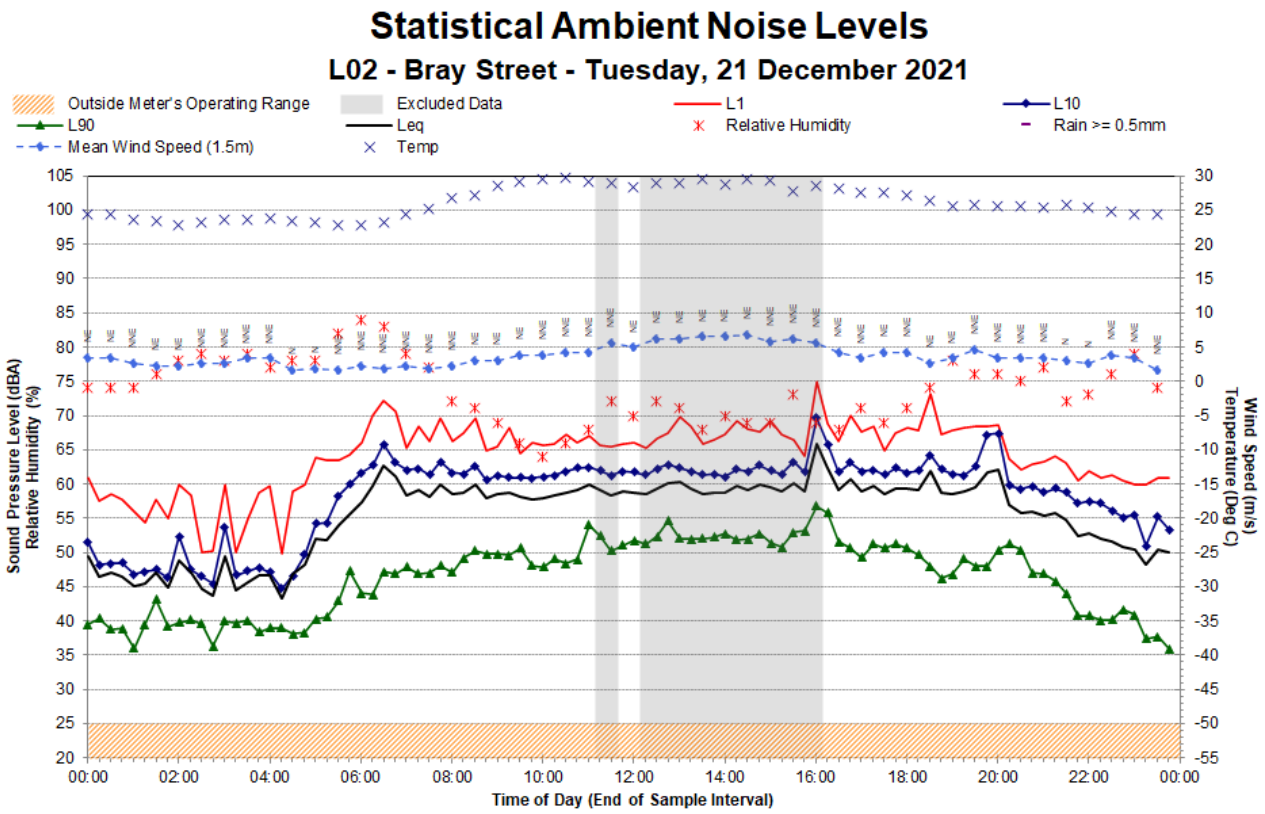
Statistical Ambient Noise Levels

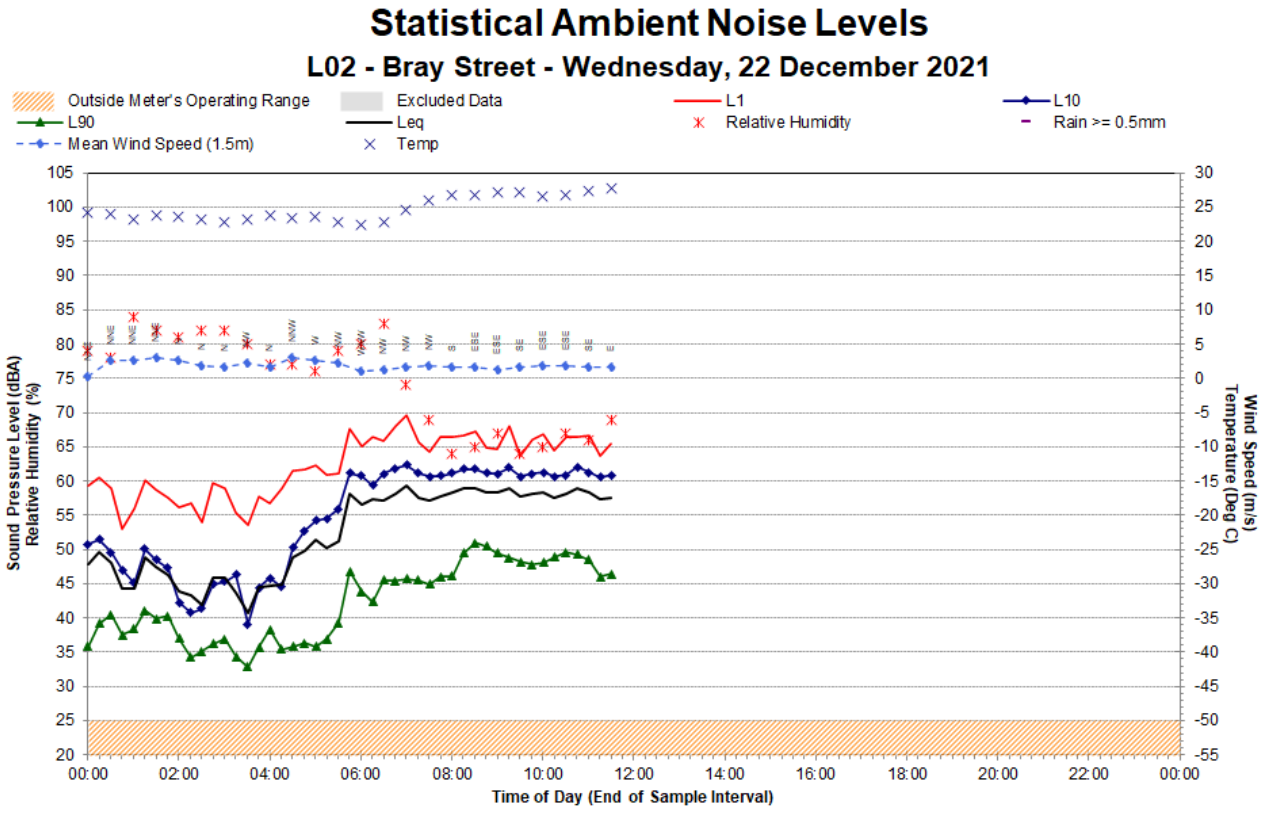
L02 - Bray Street - Saturday, 18 December 2021




Statistical Ambient Noise Levels
L02 - Bray Street - Sunday, 19 December 2021
Outside Meter's Operating Range
Excluded Data
L1
L10
L90
Leq
Relative Humidity
Rain >= 0.5mm
Mean Wind Speed (1.5m)
Temp
Sound Pressure Level (dBA)
Relative Humidity (%)
Temperature (Deg C)
Wind Speed (m/s)
Time of Day (End of Sample Interval)


Statistical Ambient Noise Levels
L02 - Bray Street - Monday, 20 December 2021
Outside Meter's Operating Range
Excluded Data
L1
L10
L90
Leq
Relative Humidity
Rain >= 0.5mm
Mean Wind Speed (1.5m)
Temp
Sound Pressure Level (dBA)
Relative Humidity (%)
Temperature (Deg C)
Wind Speed (m/s)
Time of Day (End of Sample Interval)


Statistical Ambient Noise Levels
L02 - Bray Street - Tuesday, 21 December 2021
Outside Meter's Operating Range
Excluded Data
L1
L10
L90
Leq
Relative Humidity
Rain >= 0.5mm
Mean Wind Speed (1.5m)
Temp
Sound Pressure Level (dBA)
Relative Humidity (%)
Temperature (Deg C)
Wind Speed (m/s)
Time of Day (End of Sample Interval)


Statistical Ambient Noise Levels
L02 - Bray Street - Wednesday, 22 December 2021
Outside Meter's Operating Range
Excluded Data
L1
L10
L90
Leq
Relative Humidity
Rain >= 0.5mm
Mean Wind Speed (1.5m)
Temp
Sound Pressure Level (dBA)
Relative Humidity (%)
Temperature (Deg C)
Wind Speed (m/s)
Time of Day (End of Sample Interval)

APPENDIX D

Noise Contour Plots – Ground Floor

Scale: 1:4,000 at A4
Coordinate System: GDA 1994 MGA Zone 56

Date Drawn: 13-Apr-2022
Project Number: 630.30297

Data Source:

SLR

Daytime
Existing
1.5m above ground level

Appendix D1

H:\Projects-SLR\630-SrvNTL\630-NTL\630.30297.00000 Argyll Estate Coffs Harbour NIA\06 SLR Data\01 CADGIS\GIS\63030297 Appendix D1 Day Existing.mxd

Scale: 1:4,000 at A4
Coordinate System: GDA 1994 MGA Zone 56

Date Drawn: 13-Apr-2022
Project Number: 630.30297

SLR

Data Source:

