

Appendix F

Agency Consultation

Woolgoolga to Ballina Pacific Highway Upgrade (SSI 4963) – Operational Noise Compliance Review Stage 1 - Condition D28

Report	W2B Operational Noise Compliance Review – Stage 1	
Agency	Comment	
	NSW EPA	TfNSW Response
1.	<p>The EPA notes there appears to be a number of properties where the predicted levels are greater than 2dBA above the Operational Noise Report (ONR) predicted levels. It appears, in some instances, properties where this occurs are listed for treatment however there appear to numerous properties in this category which are not listed for treatment. There is no reason for this explained.</p> <p>This raises a question around whether the correct number properties eligible for treatment have been identified in the report?</p>	<p>Transport notes comments about improving readability of the treatment tables. The Draft report provided to EPA outlined the number of houses identified for treatment as a result of the compliance review process. This number did not include the receivers that were previously identified in the ONR.</p> <p>The report has been updated to provide more clarity around the number of properties eligible for consideration of at-property noise mitigation as a result of the operational noise compliance review process. Refer to Table 4-11 for details of how to interpret the noise level tables, and Appendix C-1 in the report for individual receiver results. This includes receivers that were identified both in the ONR, in the ONCR and includes additional receivers identified following the compliance monitoring process.</p>
2.	<p>If there is a clear reason for why properties are not listed for treatment it may be worth adding a column to the predicted noise level tables which explains this / notes if the property is in a transition zone or any other reason.</p>	<p>Noted. The tables in the report have been updated to reflect the status of receivers for the ONR and ONCR phase of the project. In addition, Appendix C-1 include details on which receivers are eligible for consideration of at-property noise mitigation.</p>
3.	<p>For properties where the predicted noise levels are greater than 2dBA above the ONR predicted levels a blank box in the 'Is this property identified for treatment' column raises questions. A clear explanation or reason would make this easier for readers to decipher.</p>	<p>Noted. Refer to responses above to provide more clarity about these receivers and eligibility for consideration of at-property treatment.</p>
Agency	DPIE – Compliance	TfNSW Response
4.	<p>The Department has no comments on the report at this time.</p>	<p>Noted.</p>

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Agency	DPIE – Transport Assessments	TfNSW Response
5.	<p>Exclusions of extraneous noise:</p> <p>The Department noted that only road traffic noise is important when applying the policy. Any extraneous noise sources needs to be estimated and subtracted from the measure LAeq period when reporting the actual noise performance of the CSSI.</p> <p>Department requested additional clarification on how this process was undertaken for any areas identified to have extraneous noise in the monitoring records.</p>	<p>TfNSW confirms that the review of monitored noise logging measurements included listening to audio files to identify potential extraneous noise sources during the monitoring period.</p> <p>In addition analysis was carried out to identify measurements potentially affected by engine braking. This included identifying all engine braking events in a typical 1 hr night-time measurement, determining the sound exposure level (SEL) of each event and estimating the influence that engine braking was having on the overall LAeq noise level. It was found that the influence of engine braking was minimal (less than 0.5 dB(A)).</p> <p>Tables are included in Chapter 7 identifying noise logger locations, noise levels recorded, and notes from the monitoring data review to identify any extraneous noise sources from the audio files and logger data.</p>
6.	<p>Noise modelling methods and calculations / modelling inputs:</p> <p>The Department noted that the Road Noise Policy requires the use of any procedure to be justified according to the circumstances of the CSSI. Notes this is reflected in requirements of the MCoAs for the project.</p> <p>Department notes that three types of calibration adjustments are made to the UK's Calculation of Road Traffic Noise (CoRTN) including source corrections, propagation loss, and noise level corrections at the receiver. Department requested additional details or clarification on the following modelling inputs as part of the Operational Noise Compliance Report (ONCR):</p>	<p>TfNSW confirms that the ONCR Stage 1 report has been prepared in accordance with the relevant guidance documents and policies such as the Road Noise Policy (RNP), Noise Criteria Guidelines (NCG), Model Validation Guideline (MVG), and Noise Mitigation Guideline (NMG).</p> <p>As outlined in the MVG, the noise model for W2B was developed using the SoundPLAN noise modelling software implementing the Calculation of Road Traffic Noise (CoRTN) method. This is the same software that was used for the ONR assessment.</p> <p>To confirm the noise model is performing within acceptable tolerances outlined in MVG, a model of the Pacific Highway between Glenugie and Maclean was prepared using traffic volume and average speed data from October and November 2020, presented in Section 7.5.</p> <p>The calibration adjustments for the CoRTN model are outlined in the</p>

