

Transportation Noise Assessment

Lots 81 & 82 Brooklands Drive, Henley Brook

Reference: 250810669-01A

Prepared for:
Progress Developments

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1. INTRODUCTION

It is proposed to subdivide land at Lots 81 & 82 Brooklands Drive, Henley Brook (refer *Figure 1-1*) with the proposed subdivision plan also shown for Stages 4 to 9. The site is in proximity to the future Henley Brook Avenue and as such an assessment against *State Planning Policy No. 5.4 Road and Rail Noise* (SPP 5.4) has been undertaken. It should be noted that Henley Brook Avenue is not shown on the PlanWA maps and it could therefore be considered that SPP 5.4 does not apply.

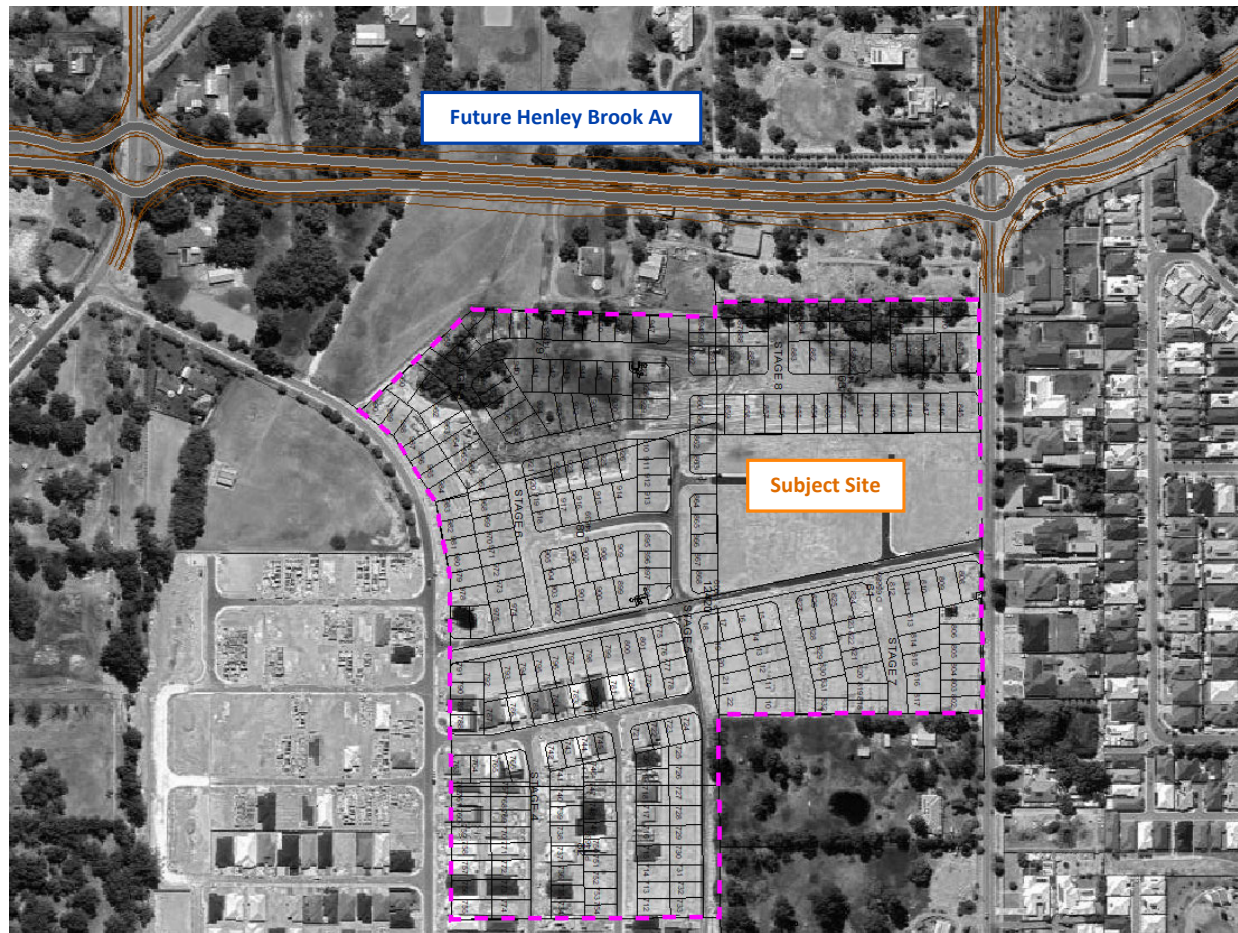


Figure 1-1: Subdivision Location (Source: DPLH PlanWA)

Appendix B contains a description of some of the terminology used throughout this report.

2. CRITERIA

The criteria relevant to this project is provided in *State Planning Policy No. 5.4 Road and Rail Noise* (hereafter referred to as SPP 5.4) produced by the Western Australian Planning Commission (WAPC). SPP 5.4 is supported by the *Road and Rail Noise Guidelines* (the Guidelines) and the Department of Planning, Lands and Heritage mapping. The objectives of SPP 5.4 are to:

- Protect the community from unreasonable levels of transport noise;
- Protect strategic and other significant freight transport corridors from incompatible urban encroachment;
- Ensure transport infrastructure and land-use can mutually exist within urban corridors;
- Ensure that noise impacts are addressed as early as possible in the planning process; and
- Encourage best practice noise mitigation design and construction standards.

Table 2-1 sets out noise targets that are to be achieved by proposals under which SPP 5.4 applies. Where the targets are exceeded, an assessment is required to determine the likely level of transport noise and management/mitigation required.

Table 2-1: Noise Targets for Noise Sensitive Land-Use

Scenario	Outdoor Noise Target		Indoor Noise Target	
	55 dB L _{Aeq} (Day)	50 dB L _{Aeq} (Night)	40 dB L _{Aeq} (Day) (Living and Work Areas)	35 dB L _{Aeq} (Night) (Bedrooms)
Noise-sensitive land-use and/or development				

Notes:

- Day period is from 6am to 10pm and night period from 10pm to 6am.