Night-time
Existing
1.5m above ground level

Appendix D2

H:\Projects-SLR\630-SrvNTL\630-NTL\630.30297.00000 Argyll Estate Coffs Harbour NIA\06 SLR Data\01 CADGIS\GIS\63030297 Appendix D2 Night Existing.mxd

Scale: 1:4,000 at A4
Coordinate System: GDA 1994 MGA Zone 56

Date Drawn: 13-Apr-2022
Project Number: 630.30297

Data Source:

SLR

Daytime
2034
1.5m above ground level

Appendix D3

H:\Projects-SLR\630-SrvNTL\630-NTL\630.30297.00000 Argyll Estate Coffs Harbour NIA\06 SLR Data\01 CADGIS\GIS\63030297 Appendix D3 2034 Day Existing.mxd

Scale: 1:4,000 at A4
Coordinate System: GDA 1994 MGA Zone 56

Date Drawn: 13-Apr-2022
Project Number: 630.30297

Data Source:

Night-time
2034
1.5m above ground level

Appendix D4

H:\Projects-SLR\630-SrvNTL\630-NTL\630.30297.00000 Argyll Estate Coffs Harbour NIA\06 SLR Data\01 CADGIS\GIS\63030297 Appendix D4 2034 Night.mxd

APPENDIX E

Predicted Facade Noise Levels and TNR Required

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
3 Argyll	GF	SE	55	53	15	18	13	54	52	14	17	12
3 Argyll	GF	NE	52	50	12	15	10	51	49	11	14	9
3 Argyll	GF	NW	42	38	2	3	0	41	37	1	2	0
3 Argyll	GF	SW	52	50	12	15	10	51	49	11	14	9
4 Argyll	GF	SW	53	51	13	16	11	52	50	12	15	10
4 Argyll	GF	SE	54	52	14	17	12	53	51	13	16	11
4 Argyll	GF	NE	49	46	9	11	6	48	46	8	11	6
4 Argyll	GF	NW	49	46	9	11	6	48	46	8	11	6
5 Argyll	GF	N	45	42	5	7	2	44	41	4	6	1
5 Argyll	GF	W	53	51	13	16	11	52	50	12	15	10
5 Argyll	GF	SE	54	52	14	17	12	53	51	13	16	11
5 Argyll	GF	NE	52	50	12	15	10	51	49	11	14	9
7 Argyll	GF	N	46	43	6	8	3	45	42	5	7	2
7 Argyll	GF	W	49	47	9	12	7	48	46	8	11	6
7 Argyll	GF	S	53	51	13	16	11	52	50	12	15	10
7 Argyll	GF	E	53	51	13	16	11	52	50	12	15	10
9 Argyll	GF	NE	45	43	5	8	3	44	42	4	7	2
9 Argyll	GF	NW	48	46	8	11	6	47	45	7	10	5
9 Argyll	GF	SW	52	50	12	15	10	51	49	11	14	9
9 Argyll	GF	SE	50	48	10	13	8	49	47	9	12	7
11 Argyll	GF	NE	46	44	6	9	4	45	43	5	8	3
11 Argyll	GF	NW	43	40	3	5	0	42	39	2	4	0
11 Argyll	GF	SW	49	47	9	12	7	48	46	8	11	6
11 Argyll	GF	SE	50	48	10	13	8	49	47	9	12	7
13 Argyll	GF	N	45	43	5	8	3	44	42	4	7	2
13 Argyll	GF	W	43	41	3	6	1	42	40	2	5	0
13 Argyll	GF	S	47	44	7	9	4	46	44	6	9	4
13 Argyll	GF	E	48	46	8	11	6	47	45	7	10	5
15 Argyll	GF	N	43	40	3	5	0	42	39	2	4	0
15 Argyll	GF	W	42	40	2	5	0	42	39	2	4	0
15 Argyll	GF	S	45	42	5	7	2	44	41	4	6	1
15 Argyll	GF	E	43	40	3	5	0	42	40	2	5	0
17 Argyll	GF	N	43	40	3	5	0	42	39	2	4	0
17 Argyll	GF	W	40	36	0	1	0	39	35	0	0	0

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
17 Argyll	GF	S	47	45	7	10	5	46	44	6	9	4
17 Argyll	GF	E	44	42	4	7	2	44	41	4	6	1
22 Argyll	GF	N	44	41	4	6	1	43	40	3	5	0
22 Argyll	GF	N	44	41	4	6	1	43	40	3	5	0
22 Argyll	GF	W	43	41	3	6	1	43	40	3	5	0
22 Argyll	GF	W	44	42	4	7	2	43	41	3	6	1
22 Argyll	GF	S	49	47	9	12	7	48	46	8	11	6
22 Argyll	GF	S	46	44	6	9	4	46	44	6	9	4
22 Argyll	GF	E	48	46	8	11	6	47	45	7	10	5
22 Argyll	GF	E	47	45	7	10	5	46	44	6	9	4
24 Argyll	GF	N	45	42	5	7	2	44	41	4	6	1
24 Argyll	GF	N	44	41	4	6	1	43	40	3	5	0
24 Argyll	GF	W	44	42	4	7	2	44	41	4	6	1
24 Argyll	GF	W	43	40	3	5	0	42	39	2	4	0
24 Argyll	GF	S	48	46	8	11	6	47	45	7	10	5
24 Argyll	GF	S	46	44	6	9	4	45	43	5	8	3
24 Argyll	GF	E	45	43	5	8	3	44	42	4	7	2
24 Argyll	GF	E	45	43	5	8	3	45	42	5	7	2
26 Argyll	GF	N	44	41	4	6	1	43	40	3	5	0
26 Argyll	GF	N	43	40	3	5	0	42	39	2	4	0
26 Argyll	GF	W	44	42	4	7	2	44	41	4	6	1
26 Argyll	GF	W	40	35	0	0	0	39	34	0	0	0
26 Argyll	GF	S	46	44	6	9	4	46	43	6	8	3
26 Argyll	GF	S	46	44	6	9	4	45	43	5	8	3
26 Argyll	GF	E	44	42	4	7	2	43	41	3	6	1
26 Argyll	GF	E	43	40	3	5	0	42	39	2	4	0
28 Argyll	GF	N	43	39	3	4	0	42	38	2	3	0
28 Argyll	GF	W	44	41	4	6	1	43	40	3	5	0
28 Argyll	GF	S	45	43	5	8	3	45	42	5	7	2
28 Argyll	GF	E	43	40	3	5	0	42	39	2	4	0
30 Argyll	GF	N	42	39	2	4	0	41	38	1	3	0
30 Argyll	GF	W	43	40	3	5	0	42	39	2	4	0
30 Argyll	GF	S	45	43	5	8	3	44	42	4	7	2
30 Argyll	GF	E	42	39	2	4	0	41	38	1	3	0
31 Argyll	GF	N	41	37	1	2	0	40	36	0	1	0

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
31 Argyll	GF	W	41	37	1	2	0	40	36	0	1	0
31 Argyll	GF	S	37	35	0	0	0	37	34	0	0	0
31 Argyll	GF	E	43	40	3	5	0	42	39	2	4	0
32 Argyll	GF	S	44	42	4	7	2	43	41	3	6	1
32 Argyll	GF	E	44	41	4	6	1	43	40	3	5	0
32 Argyll	GF	N	43	39	3	4	0	42	38	2	3	0
32 Argyll	GF	W	41	37	1	2	0	40	37	0	2	0
33 Argyll	GF	N	42	37	2	2	0	41	36	1	1	0
33 Argyll	GF	W	42	39	2	4	0	41	38	1	3	0
33 Argyll	GF	S	43	40	3	5	0	42	40	2	5	0
33 Argyll	GF	E	41	38	1	3	0	40	37	0	2	0
35 Argyll	GF	N	41	37	1	2	0	40	36	0	1	0
35 Argyll	GF	W	42	39	2	4	0	41	38	1	3	0
35 Argyll	GF	S	44	42	4	7	2	43	41	3	6	1
35 Argyll	GF	E	42	39	2	4	0	41	38	1	3	0
41 Argyll	GF	S	41	39	1	4	0	40	38	0	3	0
41 Argyll	GF	E	43	41	3	6	1	42	40	2	5	0
41 Argyll	GF	N	42	39	2	4	0	41	39	1	4	0
41 Argyll	GF	W	41	38	1	3	0	40	37	0	2	0
43 Argyll	GF	N	41	38	1	3	0	40	38	0	3	0
43 Argyll	GF	W	41	39	1	4	0	40	38	0	3	0
43 Argyll	GF	S	41	39	1	4	0	40	38	0	3	0
43 Argyll	GF	E	42	39	2	4	0	41	38	1	3	0
44 Argyll	GF	S	41	39	1	4	0	41	38	1	3	0
44 Argyll	GF	E	40	37	0	2	0	40	36	0	1	0
44 Argyll	GF	N	40	37	0	2	0	39	36	0	1	0
44 Argyll	GF	W	41	38	1	3	0	40	37	0	2	0
45 Argyll	GF	N	40	36	0	1	0	39	35	0	0	0
45 Argyll	GF	W	42	39	2	4	0	41	38	1	3	0
45 Argyll	GF	S	42	40	2	5	0	41	39	1	4	0
45 Argyll	GF	E	40	37	0	2	0	39	36	0	1	0
46 Argyll	GF	S	42	40	2	5	0	41	39	1	4	0
46 Argyll	GF	E	40	36	0	1	0	39	35	0	0	0
46 Argyll	GF	N	40	36	0	1	0	39	35	0	0	0
46 Argyll	GF	W	41	38	1	3	0	40	38	0	3	0

