

342-348 & 368-370 Victoria Street, Brunswick

Acoustic Assessment

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## 1 INTRODUCTION

Acoustic Logic Pty Ltd (AL) has been engaged by Armitage Jones Pty Ltd to conduct an acoustic assessment to address condition 13 of Amended Planning Permit MPS/2017/745/A for the proposed mixed-use development located at 342-348 & 368-370 Victoria Street, Brunswick.

This report addresses noise intrusion from surrounding noise sources into the proposed development as well as noise emission levels from site

The assessment has been based on the documents referenced in Table 1 below.

**Table 1 – Referenced Documents**

| <b>Company</b>                | <b>Document</b>                                      | <b>Reference</b>      | <b>Date</b> |
|-------------------------------|--|-----------------------|-------------|
| Fieldwork                     | Town Planning Drawings                               | Project Number 220041 | 16/10/2024  |
| Victorian Planning Provisions | Clause 58.04-3                                       | -                     | 2017        |
| -                             | Australian Standard AS/NZS 2107:2016                 | -                     | 2016        |
| EPA Victoria                  | Noise Limit and Assessment Protocol (Noise Protocol) | Publication 1826.4    | 2021        |
| Merri-bek City Council        | Amended Planning Permit                              | MPS/2017/745/A        | 16/10/2024  |

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## 2 SITE DESCRIPTION

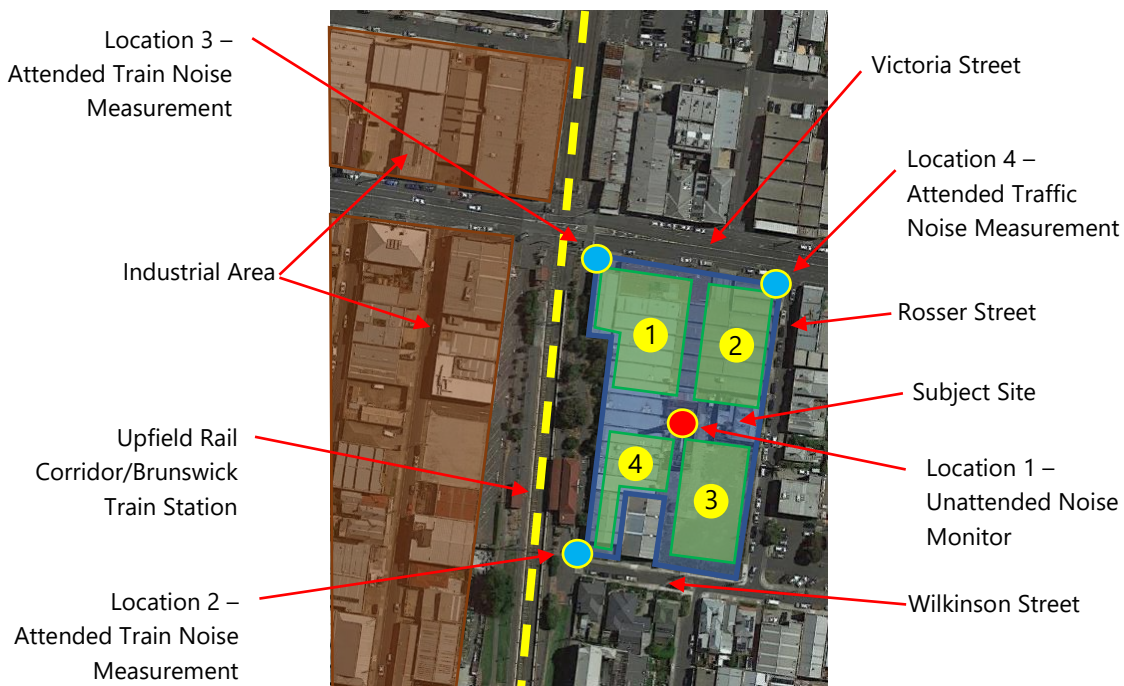
The proposed development is located at 342-348 & 368-370 Victoria Street, Brunswick. The proposed development is comprised of 4 mixed use buildings. The proposed buildings are over a common basement level with parking. The buildings are as follows:

- **Building 1:** Ground floor retail/office with residential dwellings from level 1-10.
- **Building 2:** Ground floor retail/office space with residential dwellings from level 1-8.
- **Building 3:** Ground floor retail/office space with residential dwellings from level 1-7.
- **Building 4:** Ground floor retail/office space with residential dwellings from level 1-9.

The subject site is bounded by Victoria Street to the north, Rosser Street to the east, Wilkinson Street to the south, and Upfield rail corridor and Brunswick station to the west. Across the station further to the west is an Industrial Zoned area.

Victoria Street is a municipal road which has an Annual Average Daily Traffic (AADT) volume of 7,900 vehicles. Other surrounding roadways are minor and carry only local traffic. Upfield railway line carries metropolitan passenger trains only. It is expected the railway line will undergo changes as part of the railway removal crossing project and will become a skyrail.

Figure 1 below shows the subject site and the surrounding environment.



**Figure 1: Site Map and surrounding environment (source: Google Maps™)**

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## 2.1 LOCAL NOISE SOURCES

Inspection and testing on site indicate that the dominant noise source impacting the proposed development site is vehicle noise on Victoria Street and train movement along Upfield Rail Corridor.

The most dominant noise associated with the train movements are the horn blasts and secondary to that the level crossing bells. The train movement along the tracks is generally not as dominant as the train is travelling at low speed at Brunswick Station. The horn is generally used;

1. Before a railway crossing, on approach to Albert Street heading north and on approach to Victoria Street heading south.
2. When the train leaves the station

With the redevelopment of Brunswick Station to a skyrail, it is expected the level crossing bells will be removed, and the train will not blast its horn on approach to the level crossing. It is expected the train will blast its horn on departure from the station. When the train is travelling north away from the city, the location of the train blast is generally within 15m of the nearest apartment façade.

Train noise assessment will be based on current measured noise levels. It is not expected that train noise levels will increase with the skyrail, rather it is expected that noise levels will remain the same or decrease with removal of level crossing warning bells and reduced use of horn blast on approach to the station.

The industrial area to the west of the site typical consists of a mixture of uses including warehouses, workshops, offices, and residential dwellings. Noise inspection surrounding site indicated that the dominant noise sources around site were those from traffic and rail movements, and noise from the industrial zoned area was not observed. Therefore, no further assessment of the industrial zoned area is undertaken within this assessment.

## 3 ENVIRONMENTAL NOISE DESCRIPTORS

Environmental noise constantly varies in level, due to fluctuations in local noise sources including road traffic. Accordingly, a 15-minute measurement interval is normally utilised. Over this period, noise levels are monitored on a continuous basis and statistical and integrating techniques are used to determine noise description parameters.

In the case of environmental noise three principle measurement parameters are used, namely  $L_{10}$ ,  $L_{90}$  and  $L_{eq}$ . The  $L_{10}$  and  $L_{90}$  measurement parameters are statistical levels that represent the average maximum and average minimum noise levels respectively, over the measurement intervals.

The  $L_{10}$  parameter is commonly used to measure noise produced by a particular intrusive noise source since it represents the average of the loudest noise levels produced by the source.

Conversely, the  $L_{90}$  level (which is commonly referred to as the background noise level) represents the noise level heard in the quieter periods during a measurement interval. The  $L_{90}$  parameter is used to set the allowable noise level for new, potentially intrusive noise sources since the disturbance caused by the new source depends on how audible it is above the pre-existing noise environment, particularly during quiet periods, as represented by the  $L_{90}$  level.

The  $L_{eq}$  parameter represents the average noise energy during a measurement period. This parameter is derived by integrating the noise levels measured over the measurement period.  $L_{ea}$  is important in the assessment of traffic noise impact as it closely corresponds with human perception of a changing noise environment; such is the character of industrial noise.

