

## TECHNICAL NOTE

**REF:** 32376-1-21496-02  
**TO:** TAYLOR BURRELL BARNETT  
**ATTN:** Farida Farrag  
**ADDRESS:** [farida@TBBplanning.com.au](mailto:farida@TBBplanning.com.au)  
**FROM:** Tim Reynolds  
**DATE:** 07 March 2024  
**SUBJECT:** **CHILD CARE CENTRE – 1 LYELL GROVE, WOODVALE**  
**APPLICATION TO EXTEND OPENING HOURS - ACOUSTICS**

Farida,

As requested, we provide the following information with regards to the noise that would be received at the neighbouring residence to the north, being 3 Lyell Grove, Woodvale from car doors closing during the proposed extended operating hours.

We note that this application is to amend the current opening hours, being between 7:00am to 6:00pm, to 6:30am and 6:30pm.

Given the proposed extension of opening hours, the information provided relates to the earlier opening time of the child care centre to 6:30am, as the period between 6:30am and 7:00am is under the Environmental Protection (Noise) Regulations 1997 assessed under the criteria for the night period.

### ASSIGNED NOISE LEVELS

Noise received at the neighbouring residence from car doors closing would be assessed under the  $L_{A_{Max}}$  criteria. From the previous assessment, the assigned noise levels at the neighbouring residence to the north are as listed below in Table 1.

**TABLE 1 - ASSIGNED OUTDOOR NOISE LEVEL  
RESIDENCES TO NORTH**

Premises Receiving Noise	Time of Day	Assigned Level (dB)
		$L_{A_{Max}}$
3 Lyell Grove, Woodvale	0700 - 1900 hours Monday to Saturday (Day)	68
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day)	68
	1900 - 2200 hours all days (Evening)	58
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	58

## **NOISE MODELLING**

Noise modelling was undertaken for the following scenarios :

- Scenario 1 - No parking restrictions, with car located within each parking bay, as per the Environmental Acoustic Assessment.
- Scenario 2 - Management measures as proposed in the previously refused application to amend the opening hours.
- Scenario 3 - Revised management measures, as currently proposed.

Note : The modelling was undertaken using the same parameters as for the original Environmental Acoustic Assessment report.

## **RESULTS**

The results of the above modelling are listed below in Table 2.

**TABLE 2 - ACOUSTIC MODELLING RESULTS  $L_{Amax}$  CRITERIA  
 DOOR CLOSING**

Scenario	Calculated Noise Level (dB(A))
	Door Closing
1 – Original assessment (No parking restrictions)	48 [58]
2 – Management measures as previously proposed for refused application	43 [53]
3 – Revised management measure for current application	38 [48]

[ ] Includes +10 dB(A) penalty for impulsiveness.

Note : For the current management measures, given the noise level received at the neighbouring residence, it is highly likely that the noise would NOT be considered as impulsive. However, to be conservative, this adjustment has been included in the assessment.

For information the noise contour plots for the above scenarios are attached as Figures A1 to A3.

## **ASSESSMENT**

Table 3 summarise the applicable night period assigned noise levels, and assessable noise level emissions for each of the 3 scenarios.

