

MELBOURNE METRO RAIL PROJECT ENVIRONMENT EFFECTS STATEMENT
INQUIRY AND ADVISORY COMMITTEE

MMRA TECHNICAL NOTE

TECHNICAL NOTE NUMBER: 058

DATE: 19 September 2016

PRECINCT: All Precincts

EES/MAP BOOK REFERENCE: EES Chapter 13; Technical Appendix I: Noise and Vibration

SUBJECT: SoundPLAN Noise Modelling for Airborne Construction Noise

NOTE:

1. During the cross-examination of Mr Fearnside by counsel for MMRA, a query arose about the SoundPLAN acoustic modelling which was undertaken for the assessment of airborne construction noise in the EES.
2. This Technical Note provides an explanation of the model, its application to structures that may be affected by airborne noise, and the mitigation responses.

Model

3. SoundPLAN Environmental Software is a 3-dimensional noise modelling package offering a range of noise evaluation modules.
4. The ISO 9613 part 2 standard¹ was the calculation methodology used for the prediction of the airborne construction noise levels within the SoundPLAN environment.
5. The acoustic model includes:
 - a. Topography;
 - b. Building Structures;

¹ ISO 9613-2: 1996 Acoustics – Attenuation of sound during propagation – Part 2: General method of calculation.

- c. Noise sources;
 - d. Noise sensitive receivers; and
 - e. Ground absorption.
6. The noise sources can be modelled as point sources, line sources and / or area sources.
 7. The noise sources included in the acoustic model have been based upon their octave band sound power levels and relevant directivity.
 8. The construction source noise levels used in the acoustic model are from DEFRA's *Update of Noise Database for Prediction of Noise on Construction and Open Sites*² (DEFRA) and the AJM construction noise database. The DEFRA sound level data are based on actual field measurements on construction sites. However, it should be noted that noise levels associated with a spoil truck is very dependent on what the spoil truck is doing (e.g. driving past at speed, dumping material etc). The spoil trucks in the AJMJV model are on-site and are either idling or moving slowly.
 9. Buildings included in the SoundPLAN model for all precincts, other than the Eastern Portal Precinct and the Western Turnback, were from the shapefile *City of Melbourne Building Footprints* prepared by the City of Melbourne. A shapefile is a file format that stores geometric information and assigns attributes to it (similar to a dxf). It is a file format that can be imported into SoundPlan.
 10. The City of Melbourne shapefile presents a dataset of all of buildings (along with information assigned to each building) within the City of Melbourne council extents. The information assigned to each building included the building footprint, building heights, number of floors and addresses. This information was extracted from the dataset for our investigation.
 11. For the Eastern Portal Precinct and the Western Turnback, the buildings were based on information derived by AJMJV from site visits and google maps (including street view).
 12. As far as practicable, all existing buildings in the vicinity of the Melbourne Metro construction sites were included in the acoustic model. An example for CBD South Station from the AJMJV SoundPLAN model is provided in Figure 1 below. The grey objects are buildings and the yellow stars are receiver points which clearly extend up the building.

² Department of Environment, Food and Rural Affairs, *Update of Noise Database for Prediction of Noise on Construction and Open Sites*, 2005