- The outdoor noise target is to be measured at 1-metre from the most exposed, habitable¹ facade of a noise sensitive building.
- For all noise-sensitive land-use and/or development, indoor noise targets for other room usages may be reasonably drawn from Table 1 of Australian Standard/New Zealand Standard AS/NZS 2107:2016 *Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors* (as amended) for each relevant time period.
- Outdoor targets are to be met at all outdoor areas as far as is reasonable and practicable to do so using the various noise mitigation measures outlined in the Guidelines.

The application of SPP 5.4 is to consider anticipated traffic volumes for the next 20 years from when the noise assessment has been undertaken.

¹ A habitable room is defined in *State Planning Policy 3.1* as a room used for normal domestic activities that includes a bedroom, living room, lounge room, music room, sitting room, television room, kitchen, dining room, sewing room, study, playroom, sunroom, gymnasium, fully enclosed swimming pool or patio.

3. METHODOLOGY

As Henley Brook Avenue does not yet exist, no noise monitoring or measurements have been undertaken and the assessment is based solely on noise modelling, consistent with other development in the area.

The computer program *SoundPLAN 9.1* was utilised incorporating the *Calculation of Road Traffic Noise* (CoRTN) algorithms, modified to reflect Australian conditions. The modifications included the following:

- Vehicles were separated into heavy (Austroads Class 3 upwards) and non-heavy (Austroads Class 1 and 2) with non-heavy vehicles having a source height of 0.5 metres above road level and heavy vehicles having two source heights at 1.5 metres and 3.6 metres above road level;
- A -0.8 dB correction has been applied to the lower level heavy vehicle noise source and -8.0 dB to the higher level noise source based on the *Transportation Noise Reference Book*; Paul Nelson (1987), so as to provide consistent results with the CoRTN algorithms;
- An adjustment of -1.7 dB has been applied to the predicted levels for the 'at façade' case, based on the findings of *An Evaluation of the U.K. DoE Traffic Noise Prediction*; Australian Road Research Board, Report 122 ARRB – NAASRA Planning Group (March 1983).