## 4 PLANNING PERMIT REQUIERMENTS

Condition 13 of the amended planning permit MPS/2017/745/A is outlined below

13. Prior to the endorsement of plans, an amended Acoustic Report prepared by a qualified Acoustic Engineer must be submitted and approved to the satisfaction of the Responsible Authority. The report must be generally in accordance with the report prepared by Acoustic Logic dated 23 May 2023 but must be modified to:
  - a) Make any necessary modifications to the recommendations as a result of the amended plans referred to in Condition 1;
  - b) Assess noise impacts of mechanical plants, lifts, building services, non-residential uses, car parking, communal areas and other dwellings on noise sensitive areas (such as bedrooms) and recommend any acoustic measures to address those impacts.

When submitted and approved to the satisfaction of the Responsible Authority, the Acoustic Report will be endorsed to form part of this permit.

This report has been amended with reference to the latest plans to address condition 13a.

Assessment of noise intrusion is outlined in Section 7 of this report, with the referenced plans attached in Appendix 1 with recommended façade treatments.

Condition 13b with regard to noise impacts from mechanical plant, lifts, building services, non-residential uses, car parking, communal areas is addressed in Sections 8-11 of this report. Other dwellings noise is considered external noise intrusion and is addressed in Section 7.

Carpark noise through the slab to ground floor will be addressed by achieving minimum requirements of the NCC (outlined in Section 11), and carpark noise entering via Victoria Street will be addressed by façade treatment. Vehicles movements to/from the carpark will be via Victoria Street, a significant road carrying an AADT of 7900 vehicles per day. Addressing noise intrusion from through the façade from Victoria Street will also address noise generated by carpark movements through the façade (outlined in Section 7).

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## 5 NOISE LEVEL MEASUREMENTS

### 5.1 MEASUREMENT LOCATIONS

Unattended and attended noise level measurements were conducted at the locations indicated in Figure 1. The noise level measurement locations are described below:

- Location 1 – An unattended noise monitor was installed within the subject site to measure the background noise level. The monitor was installed 1.5m above grade. The measurements were affected by façade reflections. The monitor was installed on site between 28 March – 4 April 2023.
- Location 2 – Attended train noise level measurements were conducted on the southwest boundary of subject site. The sound level meter was approximately 1.5 metres above grade. The measurements were free field and had full view of rail corridor. The measurements were undertaken on 4 April 2023.
- Location 3 – Attended train noise level measurements were conducted on the northwest boundary of subject site, approximately 10m setback from the Victoria Street kerbside. The sound level meter was approximately 1.5 metres above grade, had full view of rail corridor and was affected by façade reflections. The measurements were undertaken on 4 April 2023
- Location 4 – Attended traffic noise level measurements were conducted on the Victoria Street, northeast boundary of subject site. The sound level meter was approximately 1.5 metres above grade, had full view of Victoria Street and was affected by façade reflections. Measurements were undertaken on 4 and 5 April 2023.

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## 5.2 TIME OF MEASUREMENTS

The unattended noise monitor at Location 1 was installed on site between 28 March – 4 April 2023.

Attended train noise level measurements were conducted on 4 April 2023 between 4:00pm – 5:30pm.

Attended traffic noise level measurements were conducted on 4 April 2023 between 4:00pm – 5:00pm and 5 April 2023 between 6:20am – 7:10am.

## 5.3 MEASUREMENT EQUIPMENT

The long-term unattended noise monitoring was conducted using a Rion NL52 noise monitor. The equipment was calibrated at the beginning and the end of the measurement using a Rion NC-75 calibrator; no significant drift was detected. All measurements were taken on fast response mode.

A Rion sound level meter and a Norsonic Nor140 Sound Level Analyser was used for the attended noise level measurements. The equipment was calibrated at the beginning and the end of the measurement using a Rion NC-75 calibrator; no significant drift was detected. All measurements were taken on fast response mode.

## 5.4 MEASURED NOISE LEVELS

The tables below detail the measured noise levels obtained at the subject site.

**Table 2 – Unattended Background Noise Level Measurements**

| Period  | Time                                       | Measured Background $L_{90,Period}$ dB(A) <sup>1</sup> |
|---------|--|--|
| Day     | 7am – 6pm (Mon – Sat)                      | 42   |
| Evening | 6pm – 10pm (Mon – Sat)<br>7am – 10pm (Sun) | 40   |
| Night   | 10pm – 7am                                 | 34   |

Note 1: Measurements have been corrected by -2.5dB to account for façade reflections.

The measured train noise levels from attended measurements are presented in the table below.

**Table 3 – Attended Train Noise Level Measurements**

| Measurement Location                            | Period             | Measured Noise Levels <sup>1</sup> |
|---|--------------------|------------------------------------|
| Measurement Location 2 as indicated in Figure 1 | Day (6:00-22:00)   | 64 $L_{eq, 16hr}^2$                |
|   | Night (22:00-6:00) | 61 $L_{eq, 8hr}^2$                 |
| Measurement Location 3 as indicated in Figure 1 | Day (6:00-22:00)   | 54 $L_{eq, 16hr}$                  |
|   | Night (22:00-6:00) | 50 $L_{eq, 8hr}$                   |

Note 1: Train noise  $L_{eq}$  is derived by measuring the level of multiple train pass-bys and deriving a Sound Exposure Level (SEL). An  $L_{eq, 16hr}$  and  $L_{eq, 8hr}$  value then derived from this based on the frequency of the train service during these periods.

Note 2: Measurements have been corrected by -2.5dB to account for façade reflections.

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**Table 4 – Attended Train  $L_{max}$  Noise Level Measurements**

| Measurement Location | Date and Time of Measurements | Measured Noise Levels<br>dB(A) $L_{Max}^2$ |
|----------------------|-------------------------------|--|
| Location 3           | 04/04/2023                    | 92 <sup>1</sup>                            |
| Location 2           |                               | 80   |

Note 1: Measurements have been corrected by -2.5dB to account for façade reflections.

Note 2: Measurements conducted from numerous tram movements where the 95<sup>th</sup> percentile noise level is presented.

**Table 5 – Attended Traffic Noise Level Measurements**

| Measurement Location                            | Date and Time of Measurements | Measured Noise Levels <sup>1</sup><br>$L_{eq, 15mins}$ |
|---|-------------------------------|--|
| Measurement Location 4 as indicated in Figure 1 | 04/04/2023 (16:00-16:15)      | 63   |
|   | 04/04/2023 (16:15-16:30)      | 62   |
|   | 04/04/2023 (16:30-16:45)      | 62   |
|   | 04/04/2023 (16:45-17:00)      | 63   |
|   | 05/04/2023 (06:20-06:35)      | 62   |
|   | 05/04/2023 (06:35-06:50)      | 62   |
|   | 05/04/2023 (06:50-07:05)      | 60   |

Note 1: Measurements have been corrected by -2.5dB to account for façade reflections.

## 6 ASSESSMENT CRITERIA

External noise sources will be assessed to Standard D16 at Clause 58.04-3 where applicable, and were not applicable, internal noise levels will be assessed to Australian Standard AS2107.

### 6.1 STANDARD D16 AT CLAUSE 58.04-3

Standard D16 of Clause 58.04-3 contains the following condition:

*To contain noise sources in developments that may affect existing dwellings.*

*To protect residents from external and internal noise sources.*

#### **Standard D16**

*Noise sources, such as mechanical plants should not be located near bedrooms of immediately adjacent existing dwellings.*

*The layout of new dwellings and buildings should minimise noise transmission within the site.*

*Noise sensitive rooms (such as living areas and bedrooms) should be located to avoid noise impacts from mechanical plants, lifts, building services, non-residential uses, car parking, communal areas and other dwellings.*

*New dwellings should be designed and constructed to include acoustic attenuation measures to reduce noise levels from off-site noise sources.*

Buildings within a noise influence area specified in Table D3 should be designed and constructed to achieve the following noise levels:

- Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am.
- Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm.

Buildings, or part of a building screened from a noise source by an existing solid structure, or the natural topography of the land, do not need to meet the specified noise level requirements.

Noise levels should be assessed in unfurnished rooms with a finished floor and the windows closed.

