

699 Latrobe Street, Docklands

## Acoustic Assessment

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**ADVERTISED  
PLAN**

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# ADVERTISED PLAN

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## 1 INTRODUCTION

Acoustic Logic Pty Ltd (AL) have been engaged by Salta Properties (Docklands) Pty Ltd undertake an acoustic assessment of the proposed mixed-use development located at 699 La Trobe Street, Docklands. The assessment has been undertaken to address Schedule 12 to the Design and Development Overlay under Melbourne Planning Scheme and external traffic noise intrusion.

The following documentation have been referenced in the acoustic assessment.

**Table 1 – Referenced Documents**

<b>Company</b>	<b>Document Reference</b>	<b>Date</b>
FK Australia	TP099 – TP104, TP106 – TP108, TP110, TP131, TP134, TP137 – TP140	21/08/2024
City of Melbourne	Clause 58.04-3 of the planning scheme	20/12/2021
City of Melbourne	Schedule 12 to the Design and Development Overlay (DDO12)	10/06/2010
Standards Australia	AS2107:2016	24/10/2016

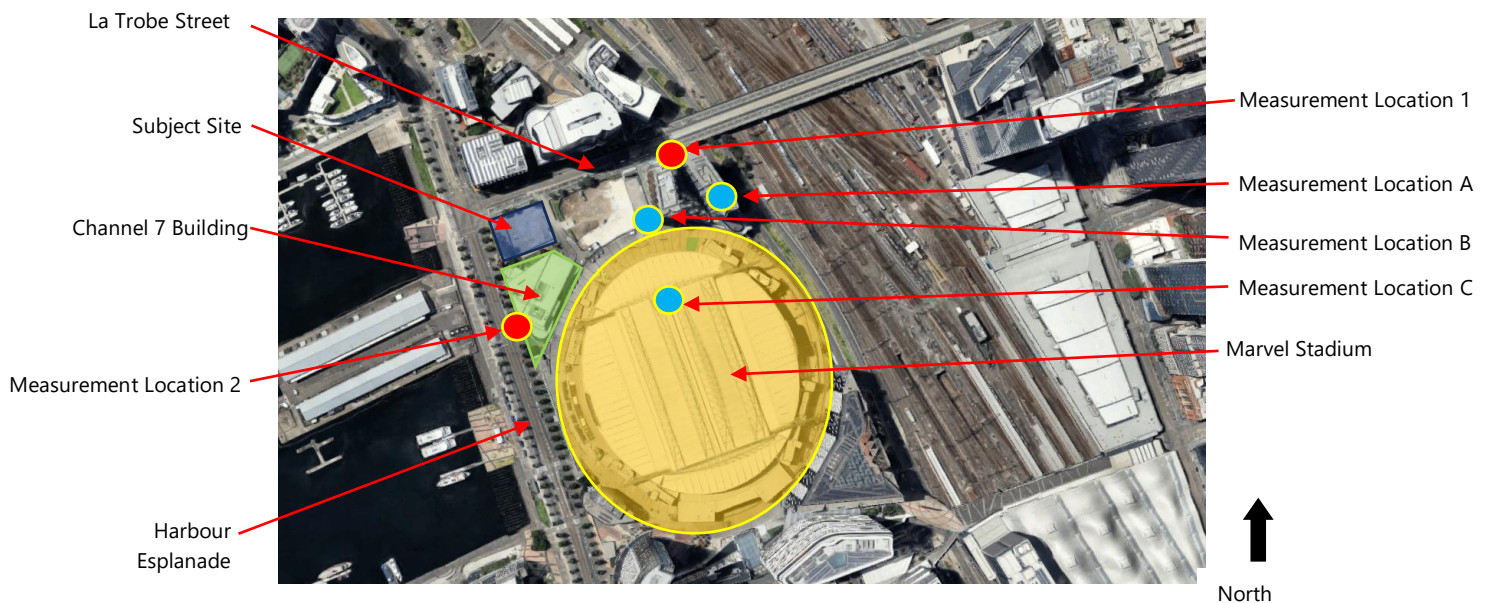
## 2 SITE DESCRIPTION

The proposed development is located at 699 La Trobe Street, Docklands. The proposed development is a 38-storey mixed use development with a basement level for bicycle parking, ground floor for retail, commercial and loading dock, Level 1 for co-working space and amenities, Level 2 to 6 and 8 to 36 for residential apartments with carpark from Level 1 to 6 and resident amenities on level 7 and 37.

The subject site is bounded by La Trobe Street to the north, Harbour Esplanade to the west, future residential apartment development (685 La Trobe Street, Docklands) to the east and Channel 7 building to the south with Marvel Stadium located approximately 70 metres to the southeast from the subject site.

La Trobe Street and Harbour Esplanade are a municipal road which carries trams, and both have an Annual Average Daily Traffic (AADT) volume of 11,000 vehicles.