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
47 Argyll	GF	N	39	35	0	0	0	38	34	0	0	0
47 Argyll	GF	W	42	39	2	4	0	41	38	1	3	0
47 Argyll	GF	S	43	40	3	5	0	42	40	2	5	0
47 Argyll	GF	E	40	37	0	2	0	39	36	0	1	0
48 Argyll	GF	S	41	39	1	4	0	41	39	1	4	0
48 Argyll	GF	E	40	37	0	2	0	39	36	0	1	0
48 Argyll	GF	N	41	36	1	1	0	40	35	0	0	0
48 Argyll	GF	W	41	38	1	3	0	40	37	0	2	0
49 Argyll	GF	N	39	35	0	0	0	38	34	0	0	0
49 Argyll	GF	W	41	39	1	4	0	41	38	1	3	0
49 Argyll	GF	S	43	41	3	6	1	42	40	2	5	0
49 Argyll	GF	E	40	37	0	2	0	39	36	0	1	0
50 Argyll	GF	S	42	40	2	5	0	41	39	1	4	0
50 Argyll	GF	E	40	36	0	1	0	39	35	0	0	0
50 Argyll	GF	N	41	37	1	2	0	40	36	0	1	0
50 Argyll	GF	W	41	38	1	3	0	40	37	0	2	0
51 Argyll	GF	N	37	33	0	0	0	36	32	0	0	0
51 Argyll	GF	W	41	38	1	3	0	40	38	0	3	0
51 Argyll	GF	S	42	40	2	5	0	42	40	2	5	0
51 Argyll	GF	E	42	40	2	5	0	41	39	1	4	0
52 Argyll	GF	S	41	39	1	4	0	40	38	0	3	0
52 Argyll	GF	E	41	38	1	3	0	40	37	0	2	0
52 Argyll	GF	N	41	37	1	2	0	40	36	0	1	0
52 Argyll	GF	W	40	37	0	2	0	39	36	0	1	0
53 Argyll	GF	N	38	33	0	0	0	37	32	0	0	0
53 Argyll	GF	W	32	28	0	0	0	31	27	0	0	0
53 Argyll	GF	S	42	40	2	5	0	41	39	1	4	0
53 Argyll	GF	E	39	36	0	1	0	38	35	0	0	0
54 Argyll	GF	N	41	37	1	2	0	40	36	0	1	0
54 Argyll	GF	W	40	36	0	1	0	39	35	0	0	0
54 Argyll	GF	S	41	39	1	4	0	40	38	0	3	0
54 Argyll	GF	E	39	36	0	1	0	38	35	0	0	0
59 Argyll	GF	N	39	36	0	1	0	38	35	0	0	0
59 Argyll	GF	W	37	33	0	0	0	36	33	0	0	0
59 Argyll	GF	S	41	39	1	4	0	40	38	0	3	0

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
59 Argyll	GF	E	42	40	2	5	0	41	39	1	4	0
61 Argyll	GF	N	40	36	0	1	0	39	35	0	0	0
61 Argyll	GF	W	39	36	0	1	0	38	36	0	1	0
61 Argyll	GF	S	40	38	0	3	0	40	38	0	3	0
61 Argyll	GF	E	36	33	0	0	0	35	32	0	0	0
62 Argyll	GF	W	38	35	0	0	0	37	34	0	0	0
62 Argyll	GF	S	39	36	0	1	0	38	36	0	1	0
62 Argyll	GF	E	38	34	0	0	0	37	33	0	0	0
62 Argyll	GF	N	35	30	0	0	0	34	29	0	0	0
63 Argyll	GF	N	41	37	1	2	0	40	36	0	1	0
63 Argyll	GF	W	38	35	0	0	0	37	34	0	0	0
63 Argyll	GF	S	40	38	0	3	0	39	37	0	2	0
63 Argyll	GF	E	39	35	0	0	0	38	34	0	0	0
65 Argyll	GF	N	41	37	1	2	0	40	36	0	1	0
65 Argyll	GF	W	38	35	0	0	0	37	35	0	0	0
65 Argyll	GF	S	40	38	0	3	0	39	37	0	2	0
65 Argyll	GF	E	39	35	0	0	0	38	34	0	0	0
67 Argyll	GF	N	41	38	1	3	0	40	37	0	2	0
67 Argyll	GF	W	36	33	0	0	0	35	32	0	0	0
67 Argyll	GF	S	40	38	0	3	0	39	37	0	2	0
67 Argyll	GF	E	38	35	0	0	0	37	34	0	0	0
69 Argyll	GF	N	39	36	0	1	0	38	35	0	0	0
69 Argyll	GF	W	37	33	0	0	0	36	32	0	0	0
69 Argyll	GF	S	38	36	0	1	0	37	35	0	0	0
69 Argyll	GF	E	37	33	0	0	0	36	32	0	0	0
71 Argyll	GF	N	38	34	0	0	0	37	33	0	0	0
71 Argyll	GF	W	37	34	0	0	0	36	33	0	0	0
71 Argyll	GF	S	39	37	0	2	0	38	36	0	1	0
71 Argyll	GF	E	36	32	0	0	0	35	31	0	0	0
73 Argyll	GF	N	38	34	0	0	0	37	33	0	0	0
73 Argyll	GF	W	36	33	0	0	0	36	33	0	0	0
73 Argyll	GF	S	39	37	0	2	0	38	36	0	1	0
73 Argyll	GF	E	36	33	0	0	0	35	32	0	0	0
75 Argyll	GF	N	37	33	0	0	0	36	32	0	0	0
75 Argyll	GF	W	37	35	0	0	0	36	34	0	0	0

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
75 Argyll	GF	S	38	36	0	1	0	37	35	0	0	0
75 Argyll	GF	E	36	33	0	0	0	35	32	0	0	0
76 Argyll	GF	S	39	37	0	2	0	38	36	0	1	0
76 Argyll	GF	E	34	31	0	0	0	33	30	0	0	0
76 Argyll	GF	N	36	33	0	0	0	35	32	0	0	0
76 Argyll	GF	W	34	30	0	0	0	33	29	0	0	0
79 Argyll	GF	N	38	35	0	0	0	37	34	0	0	0
79 Argyll	GF	W	36	33	0	0	0	36	33	0	0	0
79 Argyll	GF	S	38	36	0	1	0	37	35	0	0	0
79 Argyll	GF	E	37	34	0	0	0	36	33	0	0	0
81 Argyll	GF	N	37	34	0	0	0	36	33	0	0	0
81 Argyll	GF	W	37	34	0	0	0	36	33	0	0	0
81 Argyll	GF	S	37	35	0	0	0	36	34	0	0	0
81 Argyll	GF	E	36	32	0	0	0	35	32	0	0	0
83 Argyll	GF	N	38	35	0	0	0	37	34	0	0	0
83 Argyll	GF	W	35	31	0	0	0	34	30	0	0	0
83 Argyll	GF	S	38	36	0	1	0	37	35	0	0	0
83 Argyll	GF	E	35	32	0	0	0	34	31	0	0	0
38-42 Argyll	GF	E	43	41	3	6	1	43	40	3	5	0
38-42 Argyll	F 1	E	47	44	7	9	4	46	43	6	8	3
38-42 Argyll	F 2	E	48	45	8	10	5	48	44	8	9	4
38-42 Argyll	F 3	E	49	46	9	11	6	48	45	8	10	5
38-42 Argyll	GF	S	44	41	4	6	1	43	41	3	6	1
38-42 Argyll	F 1	S	45	43	5	8	3	44	42	4	7	2
38-42 Argyll	F 2	S	46	44	6	9	4	45	43	5	8	3
38-42 Argyll	F 3	S	47	44	7	9	4	46	44	6	9	4
38-42 Argyll	GF	W	41	38	1	3	0	40	37	0	2	0
38-42 Argyll	F 1	W	44	41	4	6	1	43	40	3	5	0
38-42 Argyll	F 2	W	43	39	3	4	0	42	38	2	3	0
38-42 Argyll	F 3	W	43	39	3	4	0	42	39	2	4	0
38-42 Argyll	GF	N	40	35	0	0	0	39	34	0	0	0