**Table D3 Noise influence area**

| <b>Noise Source</b>  | <b>Noise influence area</b>                               |
|--|---|
| <b>Zone interface</b>  |   |
| Industry   | 300 metres from the industrial 1, 2 and 3 zone boundaries |
| <b>Roads</b>   |   |
| Freeways, tollways and other roads carrying 40,000 Annual Average Daily Traffic Volume | 300 metres from the nearest trafficable lane              |
| <b>Railways</b>  |   |
| Railway servicing passengers in Victoria   | 80 metres from the centre of the nearest track            |
| Railway servicing freight outside Metropolitan Melbourne                               | 80 metres from the centre of the nearest track            |
| Railway servicing freight in Metropolitan Melbourne                                    | 135 metres from the centre of the nearest track           |

Note: The noise influence area should be measured from the closest part of the building to the noise source.

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### **Decision guidelines**

Before deciding on an application, the responsible authority must consider:

- The design response.
- Whether it can be demonstrated that the design treatment incorporated into the development meets the specified noise levels or an acoustic report by a suitably qualified consultant submitted with the application.
- Whether the impact of potential noise sources within a development have been mitigated through design, location and siting.
- Whether the layout of rooms within a dwelling mitigates noise transfer within and between dwellings.
- Whether an alternative design meets the relevant objectives having regard to the amenity of the dwelling and the site context.



Based on these conditions, the subject site has been reviewed as follows:

1. The development **is** within 300m of an industrial zone.
  - The industrial zone (IN1Z and IN3Z) is located to the west of the subject site.
2. The development is **not** within 300m of a freeway or road carrying an AADT >40,000.
3. The development **is** within 80 metres of railway servicing passengers and 135m of freight train line.
  - The Upfield railway line bounds the site to the west.

Based on the above, refer the following comments:

1. Noise from the industrial zoned area was not evident from multiple site inspections. As such no further assessment is provided of the industrial zoned area. It is noted that assessing railway noise to the west will also address any industrial noise to the west.
2. The train noise shall be designed to comply with the Clause 58.04-3 criteria per below.

**Table 6 – Internal Noise Criteria (Rail Noise and Industrial Noise)**

| Location     | Internal Design Noise Level <sup>1</sup> |
|--------------|--|
| Living Rooms | 40 dB(A) $L_{eq(16hr)}$ (6am – 10pm)     |
| Bedrooms     | 35 dB(A) $L_{eq(8hr)}$ (10pm – 6am)      |

**Note 1:** Assessed with external windows and doors closed. Apartments are unfurnished with finished floor.

3. The external noise intrusion from the surrounding road shall be designed in accordance with Australian Standards AS/NZS 2107:2016.

## 6.2 AS/NZS 2107:2016

Australian Standard AS/NZS2107:2016 "Recommended Design Sound Levels and Reverberation Times for Building Interiors" sets out recommended design sound levels for residential developments depending on locality to minor or major roads. Table 7 below details the criterion set for this development.

**Table 7 – Internal Noise Criteria (Traffic Noise)**

| Location     | Required Internal Noise Level <sup>1</sup> |                                     |
|--------------|--|-------------------------------------|
|              | dB(A) $L_{eq\ 1hr}$<br>(7am – 10pm)        | dB(A) $L_{eq\ 1hr}$<br>(10pm – 7am) |
| Bedrooms     | 45 <sup>2</sup>                            | 40                                  |
| Living Areas | 45   | N/A                                 |

**Note 1:** Assessment is based on apartments suitably furnished ready for occupation.

**Note 2:** Bedrooms assessed as living rooms outside 10pm-7am.

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### 6.3 SLEEP DISTURBANCE CRITERIA (TRAIN MOVEMENTS)

This section is to address train pass-by movements during the night time period to address sleep disturbance within bedrooms. Sleep arousal is a function of both the noise level and the duration of the noise.

As there are currently no enforceable sleep disturbance criteria in Victoria the sleep disturbance criteria for the use of this development have been based on those recommended in the NSW EPA Industrial Noise Policy. As recommended in the Application Notes to the EPA Industrial Noise Policy, to assess potential sleep arousal impacts, a two-stage test is carried out:

Step 1 - An "emergence" test is first carried out. That is, the  $L_1$  noise level of any specific noise source should not exceed the background noise level ( $L_{90}$ ) by more than 15 dB (A) outside a resident's bedroom window between the hours of 10pm and 7am.

Step 2 - If there are noise events that could exceed the emergence level, then an assessment of sleep arousal impact is required to be carried out taking into account the level and frequency of noise events during the night, existing noise sources, etc. This test takes into account the noise level and number occurrences of each event with the potential to create a noise disturbance. As is recommended in the explanatory notes of the EPA Industrial Noise Policy, this more detailed sleep arousal test is conducted using the guidelines in appendix B of the EPA *Environmental Criteria for Road Traffic Noise*.

Appendix B states that maximum internal noise levels below 50–55dB(A) are unlikely to cause awakening reactions, and that one or two noise events per night with maximum internal noise levels of 65–70 dB(A) are not likely to affect health and wellbeing significantly.

Based on the above, the sleep disturbance criteria for this development is detailed in the table below. We note that this is in line with the criteria nominated in other projects within Melbourne prepared by Acoustic Logic to address noise impacts from train movements.

**Table 8 – Sleep Disturbance Criteria (10pm-7am) from Train Movements**

| LOCATION | Sleep Disturbance Criteria $L_{max}$ dB (A) <sup>1, 2</sup> |
|----------|---|
| Bedrooms | 55  |

**Note 1** – Assessment is based on apartments suitably furnished ready for occupation.

**Note 2** – The dB(A)  $L_{Max}$  value is derived as the maximum noise level not exceeded by 95% of train pass-by events

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## 6.4 ENVIRONMENTAL NOISE EMISSIONS CRITERIA

To ensure that noise emissions from the site and loading dock do not impact adversely on the amenity of the proposed development residents and surrounding noise sensitive areas, the proposed development should be designed to comply with the EPA Noise Protocol – Part I.

### 6.4.1 Zoning Level

The 'Zoning' level is determined by the Influencing Factor (IF) and is calculated by the formula and the 'Zoning Level versus Influencing Factor' graph nominated in Section 1.1 of the EPA Noise Protocol and VicPlan Mapping. The IF is calculated from the proportion of industrial and commercial land around noise sensitive areas. Review of the surrounding area indicates an IF of approximately **0.53** which results in the zoning limits detailed in Table 9 below.

**Table 9 - Zoning Levels**

| Period     | Zoning Level dB(A) |
|------------|--------------------|
| Day time   | 60                 |
| Evening    | 53                 |
| Night time | 48                 |

### 6.4.2 EPA Noise Protocol – Part I

Table 10 below details the assessment criteria based on both the zoning levels and the measured background noise levels.

**Table 10 – Noise Limits**

| Period  | Background dB(A) $L_{90,Period}$ | Zoning limit | Classification | Project Noise Limits dB(A) $L_{eq}$ |
|---|----------------------------------|--------------|----------------|-------------------------------------|
| <b>Day</b><br>Monday – Saturday (7am – 6pm)                             | 42                               | 60           | Low            | <b><u>55</u></b>                    |
| <b>Evening</b><br>Monday – Saturday (6pm – 10pm)<br>Sunday (7am – 10pm) | 40                               | 53           | Low            | <b><u>50</u></b>                    |
| <b>Night</b><br>Monday – Friday (10pm – 7am)                            | 34                               | 48           | Low            | <b><u>44</u></b>                    |

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## 7 EVALUATION OF EXTERNAL NOISE INTRUSION

Internal noise levels will primarily be as a result of noise transfer through the windows, doors and roof as these are relatively light building elements that offer less resistance to the transmission of sound. Walls that are proposed to be heavy masonry elements will not require upgrading.

The predicted noise levels through the windows, doors and roof are discussed below. The predicted noise levels have been based on the expected level and spectral characteristics of the external noise, the area of building elements exposed to traffic noise, the absorption characteristics of the rooms and the noise reduction performance of the building elements.