Predictions are made at heights of 1.4 metres above ground floor level for single storey buildings and 4.2 metres above ground floor level for possible first floors of double storey buildings. The noise is predicted at 1-metre from an assumed building façade, resulting in a + 2.5 dB correction due to reflected noise.

Various input data are included in the modelling and these are discussed in *Section 3.1* to *Section 3.5*.

3.1. Ground Topography

The future Henley Brook Avenue draft road design was provided by the City of Swan in 2017 when the structure plan for the area commenced. This was merged into the noise model with existing terrain information from previous projects and finished lot levels for the proposed subdivision (provided 20 August 2025).

Indicative building outlines have been included as these can provide barrier attenuation when located between a source and a receiver, in much the same way as a hill or wall. All buildings are assumed to be single storey with heights of 3.5 metres. These include future development between this site and Henley Brook Avenue based on a Burgess Design draft Concept Plan (Ref: Pro Bro 02-12-02 dated 26 February 2025).

3.2. Road Surface

The corrections applied for different road surface finishes are provided in *Table 3-1*.

Table 3-1: Noise Relationship Between Different Road Surfaces

Chip Seal				Asphalt			
14mm	10mm	5mm	Slurry	Dense Graded	Novachip	Stone Mastic	Open Graded
+3.5 dB	+2.5 dB	+1.5 dB	+1.0 dB	0.0 dB	-0.2 dB	-1.5 dB	-2.5 dB

The road surface is assumed to be dense graded asphalt.

3.3. Vehicle Speed

The posted speed is assumed to be 70 km/hr.

3.4. Traffic Volumes

A Forecast 2046 plot was obtained from Main Roads WA (Suk Ling Chang, Transport Modelling Analyst, Reference: #43430, dated 27 August 2025). Note that the percentage heavy vehicles are assumed to be 2%, similar to that used in previous studies in the area. *Table 3-2* provides the traffic volumes used in the modelling.

Table 3-2: Traffic Information Used in Noise Modelling for Henley Brook Avenue

Section	Parameter			
	24-Hour Volume		Percentage (%) Heavy Vehicles	
	Northbound	Southbound	Northbound	Southbound
North of Woollcott Avenue	7,400	7,900	2	2
North of Lawson Road	8,700	9,500	2	2
North of Park Street	8,200	8,800	2	2
North of Henley Street	10,600	8,500	2	2

3.5. Ground Absorption

The ground absorption has been assumed to be 0.0 (0%) for the roads, 0.5 (50%) outside of the roads and 1.0 (100%) for public open spaces, noting that 0.0 represents hard reflective surfaces such as water and 1.0 represents absorptive surfaces such as grass.

4. RESULTS

The noise modelling is provided in *Figure 4-1* and *Figure 4-2* as $L_{Aeq(Day)}$ noise level contour plots for the future traffic conditions at ground floor and possible first floors respectively.

It can be seen that the predicted noise levels at the nearest future houses will be compliant at ground floor but above the outdoor noise target and possible first floors should a two storey house be constructed.

Figure 4-1

Noise levels
L_{Aeq,Day} dB

Green	= 55	Exposure A
	= 56	
	= 57	
	= 58	
Yellow	= 59	Exposure B
	= 60	
	= 61	
	= 62	
Blue	= 63	Exposure C
	= 64	
	= 65	
	= 66	
Grey	= 66	Exposure D

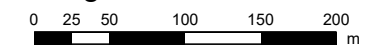
SPP 5.4 (Sep 2019)

Signs and symbols

- Modelled Road
- Subject Site
- Road Design
- Future Development



Length Scale 1:5000



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Proposed Subdivision of Lots 81 & 82 Brooklands Drive, Henley Brook - Stages 4 to 9
Future (2046) Noise Level Contours