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
38-42 Argyll	F 1	N	45	39	5	4	0	44	38	4	3	0
38-42 Argyll	F 2	N	46	40	6	5	0	45	39	5	4	0
38-42 Argyll	F 3	N	47	41	7	6	1	45	40	5	5	0
2 Bradley	GF	S	42	38	2	3	0	41	37	1	2	0
2 Bradley	GF	E	44	40	4	5	0	43	39	3	4	0
2 Bradley	GF	N	46	41	6	6	1	45	40	5	5	0
2 Bradley	GF	W	44	38	4	3	0	42	37	2	2	0
3 Bradley	GF	W	42	39	2	4	0	41	38	1	3	0
3 Bradley	GF	S	44	41	4	6	1	43	40	3	5	0
3 Bradley	GF	E	46	43	6	8	3	45	42	5	7	2
3 Bradley	GF	N	43	39	3	4	0	42	38	2	3	0
4 Bradley	GF	E	44	41	4	6	1	43	41	3	6	1
4 Bradley	GF	N	41	36	1	1	0	40	35	0	0	0
4 Bradley	GF	W	43	39	3	4	0	42	38	2	3	0
4 Bradley	GF	S	41	38	1	3	0	41	37	1	2	0
5 Bradley	GF	W	41	37	1	2	0	40	36	0	1	0
5 Bradley	GF	S	43	41	3	6	1	42	40	2	5	0
5 Bradley	GF	E	45	42	5	7	2	44	41	4	6	1
5 Bradley	GF	N	42	39	2	4	0	41	38	1	3	0
6 Bradley	GF	E	45	42	5	7	2	44	41	4	6	1
6 Bradley	GF	N	42	38	2	3	0	41	37	1	2	0
6 Bradley	GF	W	40	36	0	1	0	39	35	0	0	0
6 Bradley	GF	S	43	40	3	5	0	42	40	2	5	0
15 Bray	GF	S	49	45	9	10	5	48	44	8	9	4
15 Bray	GF	SE	55	51	15	16	11	54	50	14	15	10
15 Bray	GF	N	63	57	23	22	17	62	56	22	21	16
15 Bray	GF	NW	56	51	16	16	11	55	50	15	15	10
17 Bray	GF	S	47	44	7	9	4	46	43	6	8	3
17 Bray	GF	SE	55	50	15	15	10	54	49	14	14	9
17 Bray	GF	N	63	57	23	22	17	62	56	22	21	16
17 Bray	GF	W	56	51	16	16	11	55	50	15	15	10
19 Bray	GF	N	62	57	22	22	17	61	55	21	20	15
19 Bray	GF	W	54	49	14	14	9	53	48	13	13	8
19 Bray	GF	S	47	43	7	8	3	46	42	6	7	2

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
19 Bray	GF	E	56	50	16	15	10	55	49	15	14	9
21 Bray	GF	S	47	43	7	8	3	46	42	6	7	2
21 Bray	GF	E	54	49	14	14	9	53	48	13	13	8
21 Bray	GF	N	62	56	22	21	16	61	55	21	20	15
21 Bray	GF	W	54	49	14	14	9	53	48	13	13	8
23 Bray	GF	N	62	56	22	21	16	61	55	21	20	15
23 Bray	GF	W	54	48	14	13	8	53	47	13	12	7
23 Bray	GF	S	46	43	6	8	3	45	42	5	7	2
23 Bray	GF	E	54	49	14	14	9	53	48	13	13	8
25 Bray	GF	N	62	56	22	21	16	61	55	21	20	15
25 Bray	GF	W	54	48	14	13	8	53	47	13	12	7
25 Bray	GF	S	46	42	6	7	2	45	41	5	6	1
25 Bray	GF	E	54	49	14	14	9	53	48	13	13	8
27 Bray	GF	N	62	56	22	21	16	61	55	21	20	15
27 Bray	GF	W	54	48	14	13	8	53	47	13	12	7
27 Bray	GF	S	46	42	6	7	2	45	41	5	6	1
27 Bray	GF	E	54	48	14	13	8	53	47	13	12	7
29 Bray	GF	N	62	56	22	21	16	61	55	21	20	15
29 Bray	GF	W	54	49	14	14	9	53	47	13	12	7
29 Bray	GF	S	46	42	6	7	2	45	41	5	6	1
29 Bray	GF	E	54	49	14	14	9	53	48	13	13	8
31 Bray	GF	N	62	56	22	21	16	61	55	21	20	15
31 Bray	GF	W	55	49	15	14	9	54	48	14	13	8
31 Bray	GF	S	46	42	6	7	2	45	41	5	6	1
31 Bray	GF	E	54	48	14	13	8	53	47	13	12	7
33 Bray	GF	N	62	56	22	21	16	61	55	21	20	15
33 Bray	GF	W	55	49	15	14	9	53	48	13	13	8
33 Bray	GF	S	46	42	6	7	2	45	41	5	6	1
33 Bray	GF	E	54	49	14	14	9	53	48	13	13	8
35 Bray	GF	N	62	56	22	21	16	61	55	21	20	15
35 Bray	GF	W	55	49	15	14	9	54	48	14	13	8
35 Bray	GF	S	46	41	6	6	1	45	40	5	5	0
35 Bray	GF	E	54	49	14	14	9	53	47	13	12	7
37 Bray	GF	N	62	56	22	21	16	61	55	21	20	15
37 Bray	GF	W	54	48	14	13	8	53	47	13	12	7

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
37 Bray	GF	S	45	41	5	6	1	44	40	4	5	0
37 Bray	GF	E	55	49	15	14	9	53	48	13	13	8
39 Bray	GF	N	62	56	22	21	16	61	55	21	20	15
39 Bray	GF	W	54	49	14	14	9	53	47	13	12	7
39 Bray	GF	S	45	41	5	6	1	44	40	4	5	0
39 Bray	GF	E	54	48	14	13	8	52	47	12	12	7
41 Bray	GF	N	62	56	22	21	16	61	55	21	20	15
41 Bray	GF	W	55	49	15	14	9	54	48	14	13	8
41 Bray	GF	S	46	41	6	6	1	45	40	5	5	0
41 Bray	GF	E	54	48	14	13	8	53	47	13	12	7
43 Bray	GF	N	62	56	22	21	16	61	55	21	20	15
43 Bray	GF	W	55	49	15	14	9	54	48	14	13	8
43 Bray	GF	S	47	42	7	7	2	46	41	6	6	1
43 Bray	GF	E	55	49	15	14	9	54	48	14	13	8
45 Bray	GF	N	62	56	22	21	16	60	55	20	20	15
45 Bray	GF	W	55	49	15	14	9	54	48	14	13	8
45 Bray	GF	S	47	43	7	8	3	46	42	6	7	2
45 Bray	GF	E	55	49	15	14	9	54	48	14	13	8
47 Bray	GF	N	61	55	21	20	15	60	54	20	19	14
47 Bray	GF	W	55	49	15	14	9	54	48	14	13	8
47 Bray	GF	S	46	41	6	6	1	45	40	5	5	0
47 Bray	GF	E	55	49	15	14	9	54	48	14	13	8
61 Bray	GF	E	58	52	18	17	12	57	51	17	16	11
61 Bray	GF	N	63	57	23	22	17	62	56	22	21	16
61 Bray	GF	W	57	52	17	17	12	56	50	16	15	10
61 Bray	GF	S	50	44	10	9	4	49	43	9	8	3
1 Deborah	GF	SE	42	40	2	5	0	41	39	1	4	0
1 Deborah	GF	NE	42	38	2	3	0	41	37	1	2	0
1 Deborah	GF	NW	39	34	0	0	0	38	34	0	0	0
1 Deborah	GF	SW	37	33	0	0	0	36	32	0	0	0
2 Deborah	GF	E	44	41	4	6	1	43	41	3	6	1
2 Deborah	GF	N	40	38	0	3	0	39	37	0	2	0
2 Deborah	GF	W	38	35	0	0	0	37	34	0	0	0

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
2 Deborah	GF	S	42	39	2	4	0	41	38	1	3	0
3 Deborah	GF	E	45	43	5	8	3	44	42	4	7	2
3 Deborah	GF	N	41	39	1	4	0	40	38	0	3	0
3 Deborah	GF	W	37	33	0	0	0	36	32	0	0	0
3 Deborah	GF	S	39	37	0	2	0	39	36	0	1	0
4 Deborah	GF	E	43	41	3	6	1	42	40	2	5	0
4 Deborah	GF	N	41	39	1	4	0	40	38	0	3	0
4 Deborah	GF	W	36	33	0	0	0	35	32	0	0	0
4 Deborah	GF	S	43	40	3	5	0	42	40	2	5	0
5 Deborah	GF	E	43	40	3	5	0	42	40	2	5	0
5 Deborah	GF	N	42	40	2	5	0	41	39	1	4	0
5 Deborah	GF	W	34	31	0	0	0	33	30	0	0	0
5 Deborah	GF	S	40	38	0	3	0	39	37	0	2	0
6 Deborah	GF	W	36	32	0	0	0	35	31	0	0	0
6 Deborah	GF	S	43	41	3	6	1	42	40	2	5	0
6 Deborah	GF	E	43	41	3	6	1	43	40	3	5	0
6 Deborah	GF	N	42	40	2	5	0	41	39	1	4	0
7 Deborah	GF	E	44	42	4	7	2	43	41	3	6	1
7 Deborah	GF	N	39	36	0	1	0	38	35	0	0	0
7 Deborah	GF	W	33	30	0	0	0	32	29	0	0	0
7 Deborah	GF	S	46	44	6	9	4	45	43	5	8	3
8 Deborah	GF	E	43	41	3	6	1	42	40	2	5	0
8 Deborah	GF	N	42	40	2	5	0	41	39	1	4	0
8 Deborah	GF	W	35	31	0	0	0	34	30	0	0	0
8 Deborah	GF	S	40	38	0	3	0	39	37	0	2	0
9 Deborah	GF	NW	37	34	0	0	0	36	33	0	0	0
9 Deborah	GF	SW	46	44	6	9	4	46	44	6	9	4