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



**Figure 1: Site Map and surrounding area (Source: Google Maps™)**

### 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.  $L_{eq}$  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 ASSESSMENT CRITERIA

### 4.1 INTERNAL TRAFFIC NOISE LEVEL CRITERIA

#### 4.1.1 Standard D16 at Clause 58.04-3

Standard D16 of Clause 58.04-3 states the following relating to external noise intrusion:

##### **Standard D16**

*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 D5 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 D5 Noise influence area**

Noise Source	Noise influence area
<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.*

##### **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 **not** 300m of an industrial zone.
2. The development is **not** within 300m of a freeway or road carrying an AADT >40,000.
3. The development is **not** within 80m of railway servicing passengers.
4. The development is **not** within 135m from the centre of the nearest track serving freight.

As such, the noise levels specified in Standard D16 at Clause 58.04-3 is **not applicable** to the subject development. Based on the above, the internal traffic noise level criteria have been based on Australian Standard AS2107:2016 detailed in Section 4.1.2 below.

#### 4.1.2 Australian Standards 2107

Internal noise level criteria for external noise intrusion from traffic has been developed in accordance with *Australian Standard AS/NZS 2107:2016 "Recommended Design Sound Levels and Reverberation Times for Building Interiors"*. AS/NZS 2107:2016 sets out recommended design sound levels for residential developments depending on locality to minor or major roads. The Table 2 below details the criteria for the proposed development which is located adjacent to a major road.

**Table 2 – Internal Noise Level Criteria for Traffic**

Location	Required Internal Noise Level	
	Day dB(A) $L_{eq}$ (7am – 10pm)	Night dB(A) $L_{eq}$ (10pm – 7am)
Bedrooms	35-45 <sup>1</sup>	30-40
Living rooms	35-45	N/A

Note 1: Bedrooms are assessed as living areas outside the night-time period of 10pm to 7am.

Note 2: Assessment is based on apartments suitably furnished ready for occupation with façade (external windows and doors) fully closed.



## 4.2 MUSIC NOISE CRITERIA FROM DOCKLANDS STADIUM

Schedule 12 to the Design and Development Overlay contains the following conditions:

### 2.0

19/01/2006  
VC37

#### Requirements

Any new or refurbished development or any conversion of part or all of an existing building that will accommodate new residential or other noise-sensitive uses must:

- Be designed and constructed to include noise attenuation measures. These measures must achieve a maximum noise level of 45 dB in habitable rooms with windows closed when music is emitted from the Major Sports and Recreation Facility in the Melbourne Docklands Area.
- Be fitted with ducted air conditioning if the new or refurbished development is within 400 metres of the centre point of the Docklands Major Sports and Recreation Facility.
- Have external glazing and doors and the air conditioning or ventilation system in all new residential and other noise-sensitive use and development designed by a recognised acoustic consultant.

For the purpose of this requirement, noise-sensitive uses are those that have an element of residential accommodation and are nested under the definition of accommodation in the planning scheme.

Table 3 below summarizes the internal music noise level criteria from Docklands Stadium.

**Table 3 – Internal Noise Level Criteria for Music Noise from Docklands Stadium**

Location	Required Maximum Internal Noise Level
Habitable Rooms	45 dB(A) L <sub>eq</sub>

## 5 NOISE LEVEL MEASUREMENTS

### 5.1 MUSIC NOISE MEASUREMENTS

#### 5.1.1 Measurement Date

Music noise level measurements were taken during a (Bon Jovi) concert at the Docklands Stadium. The measurements were undertaken on 7 December 2013.

#### 5.1.2 Measurement Equipment

Measurements within the stadium were conducted using an Acoustic Research Laboratories Ngara noise monitor while measurements conducted externally were taken using a Norsonic 140 Sound Level Analyser. The equipment was calibrated before and after measurements, no significant drift was recorded. The measured noise levels are presented in the table below.

#### 5.1.3 Measurement Locations

The music noise level measurements were conducted on the following locations:

- Location A – Attended noise level measurements undertaken on the rooftop level of the existing residential development located at 673 La Trobe Street. The microphone of the sound level meter was located in-line with the southern façade on the boundary at approximately 1.5 metres above FFL. The sound level meter had full view of the Docklands Stadium.
- Location B – Un-attended noise level measurements installed within the Docklands Stadium at the end of walkway to the north on the concourse level.
- Location C - Un-attended noise level measurements installed within the Docklands Stadium at the stadium catwalk.

#### 5.1.4 Measured Noise Levels

The table below details the measured music noise levels from the Docklands Stadium.

**Table 4 - Measured Music Noise Levels from the Docklands Stadium**

Measurement Location <sup>1</sup>	Noise Sources	Measurement Noise Level dB(A) L <sub>eq</sub>
Location A	Concert Noise	71
Location B	Concert Noise and Patrons on walkway	72
Location C	Concert Noise	97

Note 1: Refer Section 5.1.3 for measurement locations.