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

SoundPLAN v9.1
CoRTN Algorithms

15 September 2025

Figure 4-2



Noise levels
L_{Aeq,Day} dB

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

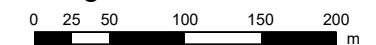
SPP 5.4 (Sep 2019)

Signs and symbols

- Modelled Road
- Subject Site
- Road Design
- Future Houses



Length Scale 1:5000



Proposed Subdivision of Lots 81 & 82 Brooklands Drive, Henley Brook - Stages 4 to 9
Future (2046) Noise Level Contours

L_{Aeq}(Day) Noise Level Contours Based on Future Conditions
First Floor Level

SoundPLAN v9.1
CoRTN Algorithms

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5. ASSESSMENT

The objectives of SPP 5.4 are to achieve:

- Indoor noise levels specified in *Table 2-1* in noise-sensitive areas (e.g. bedrooms and living rooms of houses); and
- A reasonable degree of acoustic amenity for outdoor living areas on each residential lot.

Where the outdoor noise targets of *Table 2-1* are achieved, no further noise controls are necessary. With reference to *Section 4*, it is evident the outdoor noise target will be compliant at ground floor (i.e. single storey dwellings) and only above the outdoor noise target if a first floor was constructed. Affected locations for first floors is shown on *Figure 5-1*.

Appendix A provides the Quiet House Packages, as taken from the SPP 5.4 Guidelines. Alternatives to the provided Packages can be accepted if supported by a report from a suitably qualified acoustical consultant (member firm of the Association of Australasian Acoustical Consultants (AAAC)) once the specific house plans for the lot are available. In addition, each of these lots will require a notification on title in accordance with SPP 5.4.

Figure 5-1

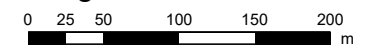


Signs and symbols

-  Modelled Road
-  Subject Site
-  Road Design
-  Package A
-  Package B



Length Scale 1:5000



Proposed Subdivision of Lots 81 & 82 Brooklands Drive, Henley Brook - Stages 4 to 9
Mitigation Requirements - First Floor

SoundPLAN v9.1
CoRTN Algorithms

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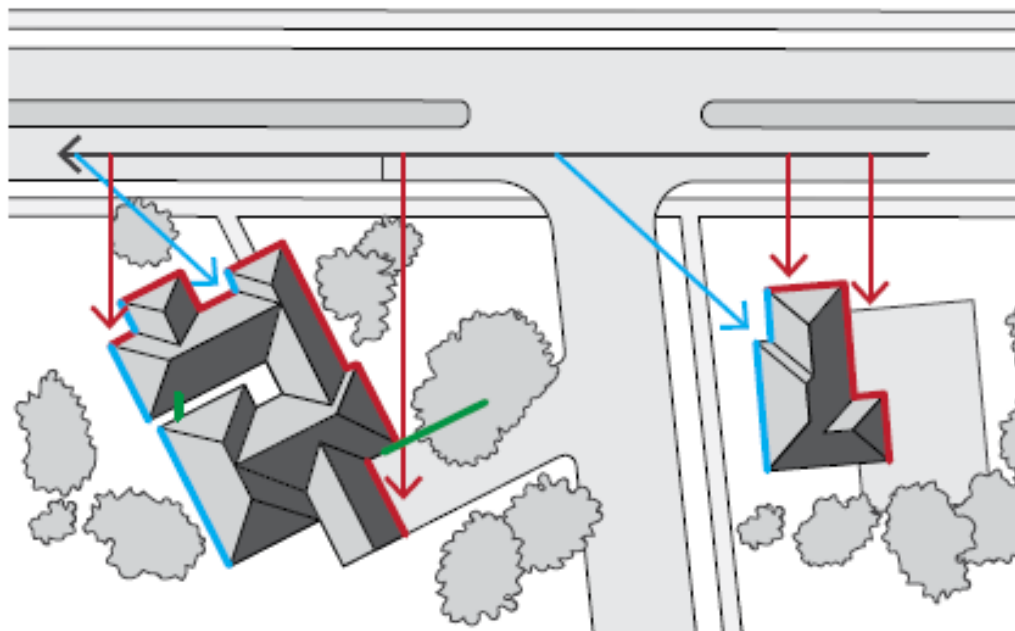
Appendix A – Quiet House Packages