Glazing/façade treatment was determined based on the measured noise levels and transmission loss of the façade. The constructions set out below are necessary for the satisfactory control of external noise to comply with the internal noise level criteria detailed in Table 6, 7, and 8.

### 7.1 RECOMMENDED GLAZING

The glass thicknesses shown in the schedule do not consider thermal, structural, safety or any other requirements other than acoustic requirements and thus may require upgrading in some instances. In these instances, increasing the glass thickness beyond the acoustic requirement will be acceptable. Where the glazing thickness has not been specified, standard glazing will be acceptable.

Table 11 below details the minimum  $R_w$  performance requirements for the glazing assembly installed. Where open-able windows or sliding doors are installed, the total  $R_w$  performance of the system shall not be lower than the values listed in Table 11. It is noted that the system supplied shall meet the overall minimum  $R_w$  ratings nominated based on a laboratory test report for the system. If an alternative system is proposed the system shall be reviewed and will require approval by a suitably qualified acoustic consultant to ensure that the proposed system is acceptable and will ensure compliance with the nominated internal noise design criteria detailed in Table 6, 7, and 8.

**Table 11 – Minimum External Glazing Requirements / Performance**

| Location            | Required Glazing Construction <sup>1,2</sup> | Minimum $R_w$ of Installed Window System | Acoustic Seals <sup>2</sup> |
|---------------------|--|--|-----------------------------|
| Refer to Appendix 1 | 6mm glass <u>or</u> 6/12/6 IGU               | 29                                       | Yes                         |
|                     | 8mm glass <u>or</u> 6/12/8 IGU               | 31                                       | Yes                         |
|                     | 11.52mm lam <u>or</u> 6/12/11.52 lam IGU     | 35                                       | Yes                         |
|                     | 6/12/6 / 150mm air gap / 11.52mm lam IGU     | 29 / 35 <sup>3</sup>                     | Yes                         |

Note 1 – Alternative glazing system may be installed provided they are approved by a suitable qualified acoustic consultant.

Note 2 – Mohair Seals in windows and doors are **not** acceptable where acoustic seals are required. Seals in these instances shall be equal to Schlegel Q-Ion. Bi-parting sliding doors are not acoustically acceptable. Awnings and hinged doors to contain multi-point latching.

Note 3 – Based on two independent glass system.

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## **7.2 EXTERNAL WALL CONSTRUCTION**

External walls which incorporate concrete or masonry elements and as such will not require upgrading acoustically.

No lightweight wall elements are currently proposed. If lightweight external are proposed they shall be reviewed by a suitably qualified acoustic consultant to ensure compliance with the internal traffic noise level criteria detailed in Table 6, 7, and 8 is achieved.

Penetrations in walls must be sealed gap free with a flexible sealant. Any ventilation openings in the walls would need to be acoustically treated to ensure compliance with the nominated design criteria.

## **7.3 ROOF CONSTRUCTION**

The roof construction proposed is concrete. Concrete roof areas will not require upgrading acoustically. If lightweight roof construction is proposed, it shall be reviewed by a suitably qualified acoustic consultant to ensure compliance with the internal traffic noise level criteria detailed in Table 6, 7, and 8 is achieved.

Penetrations in ceilings (such as for light fittings etc.) must be sealed gap free with a flexible sealant. Any ventilation openings in the ceilings would need to be acoustically treated to maintain the acoustic performance of the ceiling construction.

## **8 ASSESSMENT OF PLANT AND EQUIPMENT**

To ensure that noise emissions from mechanical plant and equipment serving the development do not impact adversely on the amenity of neighbouring residential properties specifically to the existing residential development to the east and future resident, noise emissions from the mechanical plant and equipment shall comply with Noise Protocol – Part I.

Note that the mechanical plant and equipment selections / design have not yet been finalised at this stage. Therefore, to ensure amenity for future residents and nearby noise sensitive receivers is preserved, the mechanical plant and equipment serving the development shall be reviewed during the detailed design stage by a suitably qualified acoustic consultant to ensure that compliance with Noise Protocol – Part I is achieved. This will be achieved by the use of standard acoustic treatment such as internally lined ductwork, acoustic louvres, acoustic attenuators, variable speed drives, and vibration isolation mounts.

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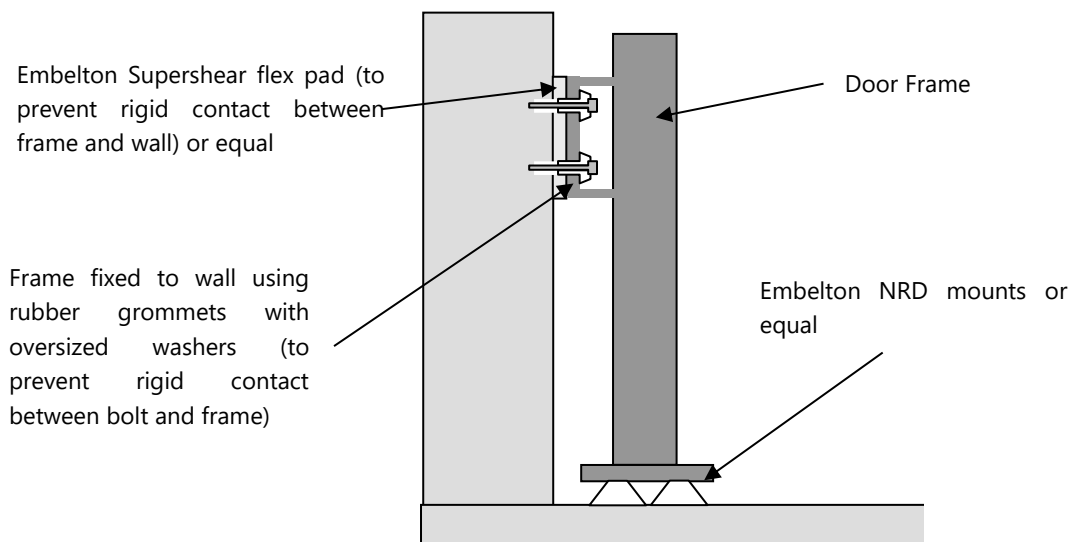
## 9 ASSESSMENT OF VEHICLE ACCESS DOOR

The NSW EPA in its Environmental Noise Control Manual document indicates that maximum noise levels below 50-55 dB (A) inside are unlikely to cause awakening reactions based on apartment windows being open. A level of 55 dB (A) inside the apartment (windows open) would correlate to a noise level of 65 dB (A) outside the window. It is noted that maximum noise levels of 65 dB (A) are achievable at a distance of 1 metre from operation of the unit. In addition, noise levels from operation of the vehicle access door shall comply with Noise Protocol – Part I criteria.

To ensure compliance the following treatment is recommended for the vehicle entry doors:

- The carpark floor surface is to have a broom finish or alternative to address tyre squeal.
- Doors shall be quiet in operation. Teflon guides shall be installed in all rails.
- Ensure that door panels do not rattle, and the operation of any door guides, rollers, etc. is smooth.
- Door guides should be fitted with vibration isolated fixings where required.
- Door motors shall be fitted with a soft start/stop controller to minimise noise.
- The door shall be stopped approximately 5 mm from the slab/ground to ensure the base of the door does not contact the concrete surface.
- Operation of the door shall comply with Noise Protocol – Part I.

