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WM Project Number: 00706-A  
Our Ref: ASRP03082020 NG  
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Dear Anna

**Re: Former Kingswood Golf Course Redevelopment - Update to Noise Assessment**

## **INTRODUCTION**

Wilkinson Murray Report No 00706 Version D February 2016 was a noise assessment used to support a rezoning application for the redevelopment of the former Kingswood Golf Course (the Site). The project has been on hold for several years; however, in context of the Planning Guidelines for the Conversion of Golf Course Land to Other Purposes (June 2020), the owner is seeking to prepare a new proposal for the redevelopment of the Site.

This letter addresses any changes in relation to the previous noise assessment in relation to aircraft noise from Moorabbin airport and road traffic noise from Centre Dandenong Road.

Discussions with the airport operators and the project traffic consultants have informed this assessment. The previous noise report is appended for ease of reference.

## **AIRCRAFT NOISE**

The previous report identified the draft Moorabbin Airport Master Plan 2015 which had a long-range forecast for a total of 500,000 aircraft movements, of which approximately two-thirds would be fixed-wing circuit training.

Airports normally update these documents on a 5-year basis. We understand the airport is currently in the process of preparing its 2020 Airport Master Plan which is expected to be released later this year or early next year.

It is expected the Airport will adopt an ultimate capacity approach to the master plan which is likely to show fewer aircraft, in the order of 400,000 aircraft movements. Subject to airspace availability the reduction in aircraft movements may not be equal across all aircraft types and flight paths, however the number of movements affecting the Site would be less than assessed in 2015.

On this basis the assessment previously undertaken overstates the potential noise impact, nevertheless the recommendations of the previous report are still included. In summary

- The proposal Site is wholly outside the Airport Environs Overlay extents.
- The proposal Site is wholly outside the ANEF 20.

Although Wilkinson Murray is in general not in agreement with the recommendations of NASF Guideline A, given the above noise characteristics at the Site we are in agreement with the recommendations of the guideline that would be applied in this case. Namely that:

- acoustic attenuation should be conditioned for all residences constructed on the Site, to achieve the internal noise level set out in Table 3 of Australian Standard 2021 (notwithstanding that the Site is located in an area designated as “acceptable” under that Standard); and
- potential residents should be provided with appropriate disclosures at the point of sale in respect of forecast noise levels and numbers of overflights.

## **ROAD TRAFFIC NOISE**

Our previous noise assessment undertook noise monitoring near the boundary to the Site approximately 12m from the edge of the nearest lane. A  $LA_{10,18hr}$  level of 62.5dB was measured.

We understand Centre Dandenong Road is a state managed road. As a result of changes in other roads in the vicinity of the Site, the traffic volumes have reduced since 2015. The traffic consultant has provided the following information for Centre Dandenong Road.

- 2015 – 15,500 vpd (prior to development)
- 2017 – 13,500 vpd (prior to development, reduction due to Dingley Bypass)
- 2020 – 14,000 vpd (prior to COVID)
- 2023 – 14,500 vpd (expected opening)
- 2033 – 15,500 vpd (10 years post opening, no significant growth expected due to Mordialloc Bypass).

In addition, 97% of vehicles pass by in the 6.00am to 12 midnight period, with 5% heavy vehicles. The speed limit is 60km/hr and a dense grade asphaltic road pavement is assumed.

VicRoads has prepared a guideline titled ***Requirements of Developers – Noise Sensitive Uses***. In summary, this document recommends noise level at the façade of a residence should not exceed  $LA_{10,18hr}$  level 63dB. Where levels exceed this limit, the use of noise barriers is recommended or where these can't be provided there are requirements to achieve internal noise levels in line with Australian Standards. The relevant clauses are reproduced below:

*Where it is a practical option to erect a noise barrier to protect a large number of buildings in a sub-division, then the developments should be subject to the following noise requirements:*

- 1. No new allotment should be created such that there is insufficient space at the 75 dB(A) noise contour, to erect a house or other noise sensitive development, (that is, the area of the allotment at the 75 dB(A) contour or lesser noise level, must be of a sufficient size to build a dwelling).*
- 2. The developer shall attenuate traffic noise from a Freeway to a level of 63 dB(A) or less, at the most exposed façade of the noise sensitive building.*
- 3. The noise sensitive buildings adjacent to the Freeway should also be designed and constructed to protect internal noise sensitive areas. That is, the building layout should have the service areas (laundry, bathroom, garage, etc.) facing the freeway whilst the noise sensitive uses (bedrooms, living areas, etc.) are located away from the freeway side of the building. Furthermore, for the exposed façade, window and door openings should be of a minimum size.*

4. Council should request the developer to provide a report by a qualified acoustic consultant outlining the necessary noise control measures to achieve the preferred actions outlined above.

5. The adopted noise attenuation requirements will be met for 10 years after finalization of the development or, where relevant, for each stage of the development.

6. The noise fence shall have a design life of not less than 50 years.

Where the developer decides, in consultation with VicRoads and Council that it is not desirable to erect high noise barriers then the following conditions should apply to the permits.

9. The noise sensitive buildings adjacent to the Freeway must be designed and constructed to meet the desirable acoustic standards set out in AS 2107-2000 "Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors". It should be recognized that AS2107-2000 does not adequately consider peak noise levels. Due regard should also be given to the requirements set out in AS 3671-1989 "Acoustics – Road Traffic Noise Intrusion – Building Siting and Construction".

10. The building layout requirements in part 3, above, will apply

Based on the forecast traffic volumes 10 years after opening, the speed and road surface, and considering the previous measurements in 2015 were for the same traffic volumes forecast for 2033, a façade noise level of 63dB is predicted at a setback distance of 24m from Centre Dandenong Rd, without a noise barrier.

Based on the above and the prevailing streetscape along Centre Dandenong Rd (i.e. no existing noise barriers), noise barriers may not be suitable for installation.

## SUMMARY

Aircraft noise impacts can be managed through consideration of building design to meet internal noise levels and the provision of information about aircraft overflight to potential residents.

Road traffic noise can be managed, without a noise barrier with a façade set back of at least 24m from Centre Dandenong Rd and consideration of building layout in line with the VicRoads recommendations. In addition, building construction required to address aircraft noise will also control road traffic noise.

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

Yours faithfully,

## WILKINSON MURRAY



**Neil Gross**  
Director

### Quality Assurance

Wilkinson Murray operates a Quality Management System which complies with the requirements of AS/NZS ISO 9001:2015. This management system has been externally certified by SAI Global and Licence No. QEC 13457 has been issued.

### AAAC

This firm is a member firm of the Association of Australasian Acoustical Consultants and the work here reported has been carried out in accordance with the terms of that membership.