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
9 Deborah	GF	SE	46	44	6	9	4	45	43	5	8	3
9 Deborah	GF	NE	44	42	4	7	2	44	41	4	6	1
10 Deborah	GF	SW	37	35	0	0	0	36	34	0	0	0
10 Deborah	GF	SE	39	37	0	2	0	38	36	0	1	0
10 Deborah	GF	NE	42	39	2	4	0	41	38	1	3	0
10 Deborah	GF	NW	37	34	0	0	0	36	34	0	0	0
11 Deborah	GF	SE	47	45	7	10	5	46	44	6	9	4
11 Deborah	GF	NE	47	45	7	10	5	46	44	6	9	4
11 Deborah	GF	NW	43	40	3	5	0	42	40	2	5	0
11 Deborah	GF	SW	45	43	5	8	3	44	42	4	7	2
12 Deborah	GF	N	39	36	0	1	0	38	35	0	0	0
12 Deborah	GF	W	39	36	0	1	0	38	35	0	0	0
12 Deborah	GF	S	46	44	6	9	4	45	43	5	8	3
12 Deborah	GF	E	47	44	7	9	4	46	44	6	9	4
1 Elm	GF	NW	45	42	5	7	2	44	41	4	6	1
1 Elm	GF	SW	49	47	9	12	7	48	46	8	11	6
1 Elm	GF	SE	50	48	10	13	8	49	47	9	12	7
1 Elm	GF	NE	46	43	6	8	3	45	43	5	8	3
2 Elm	GF	SW	51	49	11	14	9	51	49	11	14	9
2 Elm	GF	SE	51	49	11	14	9	51	48	11	13	8
2 Elm	GF	NE	48	46	8	11	6	47	45	7	10	5
2 Elm	GF	NW	43	40	3	5	0	42	39	2	4	0
3 Elm	GF	SE	49	46	9	11	6	48	46	8	11	6
3 Elm	GF	NE	46	43	6	8	3	45	43	5	8	3
3 Elm	GF	NW	44	41	4	6	1	44	41	4	6	1
3 Elm	GF	SW	46	43	6	8	3	45	43	5	8	3
4 Elm	GF	NW	45	42	5	7	2	44	41	4	6	1
4 Elm	GF	SW	48	46	8	11	6	47	45	7	10	5
4 Elm	GF	SE	52	50	12	15	10	51	49	11	14	9
4 Elm	GF	NE	47	45	7	10	5	46	44	6	9	4
5 Elm	GF	NW	43	40	3	5	0	42	39	2	4	0

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
5 Elm	GF	SW	46	43	6	8	3	45	42	5	7	2
5 Elm	GF	SE	49	46	9	11	6	48	46	8	11	6
5 Elm	GF	NE	45	42	5	7	2	44	41	4	6	1
6 Elm	GF	NW	45	41	5	6	1	44	40	4	5	0
6 Elm	GF	SW	49	47	9	12	7	48	46	8	11	6
6 Elm	GF	SE	53	51	13	16	11	52	50	12	15	10
6 Elm	GF	NE	49	47	9	12	7	48	46	8	11	6
7 Elm	GF	NW	42	39	2	4	0	41	38	1	3	0
7 Elm	GF	SW	45	42	5	7	2	44	41	4	6	1
7 Elm	GF	SE	49	46	9	11	6	48	45	8	10	5
7 Elm	GF	NE	46	43	6	8	3	45	42	5	7	2
8 Elm	GF	NW	44	41	4	6	1	44	40	4	5	0
8 Elm	GF	SW	48	46	8	11	6	47	45	7	10	5
8 Elm	GF	SE	52	50	12	15	10	51	49	11	14	9
8 Elm	GF	NE	49	46	9	11	6	48	46	8	11	6
9 Elm	GF	SE	51	47	11	12	7	50	47	10	12	7
9 Elm	GF	NE	52	47	12	12	7	51	46	11	11	6
9 Elm	GF	NW	49	44	9	9	4	48	43	8	8	3
9 Elm	GF	SW	47	44	7	9	4	46	43	6	8	3
10 Elm	GF	NW	45	41	5	6	1	44	40	4	5	0
10 Elm	GF	SW	47	45	7	10	5	46	44	6	9	4
10 Elm	GF	SE	52	50	12	15	10	51	49	11	14	9
10 Elm	GF	NE	47	45	7	10	5	46	44	6	9	4
12 Elm	GF	NW	44	40	4	5	0	43	39	3	4	0
12 Elm	GF	SW	49	47	9	12	7	48	46	8	11	6
12 Elm	GF	SE	51	49	11	14	9	50	48	10	13	8
12 Elm	GF	NE	47	44	7	9	4	46	43	6	8	3
3 Frederick	GF	E	54	48	14	13	8	53	47	13	12	7
3 Frederick	GF	N	57	52	17	17	12	56	50	16	15	10
3 Frederick	GF	W	53	47	13	12	7	52	46	12	11	6
3 Frederick	GF	S	48	43	8	8	3	47	42	7	7	2
4 Frederick	GF	E	53	47	13	12	7	52	46	12	11	6
4 Frederick	GF	N	51	46	11	11	6	50	45	10	10	5

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
4 Frederick	GF	W	52	46	12	11	6	51	45	11	10	5
4 Frederick	GF	S	46	40	6	5	0	45	39	5	4	0
5 Frederick	GF	E	52	46	12	11	6	51	45	11	10	5
5 Frederick	GF	N	50	45	10	10	5	49	44	9	9	4
5 Frederick	GF	W	50	44	10	9	4	49	43	9	8	3
5 Frederick	GF	S	46	41	6	6	1	45	40	5	5	0
6 Frederick	GF	E	51	45	11	10	5	49	44	9	9	4
6 Frederick	GF	N	47	42	7	7	2	46	40	6	5	0
6 Frederick	GF	W	47	42	7	7	2	46	41	6	6	1
6 Frederick	GF	S	43	38	3	3	0	42	37	2	2	0
7 Frederick	GF	S	42	38	2	3	0	41	37	1	2	0
7 Frederick	GF	E	48	43	8	8	3	47	42	7	7	2
7 Frederick	GF	N	49	43	9	8	3	48	42	8	7	2
7 Frederick	GF	W	48	42	8	7	2	47	41	7	6	1
8 Frederick	GF	E	49	43	9	8	3	48	42	8	7	2
8 Frederick	GF	N	45	40	5	5	0	44	39	4	4	0
8 Frederick	GF	W	44	38	4	3	0	43	37	3	2	0
8 Frederick	GF	S	42	37	2	2	0	41	36	1	1	0
10 Frederick	GF	W	39	33	0	0	0	38	32	0	0	0
10 Frederick	GF	S	41	36	1	1	0	40	35	0	0	0
10 Frederick	GF	E	47	42	7	7	2	46	41	6	6	1
10 Frederick	GF	N	44	39	4	4	0	43	38	3	3	0
12 Frederick	GF	W	38	32	0	0	0	37	31	0	0	0
12 Frederick	GF	S	40	36	0	1	0	39	35	0	0	0
12 Frederick	GF	E	46	41	6	6	1	45	40	5	5	0
12 Frederick	GF	N	42	38	2	3	0	41	37	1	2	0
14 Frederick	GF	W	37	31	0	0	0	36	30	0	0	0

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
14 Frederick	GF	S	39	34	0	0	0	38	33	0	0	0
14 Frederick	GF	E	45	40	5	5	0	44	39	4	4	0
14 Frederick	GF	N	41	36	1	1	0	40	35	0	0	0
16 Frederick	GF	W	38	32	0	0	0	37	31	0	0	0
16 Frederick	GF	S	40	35	0	0	0	39	34	0	0	0
16 Frederick	GF	E	44	38	4	3	0	43	37	3	2	0
16 Frederick	GF	N	41	35	1	0	0	40	34	0	0	0
18 Frederick	GF	W	33	28	0	0	0	32	27	0	0	0
18 Frederick	GF	E	43	38	3	3	0	42	37	2	2	0
18 Frederick	GF	N	39	35	0	0	0	38	34	0	0	0
27 Frederick	GF	W	35	30	0	0	0	34	29	0	0	0
27 Frederick	GF	S	38	34	0	0	0	37	33	0	0	0
27 Frederick	GF	E	38	34	0	0	0	37	33	0	0	0
27 Frederick	GF	N	36	32	0	0	0	35	31	0	0	0
28 Frederick	GF	S	38	36	0	1	0	37	35	0	0	0
28 Frederick	GF	E	38	35	0	0	0	37	34	0	0	0
28 Frederick	GF	N	34	30	0	0	0	33	30	0	0	0
28 Frederick	GF	W	34	32	0	0	0	33	31	0	0	0
19-25 Frederick	GF	E	41	36	1	1	0	40	35	0	0	0
19-25 Frederick	F 1	E	44	39	4	4	0	43	38	3	3	0
19-25 Frederick	F 2	E	45	41	5	6	1	44	40	4	5	0
19-25 Frederick	F 3	E	46	42	6	7	2	45	41	5	6	1
19-25 Frederick	GF	S	36	33	0	0	0	35	32	0	0	0
19-25 Frederick	F 1	S	39	36	0	1	0	38	35	0	0	0