Isolation of the door structure is shown in the schematic below -



**Figure 2 – Isolation of the car park entry door schematic diagram**

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## 10 PROPOSED RETAIL & COMMERCIAL

The following requirements shall be incorporated into the proposed retail and commercial tenancies;

- Any amplified music associated with the tenancies will be limited to background music only and be limited by the operator to ensure that they comply with the EPA Noise Protocol – Part II requirements.
- Staff are to be instructed not to drop heavy garbage items/bottle into bins – they must be placed so as to minimise impact noise.
- All mechanical plant and equipment associated with future tenants must comply with the EPA Noise Protocol – Part I.
- Use of amplified music until close of business is permitted provided that it is background music only (conversation level) and is inaudible within residential dwelling living areas. Music noise shall only be played within the premises. Externally mounted speakers are not acceptable.
- Glass must not be emptied/transferred from one receptacle to another anywhere externally before 7am or after 10pm. Outside this time period all glass must be emptied / transferred within the premises and removed in containers.
- The collection of waste and recycling must only occur during the hours of garbage collection for the remainder of the development.
- Acoustic advice from an appropriately qualified person must be sought prior to the installation of any of any plant that is either located externally or ducted to an external louvre not specifically addressed in this report. This would include, but may not necessarily be limited to:
  - Exhaust Fans (as they are ducted to external areas).
  - Air-conditioning condensers.
  - Refrigeration plant (if external).

Any acoustic treatment must take into account:

- The location of noise sensitive properties
- Ambient noise levels at the nearest potentially affected property (determined by on-site measurement).
- The noise level from the plant item proposed to be installed (based on acoustic data sheets from manufacturer).
- The proposed time at which the plant will be used/operational.
- Allowable noise level based on typical Council acoustic requirements and/or conditions of consent.

Written advice regarding what acoustic treatments, if any must be provided. This advice must be sought prior to the installation of any plant.

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## 11 ACOUSTIC SEPARATION - NCC

The acoustic requirements of the National Construction Code (NCC) are directed toward the provision of sound isolation between residential units and a separate occupancy. The overall objective is to acoustically isolate noise sources within one occupancy and prevent them from intruding upon an adjoining occupancy.

### 11.1 NATIONAL CONSTRUCTION CODE (NCC) REQUIREMENTS

#### 11.1.1 Partition Floors

NCC 2019 contains the following condition:

##### **BCA Clause F5.4 Sound insulation rating of floors**

- (a) A floor in a Class 2 or 3 building must have an  $R_w + C_{tr}$  (airborne) not less than 50 and an  $L_{n,w}$  (impact) not more than 62 if it separates —
- (i) sole-occupancy units; or
  - (ii) a sole-occupancy unit from a plant room, lift shaft, stairway, public corridor, public lobby or the like, or parts of a different classification.

##### **BCA Clause FP5.1**

Floors separating —

- (a) sole-occupancy units; or
- (b) a sole-occupancy unit from a plant room, lift shaft, stairway, public corridor, public lobby or the like, or parts of a different classification must provide insulation against the transmission or airborne and impact generated sound sufficient to prevent illness or loss of amenity to the occupants.

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#### 11.1.2 Partition Walls and Lifts

##### **BCA Clause F5.5 Sound insulation rating of walls**

- (a) A wall in a Class 2 or 3 building must —
- (i) have an  $R_w + C_{tr}$  (airborne) not less than 50, if it separates sole-occupancy units; and
  - (iii) comply with F5.3(b) if it separates —
    - (A) a bathroom, sanitary compartment, laundry or kitchen in one sole-occupancy unit from a habitable room (other than a kitchen) in an adjoining unit

##### **BCA Clause F5.3 Determination of impact sound insulation ratings**

- (b) A wall in a building required to have an impact sound insulation rating must—
- (i) for a Class 2 or 3 building be of discontinuous construction
- (c) For the purposes of this Part, discontinuous construction means a wall having a minimum 20 mm cavity between 2 separate leaves, and
- (i) for masonry, where wall ties are required to connect leaves, the ties are of the resilient type; and
  - (ii) for other than masonry, there is no mechanical linkage between leaves except at the periphery

##### **BCA Clause FP5.2**

Walls separating sole-occupancy units or a sole-occupancy unit from a plant room, lift shaft, stairway, public corridor, public lobby, or the like, or parts of a different classification, must provide insulation against the transmission of—

- (a) airborne sound; and
- (b) impact generated sound, if the wall is separating a bathroom, sanitary compartment, laundry or kitchen in one sole-occupancy unit from a habitable room (other than a kitchen) in an adjoining unit, sufficient to prevent illness or loss of amenity to the occupants.

**BCA Clause FP5.3**

The required sound insulation of a floor or a wall must not be compromised by —

- (a) the incorporation of a pipe or other service element; or
- (b) a door assembly.

**12 CONCLUSION**

This report details our acoustic assessment for the proposed mixed-use development located at 342-348 & 368-370 Victoria Street, Brunswick. This report presents our investigation of external noise intrusion into the development from surrounding noise sources and sets noise emission criteria and addresses Condition 13 of Amended Planning Permit MPS/2017/745/A.

We trust this information is satisfactory. Please contact us should you have any further queries.

Yours faithfully,



Acoustic Logic Pty Ltd  
Stanley Sinatra

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**Acoustic Logic Facade Markup**  
 Date: 18/10/2024  
 Rev: 6

**ACOUSTIC LOGIC**

**Glazing and Wall Legend**

- █ Glass - 6/12/6mm IGU glass
- █ Wall - 1x9mm FC sheet / 92mm stud with ins / 1x13mm pb
- █ Glass - 6/12/8mm IGU glass
- █ Wall - 1x9mm FC sheet / 92mm stud with ins / 1x13mm pb
- █ Glass - 6/12/11.52mm IGU glass
- █ Wall - 1x9mm FC sheet / 92mm stud with ins / 2x13mm pb
- █ Wall - 2x9mm FC sheet / 92mm stud with ins / 2x13mm pb
- █ Glass - 6/12/6mm / 150mm air gap / 11.52mm glass

**General Notes**

- All glazing to contain Q-lon bulb seals
- Bi-parting sliding doors not acoustically acceptable
- Awning windows to contain multi-point latching
- External Hinged doors to contain multi-point latching
- All roof constructions to be of concrete
- Concrete walls will not require further acoustic treatment



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Project Number  
220041

Client  
ASSEMBLE

Project Name  
Victoria Street Brunswick

Site Address  
342-348 VICTORIA ST BRUNSWICK VIC 3066 AUSTRALIA

Drawing Name  
GROUND FLOOR PLAN

Date  
16/10/2024

Status  
TOWN PLANNING AMENDMENT

Scale  
1:200 @ A1

Drawing Number  
TP2-102

Revision  
Q



Glazing and Wall Legend

- █ Glass - 6/12/6mm IGU glass
- █ Unmarked Wall - 1x9mm FC sheet / 92mm stud with ins / 1x13mm pb
- █ Glass - 6/12/8mm IGU glass
- █ Unmarked Wall - 1x9mm FC sheet / 92mm stud with ins / 1x13mm pb
- █ Glass - 6/12/11.52mm IGU glass
- █ Wall - 1x9mm FC sheet / 92mm stud with ins / 2x13mm pb
- █ Wall - 2x9mm FC sheet / 92mm stud with ins / 2x13mm pb
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General Notes

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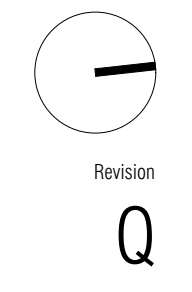
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220041  
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ASSEMBLE  
Project Name  
Victoria Street Brunswick  
Site Address  
342-348 VICTORIA ST BRUNSWICK VIC 3066 AUSTRALIA

Drawing Name  
LEVEL 01 PLAN  
Date  
16/10/2024  
Status  
TOWN PLANNING AMENDMENT

Scale  
1:200 @ A1  
Drawing Number  
TP2-103



Revision  
Q



Glazing and Wall Legend

- █ Glass - 6/12/6mm IGU glass
- █ Wall - 1x9mm FC sheet / 92mm stud with ins / 1x13mm pb
- █ Glass - 6/12/8mm IGU glass
- █ Wall - 1x9mm FC sheet / 92mm stud with ins / 1x13mm pb
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General Notes

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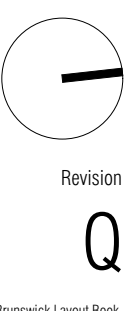
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Project Name  
Victoria Street Brunswick  
Site Address  
342-348 VICTORIA ST BRUNSWICK VIC 3056 AUSTRALIA