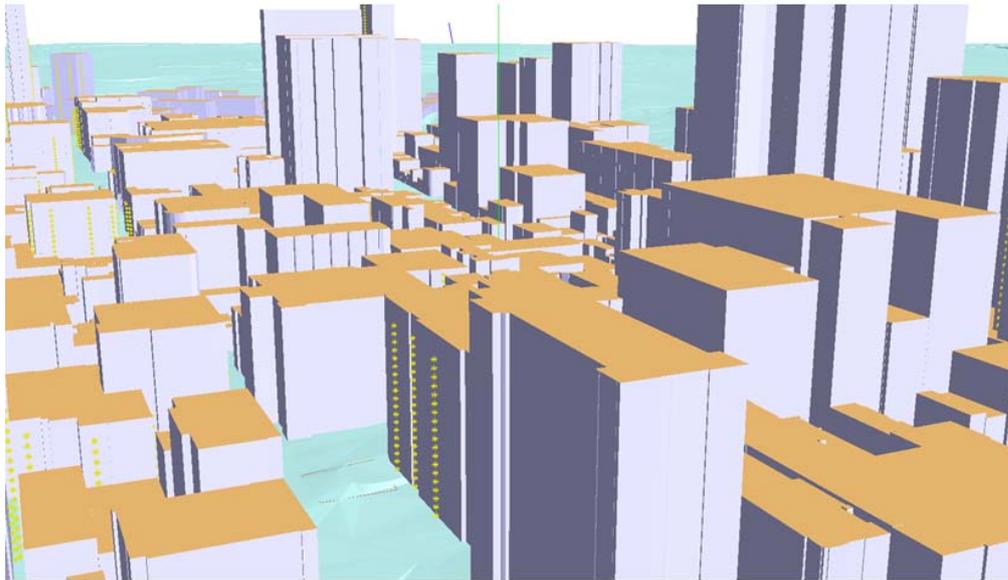


Figure 1: AJMJV SoundPLAN model – CBD South Station

Predictions

13. The construction scenarios modelled by the AJMJV were provided by MMRA's constructability advisor. The modelled construction scenarios were selected to represent a range of typical construction scenarios. These were used to identify if practicable mitigations could be applied to meet the relevant Guideline Noise Levels.
14. Practicable mitigation was also identified and modelled to inform the assessment of construction noise for situations where Guideline Noise Levels did not necessarily apply.
15. Conservative assumptions were applied for the acoustic predictions, including:
 - a. atmospheric conditions which favor the propagation of sound; and
 - b. all construction equipment is operating continuously and simultaneously. This is a worst case situation and unlikely to happen in practice.
16. Airborne noise levels were predicted at all levels of the facades of relevant buildings (for both construction and operation). See examples in Attachment A of (i) noise levels at the Westin façade for Construction Scenario Cii and (ii) noise levels for Parkville Construction Scenario C (scenarios as detailed in Appendix A of Appendix I of the EES). Both of these scenarios include noise mitigation.
17. Noise contours were presented in the Appendix A of EES Technical Appendix I at 1.5 m above the ground.
18. Noise levels were predicted for scenarios without additional mitigation and for those with additional mitigation.