## 5.2 TRAFFIC NOISE MEASUREMENTS

### 5.2.1 Measurement Date

Traffic noise level measurements were taken on 6 July 2023 between 9:30am and 10:45am.

### 5.2.2 Measurement Equipment

A Norsonic Nor140 Sound Level Analyser was used for the attended noise level measurements (Location 1 and 2). 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.

### 5.2.3 Measurement Locations

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

- Location 1 – Attended traffic noise level measurements were conducted along La Trobe Street. The sound level meter was approximately 1.5 metres above grade, had full view of La Trobe Street and were free field. The measurement was undertaken on 6 July 2023.
- Location 2 – Attended traffic noise level measurements were conducted along Harbour Esplanade. The sound level meter was approximately 1.5 metres above grade, had full view of Harbour Esplanade and were free field. The measurement was undertaken on 6 July 2023.

### 5.2.4 Measured Noise Levels

The table below details the measured traffic noise levels.

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

Measurement Location	Date and Time of Measurements	Measured Noise Levels dB(A) $L_{eq,15mins}$
Location 1	06/07/2023 (9:34am-9:49am)	70
	06/07/2023 (9:49am-10:04am)	71
Location 2	06/07/2023 (10:11am-10:26am)	65
	06/07/2023 (10:26am-10:41am)	64

**Table 6 – Attended Tram  $L_{max}$  Noise Level Measurements**

Measurement Location	Date and Time of Measurements	Measured Noise Levels dB(A) $L_{max}^1$
Location 1	06/07/2023	88
Location 2	06/07/2023	75

Note 1 - Measurements conducted from numerous tram movements where the 95<sup>th</sup> percentile noise level is presented.

## 6 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 2 and 3.

### 6.1 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 7 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 7. 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 2 and 3.

**Table 7 – Minimum External Glazing Requirements / Performance**

Location	Required Glazing Construction <sup>1</sup>	Minimum $R_w$ of Installed Window System	Acoustic Seals <sup>2</sup>
Refer Appendix 1	6/12/10.38 IGU	35	Yes
	6/12/12.76 IGU	37	Yes
	12/15/8.76 IGU	42	Yes
	Acoustic large air gap double glazing unit / jockey sash system	To be finalised during detailed design	Yes

Note 1 – Alternative glazing system may be installed provided they are approved by a suitable qualified acoustic consultant to ensure compliance with nominated internal noise limits.

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.

## 6.2 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 noise level criteria detailed in Table 2 and 3 are 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.

## 6.3 ROOF CONSTRUCTION

The roof construction proposed is concrete. Concrete or masonry 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 2 and 3 are achieved.

Penetrations in roof must be sealed gap free with a flexible sealant. Any ventilation openings would need to be acoustically treated to maintain the acoustic performance of the roof construction.

## 7 CONCLUSION

This report details our acoustic assessment for the proposed mixed-use development located at 699 La Trobe Street, Docklands. This report presents our investigation of external noise intrusion into the development from surrounding noise sources. Recommendations have been provided on Section 6 to ensure compliance with the relevant assessment criteria on Section 4, which include Schedule 12 from the Design and Development Overlay (DDO12).

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

Yours faithfully,



Acoustic Logic Pty Ltd  
Barli Wibisono





## ADVERTISED PLAN

HARBOUR ESPLANADE

294788 SITE BOUNDARY 122-24  
C18.92

3250 FLOOR T  
FLOOR  
HEIGHT

BIMcloud: Ikaeprobim01 - BIMcloud/22010 699 La Trobe Street BTR/00 BIM MODELS/SD\_TP-DA/CENTRAL MODELS/22010 Genera

REVISION:

KT	20.10.2023
KT	21.08.2024

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LEVEL 02 FLOOR PLAN

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Rev: 2  
Date: 22/08/2024

**Minimum Glazing Thickness**

- 6/12/10.38mm lam IGU
- 6/12/12.76mm lam IGU
- 12mm / 15mm airgap / 8.76mm lam IGU
- 6/12/6 IGU / 200mm airgap / 6.38mm lam

or approved alternatives by a suitably qualified

**ACOUSTIC LOGIC**

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TOWN PLANNING SUBMISSION	KT 21.08.2024

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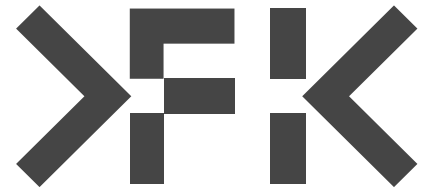
LEVEL 03 FLOOR PLAN

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## ADVERTISED PLAN

HARBOUR ESPLANADE

204/38 SITE BOUNDARY  
C18.92 R22.24  
RON CASEY LANE

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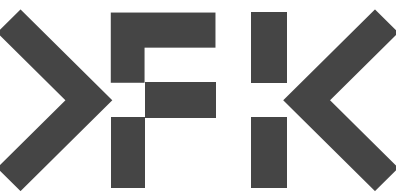
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