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
19-25 Frederick	F 2	S	39	37	0	2	0	38	36	0	1	0
19-25 Frederick	F 3	S	41	39	1	4	0	40	38	0	3	0
19-25 Frederick	GF	W	37	34	0	0	0	36	33	0	0	0
19-25 Frederick	F 1	W	39	36	0	1	0	38	35	0	0	0
19-25 Frederick	F 2	W	41	37	1	2	0	40	36	0	1	0
19-25 Frederick	F 3	W	43	39	3	4	0	42	38	2	3	0
19-25 Frederick	GF	NE	37	33	0	0	0	36	32	0	0	0
19-25 Frederick	F 1	NE	39	35	0	0	0	38	34	0	0	0
19-25 Frederick	F 2	NE	41	37	1	2	0	40	36	0	1	0
19-25 Frederick	F 3	NE	44	40	4	5	0	43	39	3	4	0
22-26 Frederick	GF	E	38	34	0	0	0	37	33	0	0	0
22-26 Frederick	F 1	E	40	36	0	1	0	39	35	0	0	0
22-26 Frederick	F 2	E	42	38	2	3	0	41	37	1	2	0
22-26 Frederick	F 3	E	44	40	4	5	0	43	39	3	4	0
22-26 Frederick	GF	S	36	34	0	0	0	36	33	0	0	0
22-26 Frederick	F 1	S	38	36	0	1	0	38	36	0	1	0
22-26 Frederick	F 2	S	39	37	0	2	0	38	36	0	1	0
22-26 Frederick	F 3	S	40	38	0	3	0	39	37	0	2	0
22-26 Frederick	GF	W	32	26	0	0	0	30	25	0	0	0
22-26 Frederick	F 1	W	34	28	0	0	0	33	27	0	0	0

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
22-26 Frederick	F 2	W	35	30	0	0	0	34	29	0	0	0
22-26 Frederick	F 3	W	37	32	0	0	0	36	31	0	0	0
22-26 Frederick	GF	N	40	34	0	0	0	39	33	0	0	0
22-26 Frederick	F 1	N	42	36	2	1	0	41	35	1	0	0
22-26 Frederick	F 2	N	44	38	4	3	0	42	37	2	2	0
22-26 Frederick	F 3	N	46	40	6	5	0	44	39	4	4	0
2 Kurrajong	GF	SE	49	46	9	11	6	48	45	8	10	5
2 Kurrajong	GF	NE	47	44	7	9	4	46	43	6	8	3
2 Kurrajong	GF	NW	47	43	7	8	3	46	42	6	7	2
2 Kurrajong	GF	SW	47	44	7	9	4	46	44	6	9	4
4 Kurrajong	GF	S	45	43	5	8	3	44	42	4	7	2
4 Kurrajong	GF	E	48	44	8	9	4	47	44	7	9	4
4 Kurrajong	GF	N	50	45	10	10	5	49	44	9	9	4
4 Kurrajong	GF	W	46	42	6	7	2	45	41	5	6	1
6 Kurrajong	GF	N	49	44	9	9	4	48	43	8	8	3
6 Kurrajong	GF	W	45	42	5	7	2	44	41	4	6	1
6 Kurrajong	GF	S	45	43	5	8	3	44	42	4	7	2
6 Kurrajong	GF	E	46	43	6	8	3	45	42	5	7	2
7 Kurrajong	GF	S	44	41	4	6	1	43	40	3	5	0
7 Kurrajong	GF	E	46	43	6	8	3	45	43	5	8	3
7 Kurrajong	GF	N	45	42	5	7	2	45	41	5	6	1
7 Kurrajong	GF	W	43	40	3	5	0	42	39	2	4	0
8 Kurrajong	GF	N	48	44	8	9	4	47	43	7	8	3
8 Kurrajong	GF	W	45	41	5	6	1	44	40	4	5	0
8 Kurrajong	GF	S	44	41	4	6	1	43	40	3	5	0

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
8 Kurrajong	GF	E	46	42	6	7	2	45	42	5	7	2
9 Kurrajong	GF	N	45	42	5	7	2	44	41	4	6	1
9 Kurrajong	GF	W	43	39	3	4	0	42	39	2	4	0
9 Kurrajong	GF	S	43	41	3	6	1	43	40	3	5	0
9 Kurrajong	GF	E	44	41	4	6	1	43	40	3	5	0
10 Kurrajong	GF	N	48	43	8	8	3	47	42	7	7	2
10 Kurrajong	GF	W	45	41	5	6	1	44	40	4	5	0
10 Kurrajong	GF	S	43	41	3	6	1	43	40	3	5	0
10 Kurrajong	GF	E	46	42	6	7	2	45	42	5	7	2
11 Kurrajong	GF	N	45	42	5	7	2	44	41	4	6	1
11 Kurrajong	GF	W	42	37	2	2	0	41	36	1	1	0
11 Kurrajong	GF	S	43	40	3	5	0	42	40	2	5	0
11 Kurrajong	GF	E	43	40	3	5	0	42	39	2	4	0
12 Kurrajong	GF	N	48	43	8	8	3	47	42	7	7	2
12 Kurrajong	GF	W	45	41	5	6	1	44	40	4	5	0
12 Kurrajong	GF	S	43	40	3	5	0	42	39	2	4	0
12 Kurrajong	GF	E	45	41	5	6	1	44	40	4	5	0
14 Kurrajong	GF	N	48	43	8	8	3	47	43	7	8	3
14 Kurrajong	GF	W	45	41	5	6	1	44	40	4	5	0
14 Kurrajong	GF	S	43	41	3	6	1	43	40	3	5	0
14 Kurrajong	GF	E	46	42	6	7	2	45	41	5	6	1
16 Kurrajong	GF	N	49	44	9	9	4	48	43	8	8	3
16 Kurrajong	GF	W	45	41	5	6	1	44	40	4	5	0
16 Kurrajong	GF	S	44	42	4	7	2	43	41	3	6	1
16 Kurrajong	GF	E	46	42	6	7	2	45	41	5	6	1
17 Kurrajong	GF	N	44	40	4	5	0	43	39	3	4	0
17 Kurrajong	GF	W	42	39	2	4	0	41	38	1	3	0

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
17 Kurrajong	GF	S	45	42	5	7	2	44	41	4	6	1
17 Kurrajong	GF	E	46	44	6	9	4	45	43	5	8	3
18 Kurrajong	GF	N	49	44	9	9	4	47	43	7	8	3
18 Kurrajong	GF	W	45	41	5	6	1	44	40	4	5	0
18 Kurrajong	GF	S	44	41	4	6	1	43	40	3	5	0
18 Kurrajong	GF	E	47	43	7	8	3	46	42	6	7	2
19 Kurrajong	GF	N	44	40	4	5	0	43	39	3	4	0
19 Kurrajong	GF	W	42	39	2	4	0	41	38	1	3	0
19 Kurrajong	GF	S	43	40	3	5	0	42	40	2	5	0
19 Kurrajong	GF	E	43	40	3	5	0	42	39	2	4	0
20 Kurrajong	GF	N	49	44	9	9	4	48	43	8	8	3
20 Kurrajong	GF	W	45	41	5	6	1	44	40	4	5	0
20 Kurrajong	GF	S	43	40	3	5	0	42	40	2	5	0
20 Kurrajong	GF	E	46	41	6	6	1	45	41	5	6	1
21 Kurrajong	GF	N	45	41	5	6	1	44	40	4	5	0
21 Kurrajong	GF	W	42	38	2	3	0	41	38	1	3	0
21 Kurrajong	GF	S	44	41	4	6	1	43	40	3	5	0
21 Kurrajong	GF	E	42	38	2	3	0	41	37	1	2	0
22 Kurrajong	GF	N	48	43	8	8	3	47	42	7	7	2
22 Kurrajong	GF	W	45	40	5	5	0	44	40	4	5	0
22 Kurrajong	GF	S	42	39	2	4	0	41	39	1	4	0
22 Kurrajong	GF	E	46	42	6	7	2	45	41	5	6	1
23 Kurrajong	GF	N	45	41	5	6	1	44	40	4	5	0
23 Kurrajong	GF	W	42	38	2	3	0	41	38	1	3	0
23 Kurrajong	GF	S	43	40	3	5	0	42	40	2	5	0
23 Kurrajong	GF	E	42	38	2	3	0	41	38	1	3	0
24 Kurrajong	GF	N	48	43	8	8	3	47	42	7	7	2

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
24 Kurrajong	GF	W	45	41	5	6	1	44	40	4	5	0
24 Kurrajong	GF	S	42	39	2	4	0	41	38	1	3	0
24 Kurrajong	GF	E	44	39	4	4	0	43	38	3	3	0
25 Kurrajong	GF	N	45	41	5	6	1	44	40	4	5	0
25 Kurrajong	GF	W	42	38	2	3	0	41	37	1	2	0
25 Kurrajong	GF	S	43	40	3	5	0	42	39	2	4	0
25 Kurrajong	GF	E	42	38	2	3	0	41	37	1	2	0
26 Kurrajong	GF	N	49	44	9	9	4	48	43	8	8	3
26 Kurrajong	GF	W	46	41	6	6	1	45	40	5	5	0
26 Kurrajong	GF	S	42	39	2	4	0	41	38	1	3	0
26 Kurrajong	GF	E	44	39	4	4	0	43	38	3	3	0
27 Kurrajong	GF	N	45	40	5	5	0	44	39	4	4	0
27 Kurrajong	GF	W	43	38	3	3	0	42	37	2	2	0
27 Kurrajong	GF	S	41	38	1	3	0	40	37	0	2	0
27 Kurrajong	GF	E	42	38	2	3	0	41	37	1	2	0
28 Kurrajong	GF	N	50	45	10	10	5	49	44	9	9	4
28 Kurrajong	GF	W	47	42	7	7	2	46	41	6	6	1
28 Kurrajong	GF	S	42	39	2	4	0	41	38	1	3	0
28 Kurrajong	GF	E	47	42	7	7	2	46	41	6	6	1
29 Kurrajong	GF	S	41	39	1	4	0	40	38	0	3	0
29 Kurrajong	GF	E	44	39	4	4	0	43	38	3	3	0
29 Kurrajong	GF	N	46	40	6	5	0	45	39	5	4	0
29 Kurrajong	GF	W	45	40	5	5	0	44	38	4	3	0
30 Kurrajong	GF	N	51	45	11	10	5	50	44	10	9	4
30 Kurrajong	GF	W	47	42	7	7	2	46	41	6	6	1
30 Kurrajong	GF	S	41	39	1	4	0	41	38	1	3	0
30 Kurrajong	GF	E	48	43	8	8	3	47	42	7	7	2