19. Multiple reflection paths have been included in calculation settings (run properties) within SoundPLAN.

Mitigation

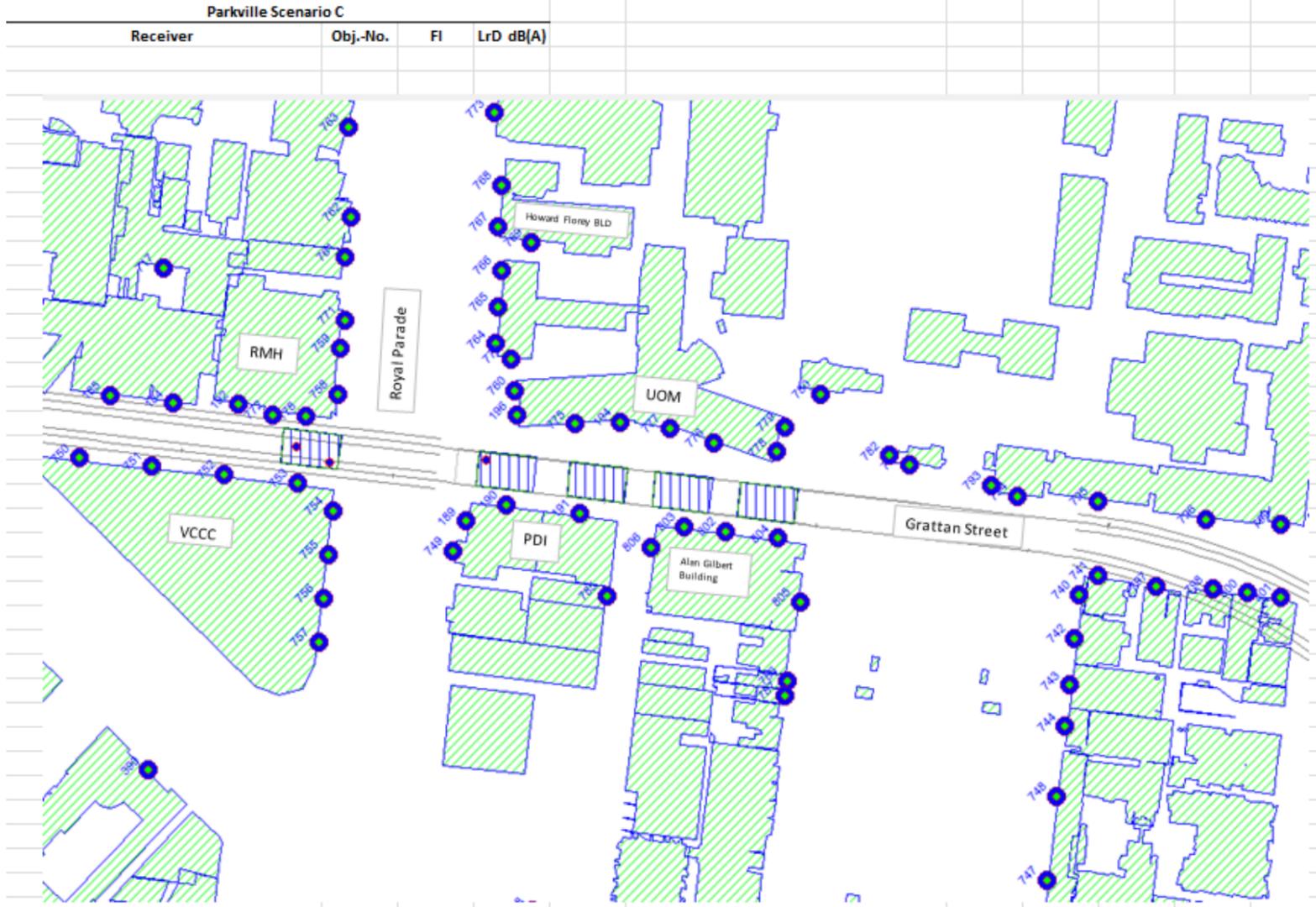
20. Mitigations have been evaluated in the SoundPLAN modelling to assess possible ways in which the Environmental Performance Requirements could be met.
21. In areas with high rise buildings typical of many of the precincts, the noise mitigation which has been modelled and recommended is the use of acoustic construction sheds.
22. This can be seen in:
 - a. Arden Station Precinct: An acoustic construction shed along with an extensive noise barrier have been evaluated.
 - b. Parkville Precinct: An acoustic construction shed and extensive noise barriers have been evaluated.
 - c. CBD North Precinct: Acoustic construction sheds have been evaluated.
 - d. CBD South Precinct: Acoustic construction sheds have been evaluated.
 - e. Domain Station Precinct: Acoustic construction sheds and noise barriers have been evaluated.
23. The only locations where noise barriers for construction are have been considered are:
 - a. Western Portal Precinct: mostly single or double-storey dwellings, all work is during normal working hours except if it is Unavoidable Work (and as much as possible the noisy activities would be undertaken during the daytime) and Guideline Noise Levels do not therefore apply. Regardless, extensive barriers up to 6m in height have been modelled as an appropriate mitigation response. Due to the construction being proposed in an operating railway environment it would not be appropriate to install acoustic construction sheds in this area.
 - b. Arden Station Precinct: An extensive barrier up to a height of 6m has been modelled as an appropriate mitigation response. In this area there is a mix of single and multi-storey dwellings, and the modelled barrier is predicted to be effective for some buildings. Two buildings have been identified where there is a risk that the requirement of inaudibility may not be achieved on Level 2/3. Building mitigation has been recommended as a mitigation measure at this location.
 - c. Parkville Station Precinct: This precinct includes a range of building types and uses including multi-storey. Both barriers and enclosures have been assessed as an effective and practicable mitigation.

- d. Domain Station Precinct: This precinct includes multi-storey high rise buildings, which is why acoustic construction sheds have been evaluated. In addition to this, extensive noise barriers have been modelled as a means to reduce the noise levels at Melbourne Grammar School and also in the precinct generally.
- e. Eastern Portal Precinct: This precinct includes a combination of single and multi-storey dwellings. All construction work is to be undertaken during normal working hours except if it is Unavoidable Work. Guideline Noise Levels do not therefore apply, although barriers up to 6m in height have been modelled as a means to reduce noise levels at receivers in this precinct. Due to the construction being proposed in an operating railway environment it would not be appropriate to install acoustic construction sheds in this area.
- f. Western Turnback: This precinct consists of mostly single dwellings and the occasional double-storey dwelling. All construction work in this area would be undertaken during normal working hours except if it is Unavoidable Work (rail occupation). Guideline Noise Levels do not therefore apply, although barriers up to 2.5m in height have been modelled as a means to reduce noise levels at receivers in this precinct. Due to the nature of the work being undertaken in an operating railway environment, acoustic construction sheds would be impractical in this area.