Drawing Name  
LEVEL 02 PLAN  
Date  
16/10/2024  
Status  
TOWN PLANNING AMENDMENT

Scale  
1:200 @ A1  
Drawing Number  
TP2-104



Revision

Q



Glazing and Wall Legend

- █ Glass - 6/12/6mm IGU glass
- █ Wall - 1x9mm FC sheet / 92mm stud with ins / 1x13mm pb
- █ Glass - 6/12/8mm IGU glass
- █ Wall - 1x9mm FC sheet / 92mm stud with ins / 1x13mm pb
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General Notes

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- External Hinged doors to contain multi-point latching
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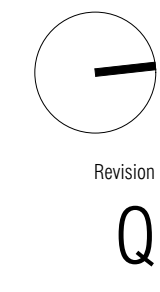
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LEVEL 03 PLAN  
Date  
16/10/2024  
Status  
TOWN PLANNING AMENDMENT

Scale  
1:200 @ A1  
Drawing Number  
TP-2-105





Glazing and Wall Legend

- █ Glass - 6/12/6mm IGU glass
- █ Wall - 1x9mm FC sheet / 92mm stud with ins / 1x13mm pb
- █ Glass - 6/12/8mm IGU glass
- █ Wall - 1x9mm FC sheet / 92mm stud with ins / 1x13mm pb
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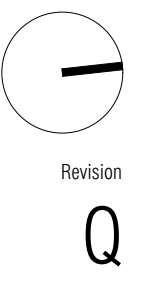
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Project Number  
220041  
Client  
ASSEMBLE  
Project Name  
Victoria Street Brunswick  
Site Address  
342-348 VICTORIA ST BRUNSWICK VIC 3056 AUSTRALIA

Drawing Name  
LEVEL 04 PLAN  
Date  
16/10/2024  
Status  
TOWN PLANNING AMENDMENT

Scale  
1:200 @ A1  
Drawing Number  
TP2-106







Glazing and Wall Legend

- █ Glass - 6/12/6mm IGU glass
- █ Unmarked Wall - 1x9mm FC sheet / 92mm stud with ins / 1x13mm pb
- █ Glass - 6/12/8mm IGU glass
- █ Unmarked Wall - 1x9mm FC sheet / 92mm stud with ins / 1x13mm pb
- █ Glass - 6/12/11.52mm IGU glass
- █ Wall - 1x9mm FC sheet / 92mm stud with ins / 2x13mm pb
- █ Wall - 2x9mm FC sheet / 92mm stud with ins / 2x13mm pb
- █ Glass - 6/12/6mm / 150mm air gap / 11.52mm glass

General Notes

- All glazing to contain Q-lon bulb seals
- Bi-parting sliding doors not acoustically acceptable
- Awning windows to contain multi-point latching
- External Hinged doors to contain multi-point latching
- All roof constructions to be of concrete
- Concrete walls will not require further acoustic treatment



ADVERTISED  
PLAN

| REV | NOTE                          | DATE       | REV | NOTE | DATE |
|-----|-------------------------------|------------|-----|------|------|
| K   | TOWN PLANNING AMENDMENT       | 13/07/2023 |     |      |      |
| L   | TOWN PLANNING AMENDMENT       | 20/09/2023 |     |      |      |
| M   | TOWN PLANNING FOR ENDORSEMENT | 29/11/2023 |     |      |      |
| N   | TOWN PLANNING FOR ENDORSEMENT | 04/02/2024 |     |      |      |
| O   | TOWN PLANNING AMENDMENT       | 15/04/2024 |     |      |      |
| P   | TOWN PLANNING AMENDMENT       | 15/08/2024 |     |      |      |
| Q   | TOWN PLANNING AMENDMENT       | 14/10/2024 |     |      |      |

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Project Number  
220041  
Client  
ASSEMBLE  
Project Name  
Victoria Street Brunswick  
Site Address  
342-348 VICTORIA ST BRUNSWICK VIC 3066 AUSTRALIA

Drawing Name  
LEVEL 05 PLAN

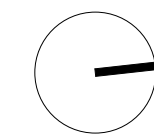
Date  
16/10/2024  
Status  
TOWN PLANNING AMENDMENT

Scale  
1:200 @ A1

Drawing Number

TP2-107

BM\koud\_PWB\M02 - BM\koud\koud for Archival 25/2/2024\1 Victoria Street Brunswick\220041 Victoria Street Brunswick Layout Book



Revision

Q





Glazing and Wall Legend

- █ Glass - 6/12/6mm IGU glass
- █ Wall - 1x9mm FC sheet / 92mm stud with ins / 1x13mm pb
- █ Glass - 6/12/8mm IGU glass
- █ Wall - 1x9mm FC sheet / 92mm stud with ins / 1x13mm pb
- █ Glass - 6/12/11.52mm IGU glass
- █ Wall - 1x9mm FC sheet / 92mm stud with ins / 2x13mm pb
- █ Wall - 2x9mm FC sheet / 92mm stud with ins / 2x13mm pb
- █ Glass - 6/12/6mm / 150mm air gap / 11.52mm glass

General Notes

- All glazing to contain Q-1on bulb seals
- Bi-parting sliding doors not acoustically acceptable
- Awning windows to contain multi-point latching
- External Hinged doors to contain multi-point latching
- All roof constructions to be of concrete
- Concrete walls will not require further acoustic treatment



ADVERTISED  
PLAN

| REV | NOTE                          | DATE       | REV | NOTE | DATE |
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| L   | TOWN PLANNING AMENDMENT       | 20/09/2023 |     |      |      |
| M   | TOWN PLANNING FOR ENDORSEMENT | 23/11/2023 |     |      |      |
| N   | TOWN PLANNING FOR ENDORSEMENT | 04/02/2024 |     |      |      |
| O   | TOWN PLANNING AMENDMENT       | 15/04/2024 |     |      |      |
| P   | TOWN PLANNING AMENDMENT       | 15/08/2024 |     |      |      |
| Q   | TOWN PLANNING AMENDMENT       | 14/10/2024 |     |      |      |

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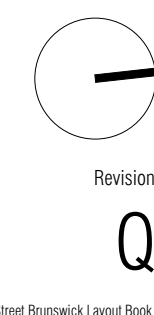
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Project Number  
220041  
Client  
ASSEMBLE  
Project Name  
Victoria Street Brunswick  
Site Address  
342-348 VICTORIA ST BRUNSWICK VIC 3066 AUSTRALIA

Drawing Name  
LEVEL 06 PLAN  
Date  
16/10/2024  
Status  
TOWN PLANNING AMENDMENT

Scale  
1:200 @ A1  
Drawing Number  
TP2-108







Glazing and Wall Legend

- █ Glass - 6/12/6mm IGU glass
- █ Wall - 1x9mm FC sheet / 92mm stud with ins / 1x13mm pb
- █ Glass - 6/12/8mm IGU glass
- █ Wall - 1x9mm FC sheet / 92mm stud with ins / 1x13mm pb
- █ Glass - 6/12/11.52mm IGU glass
- █ Wall - 1x9mm FC sheet / 92mm stud with ins / 2x13mm pb
- █ Wall - 2x9mm FC sheet / 92mm stud with ins / 2x13mm pb
- █ Glass - 6/12/6mm / 150mm air gap / 11.52mm glass

General Notes

- All glazing to contain Q-lon bulb seals
- Bi-parting sliding doors not acoustically acceptable
- Awning windows to contain multi-point latching
- External Hinged doors to contain multi-point latching
- All roof constructions to be of concrete
- Concrete walls will not require further acoustic treatment



