

EMAIL

To Company: McCloy Group Email: james@mccloygroup.com.au
Attention: James Goode Date: 4/08/17
From: Neil Pennington Ref: 12716/7276
Copies to: Pages: 1

Urgent Please Reply For your files No action required

Subject: Acoustic Advice – 42-44 Rees James Road, Raymond Terrace – Stage 2

Dear Sir,

Thank you for requesting Spectrum Acoustics to provide professional advice regarding the issue of aircraft noise impacts on Lots within Stage 2 of the approved residential subdivision at 42-44 Rees James Road, Raymond Terrace.

Stage 2 of the subdivision lies within the Aircraft Noise Planning Area in Figure BL of Port Stephens Development Control Plan 2014 and as such, an assessment of potential aircraft noise impacts is required to be submitted with the Development Application for each Lot. Aircraft noise assessment is based on AS/NZS 2021-2015 "Acoustics-Aircraft Noise Intrusion-Building Siting and Construction" in relation to the endorsed ANEF map for Williamtown Airport which was signed and dated on 10 August 2011 for the year 2025 scenario.

We advise that Lots 201-204 and 210-217 lie outside the ANEF 20 contour on the endorsed map. As such, these Lots are "acceptable" for residential development under Table 2.1 of the Standard (Table BI of DCP 2014). Under Section 2.3 "Action resulting from acceptability determination" of the Standard, Section 2.3.1 states that, for "acceptable" classification, specific protection against aircraft noise is not necessary. Accordingly, the Standard determines that standard residential construction materials and methods will achieve the internal design noise levels in Table 3.3 of the Standard (Table BJ of DCP 2014).

Lots 205-209 and 218 are wholly or partially within the ANEF 20-25 zone and as such are "conditionally acceptable" for residential development under Table 2.1 of the Standard (Table BI of DCP 2014). Under Section 2.3 "Action resulting from acceptability determination" of the Standard, Section 2.3.2 advises that, for "conditionally acceptable" classification, specific protection against aircraft noise is necessary. Accordingly, the Standard requires an assessment be conducted to determine architectural treatments necessary to ensure that maximum aircraft noise levels will achieve the internal design noise levels in Table 3.3 of the Standard (Table BJ of DCP 2014).

Yours faithfully,

Spectrum Acoustics Pty Limited



Neil Pennington, MAAS
Principal/Director