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

Where outdoor and indoor noise levels received by a noise-sensitive land-use and/or development exceed the policy's noise target, implementation of quiet house requirements is an acceptable solution.

With regards to the packages, the following definitions are provided:

- **Facing** the transport corridor (red): Any part of a building façade is 'facing' the transport corridor if any straight line drawn perpendicular (at a 90 degree angle) to its nearest road lane or railway line intersects that part of the façade without obstruction (ignoring any fence).
- **Side-on** to transport corridor (blue): Any part of a building façade that is not 'facing' is 'side-on' to the transport corridor if any straight line, at any angle, can be drawn from it to intersect the nearest road lane or railway line without obstruction (ignoring any fence).
- **Opposite** to transport corridor (green): Neither 'side on' nor 'facing', as defined above.



Quiet House Package A

56-58 dB $L_{Aeq}(\text{Day})$ & 51-53 dB $L_{Aeq}(\text{Night})$

Element	Orientation	Room	
		Bedroom	Indoor Living and Work Areas
External Glazing	Facing	- Up to 40% floor area ($R_w + C_{tr} \geq 28$): - Sliding or double hung with minimum 10mm single or 6mm-12mm-10mm double insulated glazing; - Sealed awning or casement windows with minimum 6mm glass. - Up to 60% floor area ($R_w + C_{tr} \geq 31$): - Sealed awning or casement windows with minimum 6mm glass.	- Up to 40% floor area ($R_w + C_{tr} \geq 25$): - Sliding or double hung with minimum 6mm single or 6mm-12mm-6mm double insulated glazing; - Up to 60% floor area ($R_w + C_{tr} \geq 28$); - Up to 80% floor area ($R_w + C_{tr} \geq 31$).
	Side On	As above, except $R_w + C_{tr}$ values may be 3 dB less or max % area increased by 20%.	
	Opposite	No specific requirements	
External Doors	Facing	Fully glazed hinged door with certified $R_w + C_{tr} \geq 28$ rated door and frame including seals and 6mm glass.	- Doors to achieve $R_w + C_{tr} \geq 25$: 35mm Solid timber core hinged door and frame system certified to $R_w 28$ including seals; - Glazed sliding door with 10mm glass and weather seals.
	Side On	As above, except $R_w + C_{tr}$ values may be 3 dB less.	
	Opposite	No specific requirements	
External Walls	All	$R_w + C_{tr} \geq 45$: - Two leaves of 90mm thick clay brick masonry with minimum 20mm cavity; or - Single leaf of 150mm brick masonry with 13mm cement render on each face; or - One row of 92mm studs at 600mm centres with: - Resilient steel channels fixed to the outside of the studs; and 9.5mm hardboard or fibre cement sheeting or 11mm fibre cement weatherboards fixed to the outside; 75mm thick mineral wool insulation with a density of at least 11kg/m³; and 2 x 16mm fire-rated plasterboard to inside.	
Roofs and Ceilings	All	$R_w + C_{tr} \geq 35$; - Concrete or terracotta tile or metal sheet roof with sarking and at least 10mm plasterboard.	

Mechanical Ventilation requirements

In implementing the acceptable treatment packages, fresh air requirements of the National Construction Code must be satisfied on the basis of windows closed. Whilst not the only solution, the most common is mechanical ventilation / air-conditioning is installed with the following considerations:

- Acoustically rated openings and ductwork to provide a minimum sound reduction performance of R_w 40 dB into sensitive spaces;
- Evaporative systems require attenuated ceiling air vents to allow closed windows;
- Refrigerant based systems need to be designed to achieve National Construction Code fresh air ventilation requirements;
- Openings such as eaves, vents and air inlets must be acoustically treated, closed or relocated to building sides facing away from the corridor where practicable.