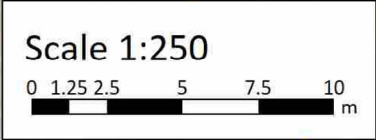
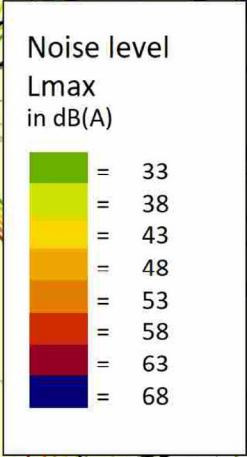
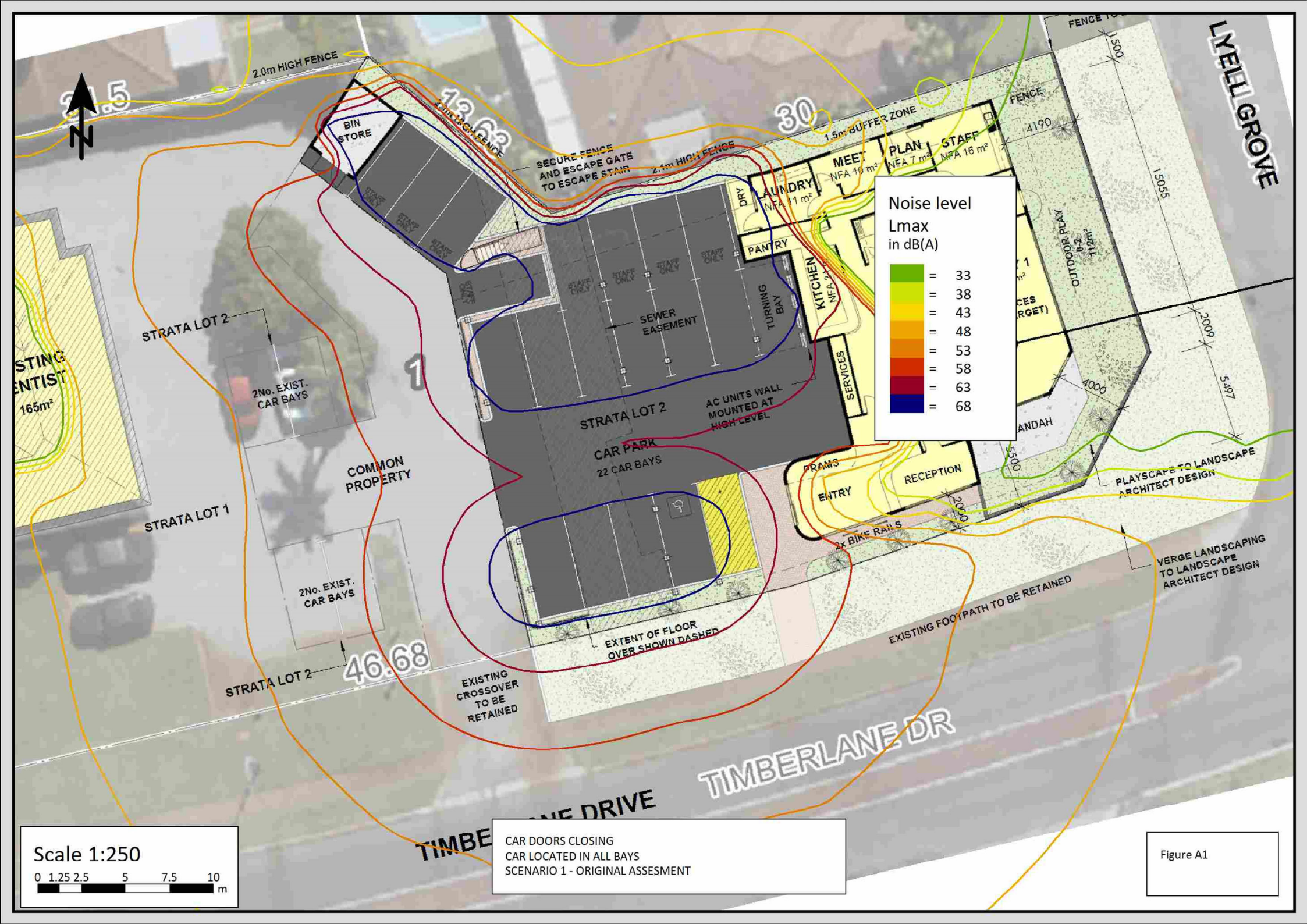
**TABLE 3 – ASSESSMENT OF  $L_{Amax}$  NIGHT PERIOD NOISE LEVEL EMISSIONS  
 CAR DOOR**

Scenario	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Compliance with Assigned Noise Level
1 – Original assessment (No parking restrictions)	58	58	Complies
2 – Management measures as previously proposed for refused application	53	58	Complies by 5 dB(A)
3 – Revised management measure for current application	48	58	Complies by 10 dB(A)

We trust this provides the information required.