ADVERTISED PLAN

| REV | NOTE                          | DATE       | REV | NOTE | DATE |
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| K   | TOWN PLANNING AMENDMENT       | 13/07/2023 |     |      |      |
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| M   | TOWN PLANNING FOR ENDORSEMENT | 29/11/2023 |     |      |      |
| N   | TOWN PLANNING FOR ENDORSEMENT | 04/02/2024 |     |      |      |
| O   | TOWN PLANNING AMENDMENT       | 15/04/2024 |     |      |      |
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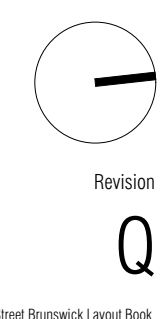
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Project Number  
220041  
Client  
ASSEMBLE  
Project Name  
Victoria Street Brunswick  
Site Address  
342-348 VICTORIA ST BRUNSWICK VIC 3066 AUSTRALIA

Drawing Name  
LEVEL 07 PLAN  
Date  
16/10/2024  
Status  
TOWN PLANNING AMENDMENT

Scale  
1:200 @ A1  
Drawing Number  
TP2-109





Glazing and Wall Legend

- █ Glass - 6/12/6mm IGU glass
- █ Wall - 1x9mm FC sheet / 92mm stud with ins / 1x13mm pb
- █ Glass - 6/12/8mm IGU glass
- █ Wall - 1x9mm FC sheet / 92mm stud with ins / 1x13mm pb
- █ Glass - 6/12/11.52mm IGU glass
- █ Wall - 1x9mm FC sheet / 92mm stud with ins / 2x13mm pb
- █ Wall - 2x9mm FC sheet / 92mm stud with ins / 2x13mm pb
- █ Glass - 6/12/6mm / 150mm air gap / 11.52mm glass

General Notes

- All glazing to contain Q-ion bulb seals
- Bi-parting sliding doors not acoustically acceptable
- Awning windows to contain multi-point latching
- External Hinged doors to contain multi-point latching
- All roof constructions to be of concrete
- Concrete walls will not require further acoustic treatment



ADVERTISED PLAN

| REV | NOTE                          | DATE       | REV | NOTE | DATE |
|-----|-------------------------------|------------|-----|------|------|
| K   | TOWN PLANNING AMENDMENT       | 13/07/2023 |     |      |      |
| L   | TOWN PLANNING AMENDMENT       | 20/09/2023 |     |      |      |
| M   | TOWN PLANNING FOR ENDORSEMENT | 20/11/2023 |     |      |      |
| N   | TOWN PLANNING FOR ENDORSEMENT | 04/02/2024 |     |      |      |
| O   | TOWN PLANNING AMENDMENT       | 15/04/2024 |     |      |      |
| P   | TOWN PLANNING AMENDMENT       | 15/08/2024 |     |      |      |
| Q   | TOWN PLANNING AMENDMENT       | 14/10/2024 |     |      |      |

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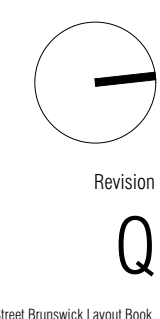
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Project Number  
220041  
Client  
ASSEMBLE  
Project Name  
Victoria Street Brunswick  
Site Address  
342-348 VICTORIA ST BRUNSWICK VIC 3066 AUSTRALIA

Drawing Name  
LEVEL 08 PLAN  
Date  
16/10/2024  
Status  
TOWN PLANNING AMENDMENT

Scale  
1:200 @ A1  
Drawing Number  
TP2-110





Glazing and Wall Legend

- █ Glass - 6/12/6mm IGU glass
- █ *Unmarked* Wall - 1x9mm FC sheet / 92mm stud with ins / 1x13mm pb
- █ Glass - 6/12/8mm IGU glass
- █ *Unmarked* Wall - 1x9mm FC sheet / 92mm stud with ins / 1x13mm pb
- █ Glass - 6/12/11.52mm IGU glass
- █ Wall - 1x9mm FC sheet / 92mm stud with ins / 2x13mm pb
- █ Wall - 2x9mm FC sheet / 92mm stud with ins / 2x13mm pb
- █ Glass - 6/12/6mm / 150mm air gap / 11.52mm glass

General Notes

- All glazing to contain Q-Ion bulb seals
- Bi-parting sliding doors not acoustically acceptable
- Awning windows to contain multi-point latching
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ADVERTISED  
PLAN

| REV | NOTE                          | DATE       | REV | NOTE | DATE |
|-----|-------------------------------|------------|-----|------|------|
| K   | TOWN PLANNING AMENDMENT       | 13/07/2023 |     |      |      |
| L   | TOWN PLANNING AMENDMENT       | 20/09/2023 |     |      |      |
| M   | TOWN PLANNING FOR ENDORSEMENT | 20/11/2023 |     |      |      |
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Project Number  
220041

Client  
ASSEMBLE

Project Name  
Victoria Street Brunswick

Site Address  
342-348 VICTORIA ST BRUNSWICK VIC 3066 AUSTRALIA

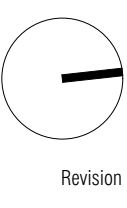
Drawing Name  
LEVEL 09 PLAN

Date  
16/10/2024

Status  
TOWN PLANNING AMENDMENT

Scale  
1:200 @ A1

Drawing Number  
TP2-111



Revision

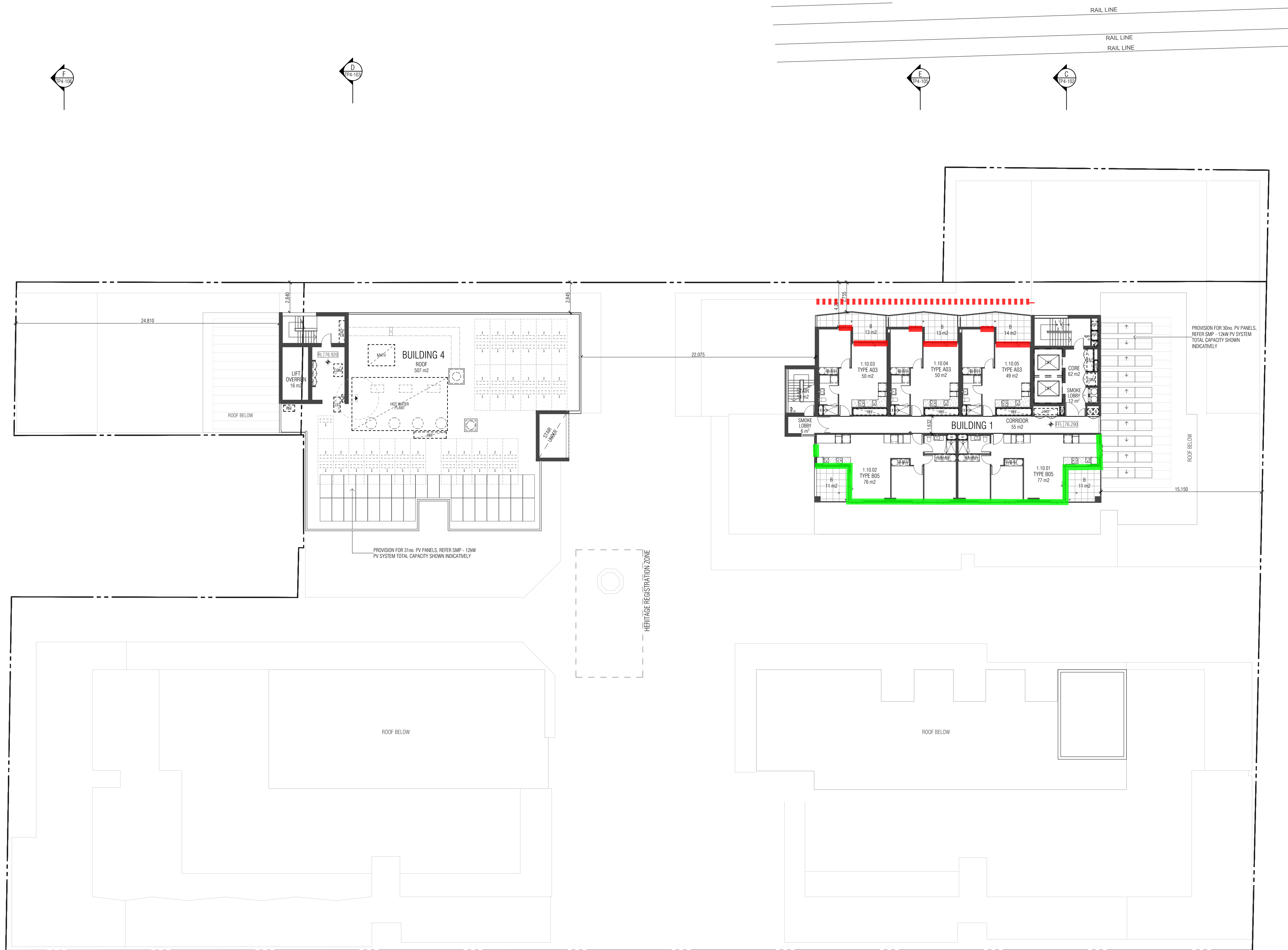
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Glazing and Wall Legend

