



Air Noise Environment
Environmental Monitoring and Assessment

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

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Odour and Noise Assessment - 34-36 Jeays Street, Bowen Hills - FINAL

Grant Johnson

October 2015

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Air Noise Environment

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The extent of this report that is
approved via this PDA Development
Approval is section 4.2 'Noise
Assessment' only.

AMENDED IN RED

By: Tom Barker

Date: 31 August 2016





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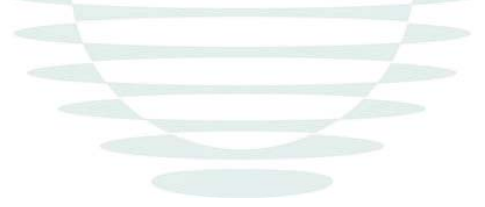
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DOCUMENT CONTROL SHEET

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Where site inspections, testing or fieldwork have taken place, the report is based on the information made available by the client or their nominees during the visit, visual observations and any subsequent discussions with regulatory authorities. It is further assumed that normal activities were being undertaken at the site on the day of the site visit(s).

The validity and comprehensiveness of supplied information has not been independently verified and, for the purposes of this report, it is assumed that the information provided to Air Noise Environment Pty Ltd for the purposes of this project is both complete and accurate.

4 Conclusions

~~4.1 Air Quality Assessment~~

~~Ausplume modelling has been completed for the existing odour control stack vent located to the north-east of the proposed development site. The stack vent is currently 10 m high however, QUU propose to increase the stack height to 35 metres in the year 2016. The results of the modelling indicate compliance with the odour criteria based on a 35 m stack height.~~

4.2 Noise Assessment

Road and rail noise are considered to be the dominant noise sources with a potential to impact on the proposed development. It is recommended that the requirements of QDC MP 4.4 Code are applied to the site for road noise in the absence criteria within the Bowen Hills PDA Scheme. In relation to rail noise, the requirements of QDC MP 4.4 are mandatory for the site, as the site is located within a State designated rail transport noise corridor. Overall, achieving the outcomes of QDC MP 4.4 are considered appropriate for addressing transport noise impacts on the site.

Column 6 of Table 3.8 summarises the relevant MP 4.4 Noise Category for each room. These noise categories are based on predictive road traffic noise modelling completed for the assessment and the State Planning Policy mapping website which identifies the relevant default rail noise category for the site. The assessment has identified Noise Categories 0 (no requirements) up to 3 apply to the development.

The following controls should be implemented to mitigate against transport noise for rooms listed in Table 3.8 having a Noise Category 1 to 3:

- Select acoustic-rated construction materials that meet the outcomes of the relevant Noise Category as identified in QDC MP 4.4. The Client has two options in selecting construction materials:
 - Construct noise-affected rooms using materials identified in Column 3 of Tables 3.9 (Category 1), Table 3.10 (Category 2) or Table 3.11 (Category 3); or
 - Construct noise-affected rooms using materials that achieve the minimum R_w values as identified in Column 2 of Table 3.9 (Category 1), Table 3.10 (Category 2) or Table 3.11 (Category 3)
- Install mechanical ventilation that meets the requirements of the Building Code of Australia. To achieve an appropriate internal noise levels, windows must remain closed. Mechanical ventilation allows windows to remain closed while allowing for sufficient ventilation for the occupant.