Notification

Notifications on title advise prospective purchasers of the potential for noise impacts from major transport corridors and help with managing expectations.

The Notification is to state as follows:

This lot is in the vicinity of a transport corridor and is affected, or may in the future be affected, by road and rail transport noise. Road and rail transport noise levels may rise or fall over time depending on the type and volume of traffic.

Appendix B – Terminology

The following is an explanation of the terminology used throughout this report:

- **Decibel (dB)**

The decibel is the unit that describes the sound pressure levels of a noise source. It is a logarithmic scale referenced to the threshold of hearing.

- **A-Weighting**

An A-weighted noise level has been filtered in such a way as to represent the way in which the human ear perceives sound. This weighting reflects the fact that the human ear is not as sensitive to lower frequencies as it is to higher frequencies. An A-weighted sound level is described as L_A , dB.

- **L_{eq}**

The L_{eq} level represents the average noise energy during a measurement period.

- **L_1**

The L_1 level represents the noise level exceeded for 1 percent of the measurement period and is considered to represent the average of the maximum noise levels measured.

- **L_{10}**

The L_{10} level represents the noise level exceeded for 10 percent of the measurement period and is considered to represent the “intrusive” noise level.

- **L_{90}**

The L_{90} level represents the noise level exceeded for 90 percent of the measurement period and is considered to represent the “background” noise level.

- **$L_{Aeq(Day)}$**

The $L_{Aeq(Day)}$ level is the logarithmic average of the L_{Aeq} levels from 6.00am to 10.00pm.

- **$L_{Aeq(Night)}$**

The $L_{Aeq(Night)}$ level is the logarithmic average of the L_{Aeq} levels from 10.00pm to 6.00am.

- **$L_{A10,18hour}$**

The $L_{A10,18hour}$ level is the arithmetic average of the hourly L_{A10} levels between 6.00am and midnight.

- **$L_{Aeq,24hour}$**

The $L_{Aeq,24hour}$ level is the logarithmic average of the L_{Aeq} levels from over an entire day.

- **Noise-sensitive land use and/or development**

Land-uses or development occupied or designed for occupation or use for residential purposes (including dwellings, residential buildings or short-stay accommodation), caravan park, camping ground, educational establishment, child care premises, hospital, nursing home, corrective institution or place of worship.

- **R_w**

This is the weighted sound reduction index. It is a single number rating determined by moving a grading curve in integral steps against the laboratory measured transmission loss until the sum of the deficiencies at each one-third-octave band, between 100 Hz and 3.15 kHz, does not exceed 32 dB. The higher the R_w value, the better the acoustic performance.

- **C_{tr}**

This is a spectrum adaptation term for airborne noise and provides a correction to the R_w value to suit source sounds with significant low frequency content such as road traffic or home theatre systems. A wall that provides a relatively high level of low frequency attenuation (i.e. masonry) may have a value in the order of – 4 dB, whilst a wall with relatively poor attenuation at low frequencies (i.e. stud wall) may have a value in the order of -12 dB.

- **About the Term 'Reasonable'**

An assessment of reasonableness should demonstrate that efforts have been made to resolve conflicts without comprising on the need to protect noise-sensitive land-use activities. For example, have reasonable efforts been made to design, relocate or vegetate a proposed noise barrier to address community concerns about the noise barrier height? Whether a noise mitigation measure is reasonable might include consideration of:

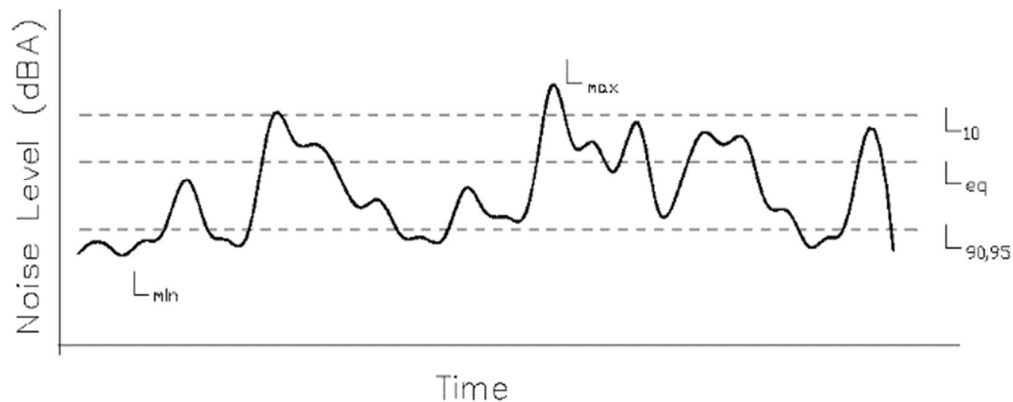
- The noise reduction benefit provided;
- The number of people protected;
- The relative cost vs benefit of mitigation;
- Road conditions (speed and road surface) significantly differ from noise forecast table assumptions;
- Existing and future noise levels, including changes in noise levels;
- Aesthetic amenity and visual impacts;
- Compatibility with other planning policies;
- Differences between metropolitan and regional situations and whether noise modelling requirements reflect the true nature of transport movements;
- Ability and cost for mobilisation and retrieval of noise monitoring equipment in regional areas;
- Differences between Greenfield and infill development;
- Differences between freight routes and public transport routes and urban corridors;
- The impact on the operational capacity of freight routes;
- The benefits arising from the proposed development;
- Existing or planned strategies to mitigate the noise at source.

- **About the Term ‘Practicable’**

‘Practicable’ considerations for the purposes of the policy normally relate to the engineering aspects of the noise mitigation measures under evaluation. It is defined as “reasonably practicable having regard to, among other things, local conditions and circumstances (including costs) and to the current state of technical knowledge” (*Environmental Protection Act 1986*). These may include:

- Limitations of the different mitigation measures to reduce transport noise;
- Competing planning policies and strategies;
- Safety issues (such as impact on crash zones or restrictions on road vision);
- Topography and site constraints (such as space limitations);
- Engineering and drainage requirements;
- Access requirements (for driveways, pedestrian access and the like);
- Maintenance requirements;
- Bushfire resistance or BAL ratings;
- Suitability of the building for acoustic treatments.

- **Chart of Noise Level Descriptors**



- Austrorads Vehicle Class

VEHICLE CLASSIFICATION SYSTEM	
AUSTRORADS	
CLASS	LIGHT VEHICLES
1	SHORT Car, Van, Wagon, 4WD, Utility, Bicycle, Motorcycle
2	SHORT - TOWING Trailer, Caravan, Boat
HEAVY VEHICLES	
3	TWO AXLE TRUCK OR BUS *2 axles
4	THREE AXLE TRUCK OR BUS *3 axles, 2 axle groups
5	FOUR (or FIVE) AXLE TRUCK *4 (5) axles, 2 axle groups
6	THREE AXLE ARTICULATED *3 axles, 3 axle groups
7	FOUR AXLE ARTICULATED *4 axles, 3 or 4 axle groups
8	FIVE AXLE ARTICULATED *5 axles, 3+ axle groups
9	SIX AXLE ARTICULATED *6 axles, 3+ axle groups or 7+ axles, 3 axle groups
LONG VEHICLES AND ROAD TRAINS	
10	8 DOUBLE or HEAVY TRUCK and TRAILER *7+ axles, 4 axle groups
11	DOUBLE ROAD TRAIN *7+ axles, 5 or 6 axle groups
12	TRIPLE ROAD TRAIN *7+ axles, 7+ axle groups

- Typical Noise Levels