ATTACHMENTS:

- A. Predicted noise levels at the (i) Westin for Scenario C(ii) and (ii) Parkville for Scenario C. Both scenarios include mitigation. Results presented include façade reflection.

Parkville Scenario C



Parkville Scenario C				Parkville Scenario C			
Receiver	Obj.-No.	FI	LrD dB(A)	Receiver	Obj.-No.	FI	LrD dB(A)
3,202,295,814,549	767	GF	50	3,203,175,814,412	803	GF	50
3,202,295,814,549	767	F 1	51	3,203,175,814,412	803	F 1	50
3,202,295,814,549	767	F 2	51	3,203,175,814,412	803	F 2	53
3,202,295,814,549	767	F 3	52	3,203,175,814,412	803	F 3	55
3,202,295,814,549	767	F 4	52	3,203,175,814,412	803	F 4	56
3,202,295,814,549	767	F 5	53	3,203,175,814,412	803	F 5	57
3,202,295,814,549	767	F 6	53	3,203,175,814,412	803	F 6	58
3,202,295,814,549	767	F 7	54	3,203,175,814,412	803	F 7	60
3,202,295,814,549	767	F 8	54	3,203,175,814,412	803	F 8	60
3,202,295,814,549	767	F 9	55	3,203,365,814,409	802	GF	50
3,202,295,814,549	767	F 10	55	3,203,365,814,409	802	F 1	51
3,202,295,814,549	767	F 11	55	3,203,365,814,409	802	F 2	52
3,202,295,814,549	767	F 12	56	3,203,365,814,409	802	F 3	54
3,202,295,814,549	767	F 13	57	3,203,365,814,409	802	F 4	56
3,202,295,814,549	767	F 14	57	3,203,365,814,409	802	F 5	57
3,202,295,814,549	767	F 15	58	3,203,365,814,409	802	F 6	58
3,202,295,814,549	767	F 16	58	3,203,365,814,409	802	F 7	59
3,202,295,814,549	767	F 17	58	3,203,365,814,409	802	F 8	60
3,202,295,814,549	767	F 18	58	3,203,615,814,406	804	GF	46
3,202,805,814,380	785	GF	48	3,203,615,814,406	804	F 1	46
3,202,805,814,380	785	F 1	47	3,203,615,814,406	804	F 2	47
3,202,805,814,380	785	F 2	47	3,203,615,814,406	804	F 3	50
3,202,805,814,380	785	F 3	48	3,203,615,814,406	804	F 4	52
3,202,805,814,380	785	F 4	48	3,203,615,814,406	804	F 5	53
3,202,805,814,380	785	F 5	48	3,203,615,814,406	804	F 6	53
3,202,805,814,380	785	F 6	48	3,203,615,814,406	804	F 7	54
3,202,805,814,380	785	F 7	48	3,203,615,814,406	804	F 8	55
3,203,015,814,402	806	GF	49	3,203,715,814,377	805	GF	42
3,203,015,814,402	806	F 1	50	3,203,715,814,377	805	F 1	42
3,203,015,814,402	806	F 2	49	3,203,715,814,377	805	F 2	41
3,203,015,814,402	806	F 3	50	3,203,715,814,377	805	F 3	41
3,203,015,814,402	806	F 4	50	3,203,715,814,377	805	F 4	41
3,203,015,814,402	806	F 5	50	3,203,715,814,377	805	F 5	41
3,203,015,814,402	806	F 6	51	3,203,715,814,377	805	F 6	41
3,203,015,814,402	806	F 7	51	3,203,715,814,377	805	F 7	41
3,203,015,814,402	806	F 8	52	3,203,715,814,377	805	F 8	41
				3,202,455,814,541	769	GF	48
				3,202,455,814,541	769	F 1	47
				3,202,455,814,541	769	F 2	48
				3,202,455,814,541	769	F 3	48
				3,202,455,814,541	769	F 4	48
				3,202,455,814,541	769	F 5	48
				3,202,455,814,541	769	F 6	48
				3,202,455,814,541	769	F 7	48