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
31 Kurrajong	GF	NW	46	41	6	6	1	45	40	5	5	0
31 Kurrajong	GF	SW	44	40	4	5	0	43	39	3	4	0
31 Kurrajong	GF	SE	43	40	3	5	0	42	39	2	4	0
31 Kurrajong	GF	NE	45	40	5	5	0	44	39	4	4	0
32 Kurrajong	GF	N	51	46	11	11	6	50	45	10	10	5
32 Kurrajong	GF	W	50	44	10	9	4	49	43	9	8	3
32 Kurrajong	GF	S	41	38	1	3	0	40	38	0	3	0
32 Kurrajong	GF	E	48	43	8	8	3	47	41	7	6	1
38 Kurrajong	GF	S	44	41	4	6	1	43	41	3	6	1
38 Kurrajong	GF	E	49	45	9	10	5	48	44	8	9	4
38 Kurrajong	GF	N	50	44	10	9	4	49	43	9	8	3
38 Kurrajong	GF	W	47	42	7	7	2	46	41	6	6	1
39 Kurrajong	GF	N	45	40	5	5	0	44	39	4	4	0
39 Kurrajong	GF	W	44	39	4	4	0	43	38	3	3	0
39 Kurrajong	GF	S	44	40	4	5	0	43	39	3	4	0
39 Kurrajong	GF	E	46	43	6	8	3	46	42	6	7	2
40 Kurrajong	GF	S	43	40	3	5	0	42	39	2	4	0
40 Kurrajong	GF	E	47	42	7	7	2	46	41	6	6	1
40 Kurrajong	GF	N	50	44	10	9	4	49	43	9	8	3
40 Kurrajong	GF	W	46	41	6	6	1	45	40	5	5	0
41 Kurrajong	GF	N	43	38	3	3	0	42	37	2	2	0
41 Kurrajong	GF	W	43	38	3	3	0	42	37	2	2	0
41 Kurrajong	GF	S	42	39	2	4	0	41	38	1	3	0
41 Kurrajong	GF	E	43	39	3	4	0	42	38	2	3	0
42 Kurrajong	GF	S	43	40	3	5	0	42	39	2	4	0
42 Kurrajong	GF	E	46	41	6	6	1	45	40	5	5	0
42 Kurrajong	GF	N	49	44	9	9	4	48	43	8	8	3

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
42 Kurrajong	GF	W	46	41	6	6	1	45	40	5	5	0
43 Kurrajong	GF	S	40	37	0	2	0	40	36	0	1	0
43 Kurrajong	GF	E	42	37	2	2	0	40	36	0	1	0
43 Kurrajong	GF	N	43	37	3	2	0	42	36	2	1	0
43 Kurrajong	GF	W	42	37	2	2	0	41	36	1	1	0
44 Kurrajong	GF	N	49	43	9	8	3	48	42	8	7	2
44 Kurrajong	GF	W	46	41	6	6	1	45	40	5	5	0
44 Kurrajong	GF	S	42	39	2	4	0	41	38	1	3	0
44 Kurrajong	GF	E	46	41	6	6	1	45	40	5	5	0
45 Kurrajong	GF	S	41	38	1	3	0	40	37	0	2	0
45 Kurrajong	GF	E	42	37	2	2	0	41	36	1	1	0
45 Kurrajong	GF	N	43	37	3	2	0	42	36	2	1	0
45 Kurrajong	GF	W	41	37	1	2	0	40	36	0	1	0
46 Kurrajong	GF	N	49	43	9	8	3	48	42	8	7	2
46 Kurrajong	GF	W	45	40	5	5	0	44	39	4	4	0
46 Kurrajong	GF	S	41	38	1	3	0	40	37	0	2	0
46 Kurrajong	GF	E	46	41	6	6	1	45	40	5	5	0
47 Kurrajong	GF	S	41	37	1	2	0	40	37	0	2	0
47 Kurrajong	GF	E	42	37	2	2	0	41	36	1	1	0
47 Kurrajong	GF	N	42	37	2	2	0	41	36	1	1	0
47 Kurrajong	GF	W	40	36	0	1	0	39	35	0	0	0
48 Kurrajong	GF	S	40	37	0	2	0	39	36	0	1	0
48 Kurrajong	GF	E	46	40	6	5	0	45	39	5	4	0
48 Kurrajong	GF	N	49	43	9	8	3	47	42	7	7	2
48 Kurrajong	GF	W	45	40	5	5	0	44	39	4	4	0
49 Kurrajong	GF	S	41	37	1	2	0	40	37	0	2	0
49 Kurrajong	GF	E	40	36	0	1	0	39	35	0	0	0

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
49 Kurrajong	GF	N	42	37	2	2	0	41	36	1	1	0
49 Kurrajong	GF	W	42	38	2	3	0	41	37	1	2	0
50 Kurrajong	GF	N	48	43	8	8	3	47	42	7	7	2
50 Kurrajong	GF	W	45	40	5	5	0	44	39	4	4	0
50 Kurrajong	GF	S	38	35	0	0	0	37	34	0	0	0
50 Kurrajong	GF	E	45	40	5	5	0	44	39	4	4	0
51 Kurrajong	GF	N	42	37	2	2	0	41	36	1	1	0
51 Kurrajong	GF	W	42	38	2	3	0	41	37	1	2	0
51 Kurrajong	GF	S	41	38	1	3	0	40	37	0	2	0
51 Kurrajong	GF	E	41	37	1	2	0	40	36	0	1	0
52 Kurrajong	GF	S	39	36	0	1	0	38	35	0	0	0
52 Kurrajong	GF	E	45	39	5	4	0	44	38	4	3	0
52 Kurrajong	GF	N	48	43	8	8	3	47	42	7	7	2
52 Kurrajong	GF	W	45	40	5	5	0	44	39	4	4	0
53 Kurrajong	GF	S	40	38	0	3	0	39	37	0	2	0
53 Kurrajong	GF	E	41	38	1	3	0	40	37	0	2	0
53 Kurrajong	GF	N	43	38	3	3	0	42	37	2	2	0
53 Kurrajong	GF	W	41	37	1	2	0	40	36	0	1	0
54 Kurrajong	GF	S	40	37	0	2	0	39	36	0	1	0
54 Kurrajong	GF	E	45	40	5	5	0	44	39	4	4	0
54 Kurrajong	GF	N	49	43	9	8	3	47	42	7	7	2
54 Kurrajong	GF	W	45	40	5	5	0	44	39	4	4	0
55 Kurrajong	GF	N	43	38	3	3	0	42	37	2	2	0
55 Kurrajong	GF	W	42	37	2	2	0	41	36	1	1	0
55 Kurrajong	GF	S	40	37	0	2	0	39	36	0	1	0
55 Kurrajong	GF	E	40	36	0	1	0	39	35	0	0	0
56 Kurrajong	GF	NE	49	43	9	8	3	48	42	8	7	2

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
56 Kurrajong	GF	NW	46	40	6	5	0	45	39	5	4	0
56 Kurrajong	GF	SW	40	36	0	1	0	39	36	0	1	0
56 Kurrajong	GF	SE	44	39	4	4	0	43	38	3	3	0
57 Kurrajong	GF	S	41	38	1	3	0	40	37	0	2	0
57 Kurrajong	GF	E	41	37	1	2	0	40	36	0	1	0
57 Kurrajong	GF	N	43	38	3	3	0	42	37	2	2	0
57 Kurrajong	GF	W	42	38	2	3	0	41	37	1	2	0
58 Kurrajong	GF	NE	49	43	9	8	3	48	42	8	7	2
58 Kurrajong	GF	NW	44	39	4	4	0	43	38	3	3	0
58 Kurrajong	GF	SW	42	37	2	2	0	41	36	1	1	0
58 Kurrajong	GF	SE	46	41	6	6	1	45	40	5	5	0
59 Kurrajong	GF	NE	43	38	3	3	0	42	37	2	2	0
59 Kurrajong	GF	NW	42	37	2	2	0	41	36	1	1	0
59 Kurrajong	GF	SW	40	38	0	3	0	40	37	0	2	0
59 Kurrajong	GF	SE	43	39	3	4	0	42	38	2	3	0
60 Kurrajong	GF	SW	41	36	1	1	0	40	35	0	0	0
60 Kurrajong	GF	SE	44	39	4	4	0	43	38	3	3	0
60 Kurrajong	GF	NE	49	44	9	9	4	48	43	8	8	3
60 Kurrajong	GF	NW	47	42	7	7	2	46	40	6	5	0
61 Kurrajong	GF	NE	44	40	4	5	0	43	39	3	4	0
61 Kurrajong	GF	NW	41	36	1	1	0	40	36	0	1	0
61 Kurrajong	GF	SW	41	38	1	3	0	40	37	0	2	0
61 Kurrajong	GF	SE	43	38	3	3	0	42	37	2	2	0
64 Kurrajong	GF	SW	42	36	2	1	0	41	35	1	0	0
64 Kurrajong	GF	SE	46	41	6	6	1	45	40	5	5	0
64 Kurrajong	GF	NE	50	44	10	9	4	49	43	9	8	3
64 Kurrajong	GF	NW	48	43	8	8	3	47	42	7	7	2

