

REGIONAL RAIL LINK
PEER REVIEW OF ACOUSTIC ASSESSMENT

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VERSION A

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PREPARED FOR

DEPARTMENT OF TRANSPORT VICTORIA
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1 INTRODUCTION

This report provides updated comments on the report "Regional Rail Link: Section 2 – Noise Impact Management Report", report RRL-2000-EAC-REP-0001 Revision F, dated 7 October 2010, by KBR Arup Joint Venture ("the Arup report"). Our previous report 10150-1 provided initial comments on Revision C of the report, and a memorandum dated 11 October 2010 sets out Arup's response to those initial comments.

This report includes only issues arising from our previous comments that we believe are not fully addressed by the above memorandum and/or by subsequent changes in the report, and that have some bearing on the results in the report.

As requested, both the previous review and this updated review are restricted to technical aspects of noise prediction and modelling as presented in Sections 6 - 9 of the report, and do not address questions of noise standards, impact assessment or the adequacy of the report.

2 AMBIENT NOISE MEASUREMENTS (SECTION 6)

We remain of the view that assessment and reporting of the ambient noise levels should be performed somewhat more rigorously than is the case in the final report, in particular with respect to removal of data recorded under adverse meteorological conditions. If, as noted in the response to our original comments, "the main purpose of the measurements is to document baseline noise levels, against which future construction and operational noise level can be compared" then in that comparison a 1dB error in the ambient noise level is as important as a 1dB error in the source noise level.

3 OPERATIONAL RAILWAY NOISE PREDICTIONS (SECTION 7)

The erroneous source level used for wagons in the Phase 1 results would result in a small under-prediction of total L_{Aeq} noise levels. This may not have an important impact on the results, but should be rectified in any further modelling.

4 CONSTRUCTION NOISE AND VIBRATION (SECTION 9)

The updated report still contains no indication of short-term construction noise levels occurring during construction of the track. As indicated in my original comments, this does not need to be done through contours – a statement (accompanied by a table) of typical noise levels at various distances, and an indication of the duration of the noise, would provide warning that residents along the proposed route can expect to hear construction noise at some stage during the works.

Quality Assurance

We are committed to and have implemented AS/NZS ISO 9001:2008 "Quality Management Systems – Requirements". This management system has been externally certified and Licence No. QEC 13457 has been issued.

AAAC

This firm is a member firm of the Association of Australian Acoustical Consultants and the work here reported has been carried out in accordance with the terms of that membership.

Version	Status	Date	Prepared by	Checked by
A	Final	17 November 2010	R Bullen	N Gross