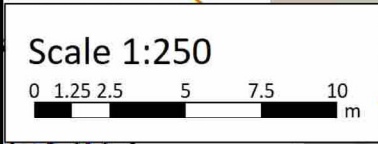
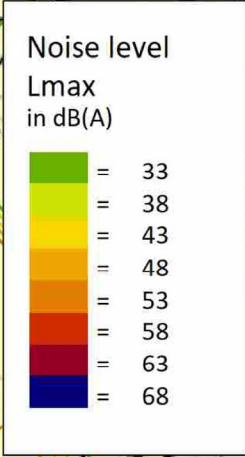
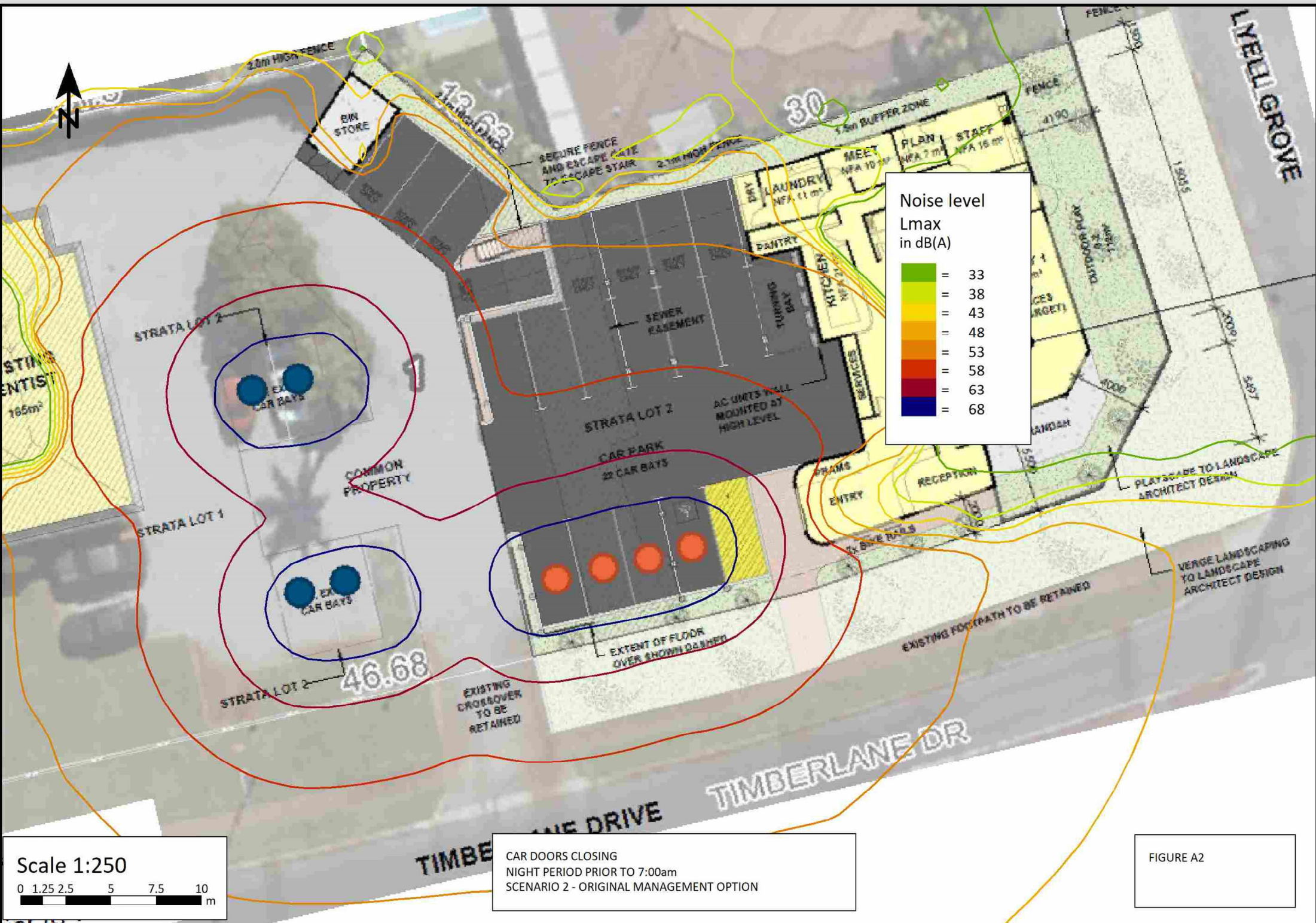
Yours faithfully,  
for **Herring Storer Acoustics**