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
66 Kurrajong	GF	NE	50	45	10	10	5	49	44	9	9	4
66 Kurrajong	GF	NW	48	42	8	7	2	47	41	7	6	1
66 Kurrajong	GF	SW	43	38	3	3	0	42	37	2	2	0
66 Kurrajong	GF	SE	48	43	8	8	3	47	42	7	7	2
68 Kurrajong	GF	NE	51	45	11	10	5	50	44	10	9	4
68 Kurrajong	GF	NW	49	43	9	8	3	48	42	8	7	2
68 Kurrajong	GF	SW	43	38	3	3	0	42	37	2	2	0
68 Kurrajong	GF	SE	48	42	8	7	2	47	41	7	6	1
70 Kurrajong	GF	S	43	38	3	3	0	42	37	2	2	0
70 Kurrajong	GF	E	49	43	9	8	3	48	42	8	7	2
70 Kurrajong	GF	N	51	45	11	10	5	50	44	10	9	4
70 Kurrajong	GF	W	46	41	6	6	1	45	39	5	4	0
63-67 Kurrajong	GF	SE	41	36	1	1	0	40	36	0	1	0
63-67 Kurrajong	F 1	SE	44	40	4	5	0	43	39	3	4	0
63-67 Kurrajong	F 2	SE	46	42	6	7	2	45	41	5	6	1
63-67 Kurrajong	F 3	SE	46	42	6	7	2	45	41	5	6	1
63-67 Kurrajong	GF	SW	37	34	0	0	0	36	33	0	0	0
63-67 Kurrajong	F 1	SW	39	36	0	1	0	38	35	0	0	0
63-67 Kurrajong	F 2	SW	41	38	1	3	0	40	37	0	2	0
63-67 Kurrajong	F 3	SW	44	39	4	4	0	43	38	3	3	0
63-67 Kurrajong	GF	W	38	33	0	0	0	37	32	0	0	0
63-67 Kurrajong	F 1	W	40	35	0	0	0	39	34	0	0	0
63-67 Kurrajong	F 2	W	43	37	3	2	0	42	36	2	1	0

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
63-67 Kurrajong	F 3	W	44	38	4	3	0	43	37	3	2	0
63-67 Kurrajong	GF	NE	45	39	5	4	0	44	38	4	3	0
63-67 Kurrajong	F 1	NE	47	42	7	7	2	46	41	6	6	1
63-67 Kurrajong	F 2	NE	49	43	9	8	3	48	42	8	7	2
63-67 Kurrajong	F 3	NE	49	44	9	9	4	48	43	8	8	3
2 Maple	GF	N	42	39	2	4	0	42	38	2	3	0
2 Maple	GF	W	43	40	3	5	0	42	39	2	4	0
2 Maple	GF	S	46	44	6	9	4	45	43	5	8	3
2 Maple	GF	E	45	42	5	7	2	44	42	4	7	2
3 Maple	GF	W	43	40	3	5	0	42	39	2	4	0
3 Maple	GF	S	43	40	3	5	0	42	39	2	4	0
3 Maple	GF	E	48	46	8	11	6	47	45	7	10	5
3 Maple	GF	N	43	39	3	4	0	42	38	2	3	0
4 Maple	GF	N	42	39	2	4	0	41	38	1	3	0
4 Maple	GF	W	36	32	0	0	0	35	31	0	0	0
4 Maple	GF	S	46	43	6	8	3	45	43	5	8	3
4 Maple	GF	E	46	44	6	9	4	45	43	5	8	3
5 Maple	GF	E	48	46	8	11	6	47	45	7	10	5
5 Maple	GF	N	42	39	2	4	0	41	38	1	3	0
5 Maple	GF	W	41	38	1	3	0	40	37	0	2	0
5 Maple	GF	S	42	40	2	5	0	41	39	1	4	0
6 Maple	GF	NE	47	45	7	10	5	46	44	6	9	4
6 Maple	GF	NW	40	37	0	2	0	39	36	0	1	0
6 Maple	GF	SW	39	35	0	0	0	38	35	0	0	0
6 Maple	GF	SE	44	41	4	6	1	43	40	3	5	0
7 Maple	GF	W	39	36	0	1	0	38	35	0	0	0
7 Maple	GF	S	43	40	3	5	0	42	39	2	4	0
7 Maple	GF	E	48	46	8	11	6	47	45	7	10	5
7 Maple	GF	N	43	41	3	6	1	42	40	2	5	0
8 Maple	GF	NE	48	46	8	11	6	47	45	7	10	5
8 Maple	GF	NW	42	40	2	5	0	41	39	1	4	0

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
8 Maple	GF	SW	36	34	0	0	0	36	33	0	0	0
8 Maple	GF	SE	45	43	5	8	3	44	42	4	7	2
9 Maple	GF	NE	48	46	8	11	6	47	45	7	10	5
9 Maple	GF	NW	43	41	3	6	1	42	40	2	5	0
9 Maple	GF	SW	44	41	4	6	1	43	40	3	5	0
9 Maple	GF	SE	44	42	4	7	2	43	41	3	6	1
10 Maple	GF	NE	49	47	9	12	7	48	46	8	11	6
10 Maple	GF	NW	44	42	4	7	2	43	41	3	6	1
10 Maple	GF	SW	37	34	0	0	0	36	33	0	0	0
10 Maple	GF	SE	45	43	5	8	3	45	43	5	8	3
11 Maple	GF	NE	49	47	9	12	7	48	46	8	11	6
11 Maple	GF	NW	44	42	4	7	2	43	41	3	6	1
11 Maple	GF	SW	45	43	5	8	3	44	42	4	7	2
11 Maple	GF	SE	46	44	6	9	4	45	43	5	8	3
12 Maple	GF	NE	50	48	10	13	8	50	48	10	13	8
12 Maple	GF	NW	45	43	5	8	3	44	42	4	7	2
12 Maple	GF	SW	38	35	0	0	0	37	34	0	0	0
12 Maple	GF	SE	50	48	10	13	8	50	48	10	13	8
13 Maple	GF	NE	50	48	10	13	8	49	47	9	12	7
13 Maple	GF	NW	44	42	4	7	2	43	41	3	6	1
13 Maple	GF	SW	46	44	6	9	4	45	43	5	8	3
13 Maple	GF	SE	51	49	11	14	9	50	48	10	13	8
1 Raymond	GF	W	38	35	0	0	0	37	34	0	0	0
1 Raymond	GF	S	39	37	0	2	0	38	36	0	1	0
1 Raymond	GF	E	41	37	1	2	0	40	37	0	2	0
1 Raymond	GF	N	37	33	0	0	0	36	32	0	0	0
3 Raymond	GF	W	38	34	0	0	0	37	33	0	0	0
3 Raymond	GF	S	36	32	0	0	0	35	31	0	0	0
3 Raymond	GF	E	40	35	0	0	0	39	34	0	0	0
3 Raymond	GF	N	38	33	0	0	0	37	32	0	0	0
5 Raymond	GF	W	39	34	0	0	0	38	33	0	0	0
5 Raymond	GF	S	38	33	0	0	0	37	32	0	0	0

Lot Number	Floor Level	Façade Direction	Predicted Façade Noise Levels - Existing		Traffic Noise Reduction - Existing			Predicted Façade Noise Levels - 2034		Traffic Noise Reduction - 2034		
			Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room	Day	Night	Day – Any Habitable Room	Night - Bedroom	Night – Other Habitable Room
5 Raymond	GF	E	40	35	0	0	0	39	34	0	0	0
5 Raymond	GF	N	40	36	0	1	0	39	35	0	0	0
7 Raymond	GF	E	41	36	1	1	0	40	35	0	0	0
7 Raymond	GF	N	41	38	1	3	0	40	37	0	2	0
7 Raymond	GF	W	39	35	0	0	0	38	35	0	0	0
7 Raymond	GF	S	40	36	0	1	0	39	35	0	0	0
6-8 Raymond	GF	W	37	32	0	0	0	36	31	0	0	0
6-8 Raymond	F 1	W	40	35	0	0	0	39	34	0	0	0
6-8 Raymond	F 2	W	42	37	2	2	0	41	36	1	1	0
6-8 Raymond	F 3	W	43	38	3	3	0	42	37	2	2	0
6-8 Raymond	GF	S	40	38	0	3	0	39	37	0	2	0
6-8 Raymond	F 1	S	41	39	1	4	0	40	38	0	3	0
6-8 Raymond	F 2	S	42	40	2	5	0	41	39	1	4	0
6-8 Raymond	F 3	S	43	40	3	5	0	42	40	2	5	0
6-8 Raymond	GF	E	39	35	0	0	0	38	34	0	0	0
6-8 Raymond	F 1	E	44	40	4	5	0	43	39	3	4	0
6-8 Raymond	F 2	E	46	42	6	7	2	45	42	5	7	2
6-8 Raymond	F 3	E	46	43	6	8	3	45	42	5	7	2
6-8 Raymond	GF	N	41	36	1	1	0	40	35	0	0	0
6-8 Raymond	F 1	N	45	41	5	6	1	44	40	4	5	0
6-8 Raymond	F 2	N	47	42	7	7	2	46	41	6	6	1
6-8 Raymond	F 3	N	47	43	7	8	3	46	42	6	7	2

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