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		<p>ONCR Stage 1 report – Chapter 6.</p> <p>Following consultation with the Department, the following noise model inputs were adjusted for the ONCR:</p> <ul style="list-style-type: none"> • Sign posted speeds used for modelling design year. (Mean speeds were used for heavy vehicles and light vehicles used for validation year). • Design year SMA pavement correction changed from -2dB(A) to 0dB(A). • Ground cover adsorption changed from 1.0 for heavily wooded areas to 0.75 for the design year. • Three source height noise model changed to four source height noise model. • Source level corrections recalculated following detailed analysis of any potential source errors • Propagation corrections recalculated following analysis of all monitoring locations affected and unaffected by vegetation.
7.	a) Source calibrations including source height and pavement corrections used in the modelling.	The source height calibrations are outlined in Table 6-1 Noise modelling inputs of the ONCR Stage 1 report.
8.	b) Any propagation loss corrections – must be evaluated with reference to the noise monitoring date acquired at various distances across the monitoring area	<p>Section 7.8 of the ONCR Stage report outlines the model validation outcomes for the Glenugie to Maclean stage of monitoring.</p> <p>This section outlines the process carried out to determine the propagation loss corrections in accordance with relevant guidelines and is based on data collected across the monitoring area.</p>
9.	c) Any required noise level corrections at the receiver, noting these are to be determined after Steps a) and b) above.	Noted. After completion of Steps a) and b) above it was determined that there were discrepancies of less than +2 dB between measured and predicted noise levels during the daytime and/or night periods at 41 logger locations. Given this and the explanations for larger discrepancies presented in the report, the road traffic noise model is considered to be accurate and validated, in accordance with the MVG.

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10.	<p>The Department notes that MCoA D28(f) requires the ONCR Condition D28 (f) requires the ONCR to detail an assessment of the performance and effectiveness of applied noise mitigation measures together with a review and if necessary, reassessment of feasible and reasonable mitigation measures. Assessment of compliance must be undertaken in accordance with Section 6 of the Noise Model Validation Guideline. At compliance locations where actual noise performance is available, noise mitigation should be reviewed at that receiver where noise levels, including any adjustment, have increased by more than the noise mitigation increase trigger in the Noise Mitigation Guideline. At locations where predicted noise performance is the only means of establishing compliance, mitigation should be re-evaluated for that receiver where the calibrated noise model predicts a noise level at a receiver that is more than 2.0 dB(A) higher than the detailed design predicted noise level.</p>	<p>Transport notes the requirements of MCoA D28(f). The ONCR for Stage 1 of the W2B project has been prepared to document the process carried out as part of the assessment of performance and effectiveness of applied noise mitigation measures.</p> <p>In addition this ONCR identifies where any additional mitigations are considered necessary, following an assessment of feasible and reasonable mitigation measures. Refer to Chapter 8 for summary of this assessment process and outcomes.</p>
11.	<p>The Department noted that the ONCR should provide a series of maps showing the posted speed limit for all roads considered in the ONCR noise model, including interchanges, main carriageways, ramps and all surrounding roads that contributes to the overall noise levels.</p>	<p>Noted. The ONCR mapping has been updated to include the additional notes showing posted speed limits for all roads considered in the ONCR noise model as requested by DPIE. Refer to Appendix A.</p>



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