Tim Reynolds



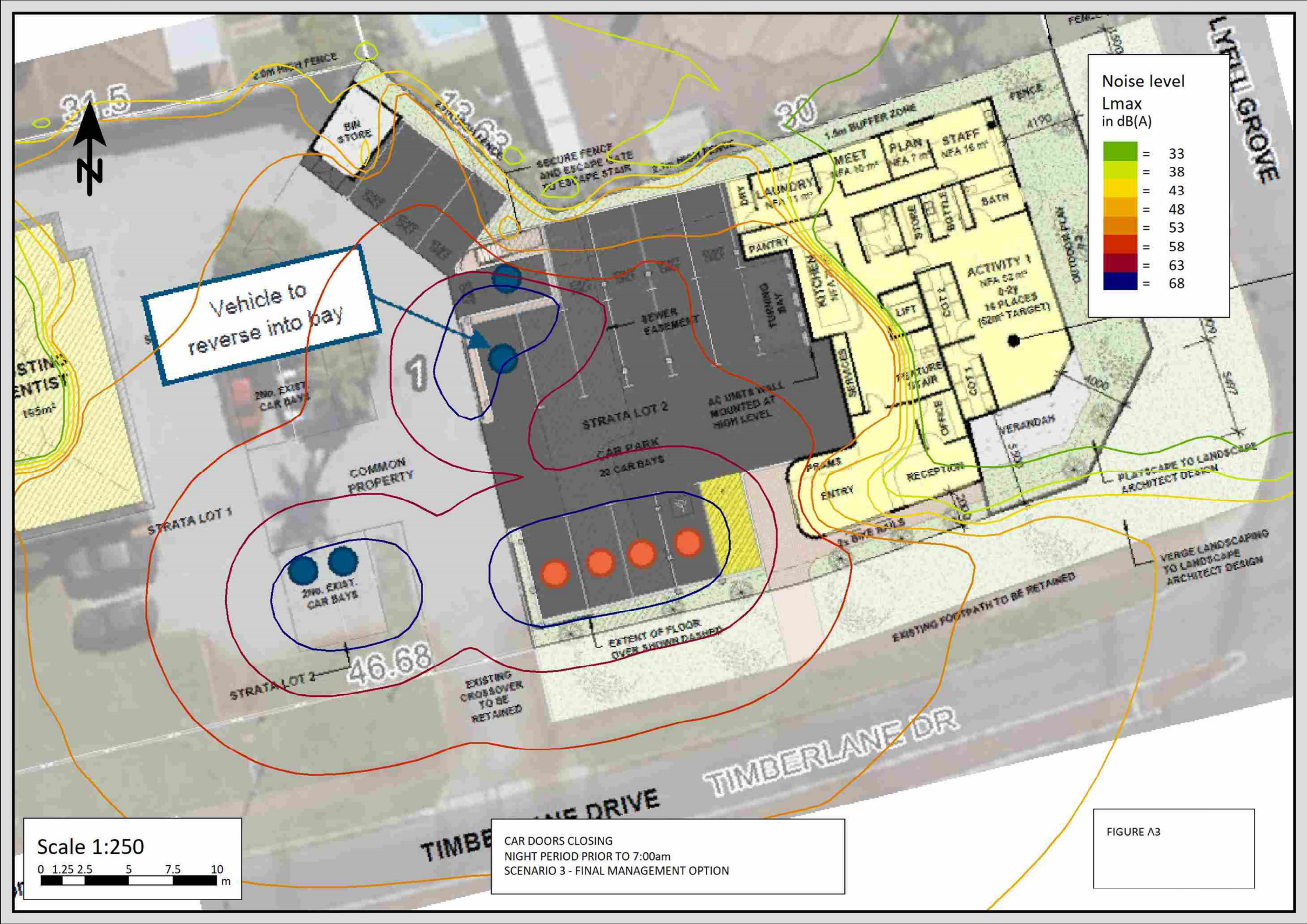
CAR DOORS CLOSING  
CAR LOCATED IN ALL BAYS  
SCENARIO 1 - ORIGINAL ASSESMENT

Figure A1



CAR DOORS CLOSING  
NIGHT PERIOD PRIOR TO 7:00am  
SCENARIO 2 - ORIGINAL MANAGEMENT OPTION

FIGURE A2



Vehicle to reverse into bay

CAR DOORS CLOSING  
NIGHT PERIOD PRIOR TO 7:00am  
SCENARIO 3 - FINAL MANAGEMENT OPTION

FIGURE A3

STING  
ENTIST  
185m<sup>2</sup>

STRATA LOT 1

COMMON PROPERTY

2NO. EXIST. CAR BAYS

STRATA LOT 2 46.68

EXISTING CROSSOVER TO BE RETAINED

STRATA LOT 2  
CAR PARK  
22 CAR BAYS

EXTENT OF FLOOR OVER SHOW DASH

TIMBERLANE DRIVE

FRAMES

ENTRY

EXISTING FOOTPATH TO BE RETAINED

2x BIKE RACKS

SERVICES

RECEPTION

OFFICE

RECEPTION

OFFICE

OFFICE

OFFICE

ACTIVITY 1  
NFA 52 m<sup>2</sup>  
0-2y  
16 PLACES  
(52m<sup>2</sup> TARGET)