- █ Glass - 6/12/6mm IGU glass
- █ *Unmarked* Wall - 1x9mm FC sheet / 92mm stud with ins / 1x13mm pb
- █ Glass - 6/12/8mm IGU glass
- █ *Unmarked* Wall - 1x9mm FC sheet / 92mm stud with ins / 1x13mm pb
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General Notes

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- External Hinged doors to contain multi-point latching
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ADVERTISED PLAN

| REV | NOTE                          | DATE       | REV | NOTE | DATE |
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| K   | TOWN PLANNING AMENDMENT       | 13/07/2023 |     |      |      |
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Project Number  
220041

Client  
ASSEMBLE

Project Name  
Victoria Street Brunswick

Site Address  
342-348 VICTORIA ST BRUNSWICK VIC 3056 AUSTRALIA

Drawing Name  
LEVEL 10 PLAN

Date  
16/10/2024

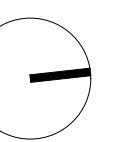
Status  
TOWN PLANNING AMENDMENT

Scale  
1:200 @ A1

Drawing Number

TP2-112

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Revision

Q

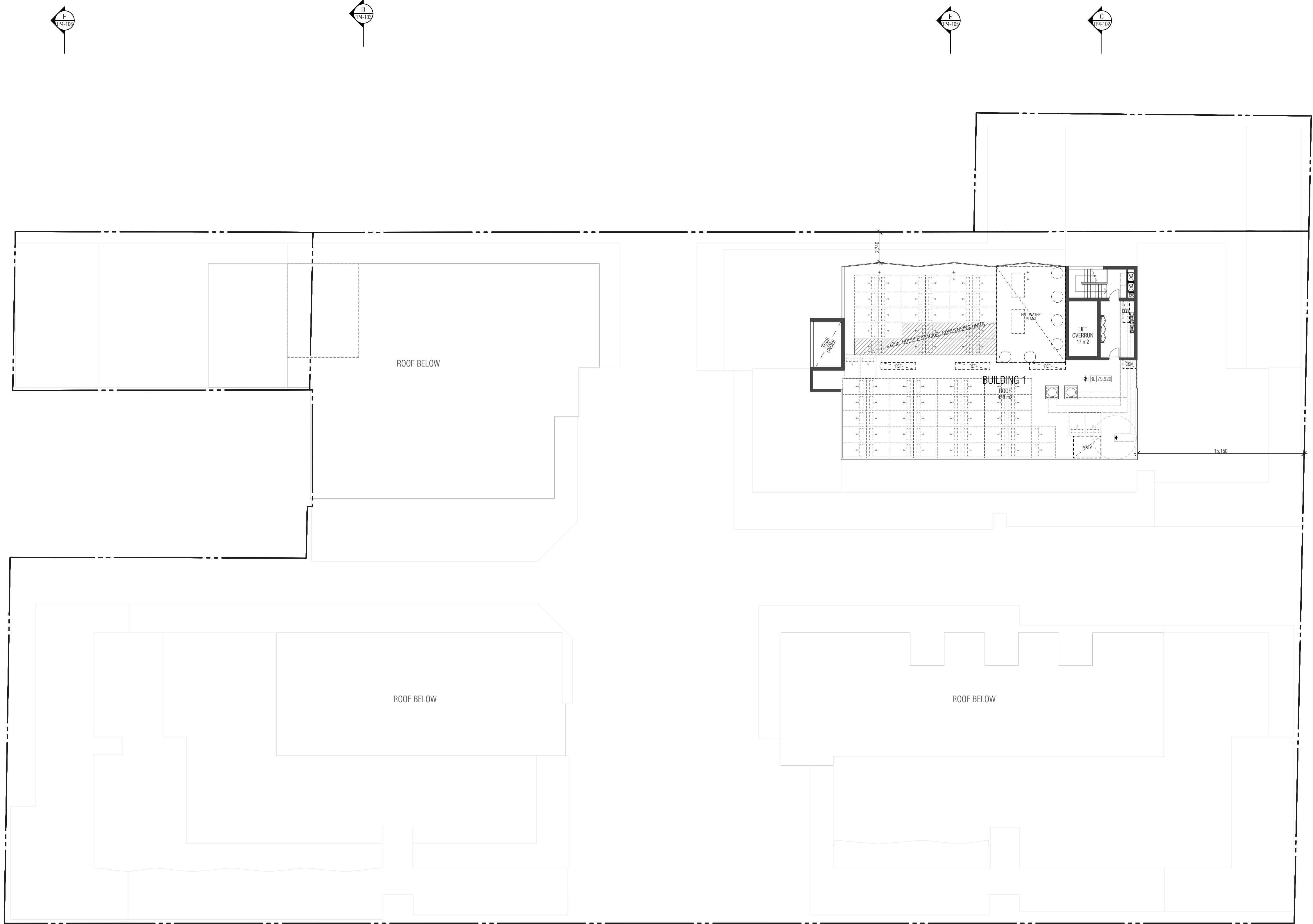


Glazing and Wall Legend

- █ Glass - 6/12/6mm IGU glass
- █ Wall - 1x9mm FC sheet / 92mm stud with ins / 1x13mm pb
- █ Glass - 6/12/8mm IGU glass
- █ Wall - 1x9mm FC sheet / 92mm stud with ins / 1x13mm pb
- █ Glass - 6/12/11.52mm IGU glass
- █ Wall - 1x9mm FC sheet / 92mm stud with ins / 2x13mm pb
- █ Wall - 2x9mm FC sheet / 92mm stud with ins / 2x13mm pb
- █ Glass - 6/12/6mm / 150mm air gap / 11.52mm glass

General Notes

- All glazing to contain Q-lon bulb seals
- Bi-parting sliding doors not acoustically acceptable
- Awning windows to contain multi-point latching
- External Hinged doors to contain multi-point latching
- All roof constructions to be of concrete
- Concrete walls will not require further acoustic treatment



ADVERTISED PLAN

| REV | NOTE                          | DATE       | REV | NOTE | DATE |
|-----|-------------------------------|------------|-----|------|------|
| K   | TOWN PLANNING AMENDMENT       | 13/07/2023 |     |      |      |
| L   | TOWN PLANNING AMENDMENT       | 20/09/2023 |     |      |      |
| M   | TOWN PLANNING FOR ENDORSEMENT | 20/11/2023 |     |      |      |
| N   | TOWN PLANNING FOR ENDORSEMENT | 04/02/2024 |     |      |      |
| O   | TOWN PLANNING AMENDMENT       | 15/04/2024 |     |      |      |
| P   | TOWN PLANNING AMENDMENT       | 15/08/2024 |     |      |      |
| Q   | TOWN PLANNING AMENDMENT       | 14/10/2024 |     |      |      |

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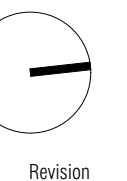
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Drawing Name  
ROOF LEVEL PLAN  
Date  
16/10/2024  
Status  
TOWN PLANNING AMENDMENT

Scale  
1:200 @ A1

Drawing Number  
TP2-114



Revision

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