VERANDAH

VERANDAH

VERANDAH

VERANDAH

VERANDAH

VERANDAH

VERANDAH

VERANDAH

VERANDAH

PLAYSCAPE TO LANDSCAPE ARCHITECT DESIGN

VERGE LANDSCAPING TO LANDSCAPE ARCHITECT DESIGN

1.5m BUFFER ZONE

SECURE FENCE AND ESCAPE GATE TO ESCAPE STAIR

3M STORE

LAUNDRY  
NFA 1 m<sup>2</sup>

LAUNDRY  
NFA 1 m<sup>2</sup>

LAUNDRY  
NFA 1 m<sup>2</sup>

LAUNDRY  
NFA 1 m<sup>2</sup>

LAUNDRY  
NFA 1 m<sup>2</sup>

LAUNDRY  
NFA 1 m<sup>2</sup>

LAUNDRY  
NFA 1 m<sup>2</sup>

LAUNDRY  
NFA 1 m<sup>2</sup>

LAUNDRY  
NFA 1 m<sup>2</sup>

LAUNDRY  
NFA 1 m<sup>2</sup>

LAUNDRY  
NFA 1 m<sup>2</sup>

LAUNDRY  
NFA 1 m<sup>2</sup>

LAUNDRY  
NFA 1 m<sup>2</sup>

LAUNDRY  
NFA 1 m<sup>2</sup>

MEET  
NFA 10 m<sup>2</sup>

MEET  
NFA 10 m<sup>2</sup>

MEET  
NFA 10 m<sup>2</sup>

MEET  
NFA 10 m<sup>2</sup>

MEET  
NFA 10 m<sup>2</sup>

MEET  
NFA 10 m<sup>2</sup>

MEET  
NFA 10 m<sup>2</sup>

MEET  
NFA 10 m<sup>2</sup>

MEET  
NFA 10 m<sup>2</sup>

MEET  
NFA 10 m<sup>2</sup>

MEET  
NFA 10 m<sup>2</sup>

MEET  
NFA 10 m<sup>2</sup>

MEET  
NFA 10 m<sup>2</sup>

MEET  
NFA 10 m<sup>2</sup>

MEET  
NFA 10 m<sup>2</sup>

PLAN  
NFA 7 m<sup>2</sup>

PLAN  
NFA 7 m<sup>2</sup>

PLAN  
NFA 7 m<sup>2</sup>

PLAN  
NFA 7 m<sup>2</sup>

PLAN  
NFA 7 m<sup>2</sup>

PLAN  
NFA 7 m<sup>2</sup>

PLAN  
NFA 7 m<sup>2</sup>

PLAN  
NFA 7 m<sup>2</sup>

PLAN  
NFA 7 m<sup>2</sup>

PLAN  
NFA 7 m<sup>2</sup>

PLAN  
NFA 7 m<sup>2</sup>

PLAN  
NFA 7 m<sup>2</sup>

PLAN  
NFA 7 m<sup>2</sup>

PLAN  
NFA 7 m<sup>2</sup>

PLAN  
NFA 7 m<sup>2</sup>

STAFF  
NFA 16 m<sup>2</sup>

STAFF  
NFA 16 m<sup>2</sup>

STAFF  
NFA 16 m<sup>2</sup>

STAFF  
NFA 16 m<sup>2</sup>

STAFF  
NFA 16 m<sup>2</sup>

STAFF  
NFA 16 m<sup>2</sup>

STAFF  
NFA 16 m<sup>2</sup>

STAFF  
NFA 16 m<sup>2</sup>

STAFF  
NFA 16 m<sup>2</sup>

STAFF  
NFA 16 m<sup>2</sup>

STAFF  
NFA 16 m<sup>2</sup>

STAFF  
NFA 16 m<sup>2</sup>

STAFF  
NFA 16 m<sup>2</sup>

STAFF  
NFA 16 m<sup>2</sup>

STAFF  
NFA 16 m<sup>2</sup>

LYELL GROVE

FENCE

FENCE

FENCE

FENCE

FENCE

FENCE

FENCE

FENCE

FENCE

FENCE

FENCE

FENCE

FENCE

FENCE

FENCE

FENCE

FENCE

FENCE

FENCE

FENCE

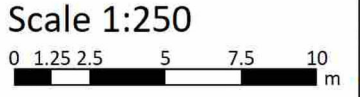
FENCE

FENCE

FENCE

FENCE

FENCE



CAR DOORS CLOSING  
NIGHT PERIOD PRIOR TO 7:00am  
SCENARIO 3 - FINAL MANAGEMENT OPTION

FIGURE A3