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To: [TPC Enquiry](#)
Cc: [Leaman, Tim \(StateGrowth\)](#); [Howatson, Donald \(StateGrowth\)](#)
Subject: Further Submission regarding Draft Amendment PSA-2019-3
Date: Thursday, 4 June 2020 2:44:19 PM
Attachments: [image001.png](#)

Good Afternoon,

The Department of State Growth has read the Noise Report prepared by Noise Vibration Consulting – Kingston Park Stage 1 & 2 – traffic noise assessment 1 March 2019. It is noted that:

- The report is based on modelling only and does not include any actual on ground noise assessment / capture;
- The noise assessment does not model for heavy vehicles. The Southern Outlet forms a key freight corridor and noise from heavy vehicles is an existing matter of noise related complaints throughout Tasmania and particularly from residents that live along other sections of the Southern Outlet. Therefore, traffic noise associated with such vehicles is an important matter for consideration and should be captured in a noise assessment;
- The report states that based upon modelling, noise does reach excessive levels within levels over the operational upper limit within the *Tasmanian State Road Traffic Noise Management Guidelines* within the site;
- The report notes that noise levels at 4.5m above ground level house facades along much of the north-western boundary are marginal, with several houses showing excessive levels at the facades nearest the highway;
- The report notes that the barrier fence on site has no effect on noise levels at 4.5m;
- The report states that it is considered reasonable to accept excessive outdoor levels on some first floor balconies, provided the indoor amenity is suitably protected *as there is alternative outdoor space at ground level available to residents where noise levels are acceptable*; and
- The report states that to achieve suitable indoor noise levels, glazing will be required to be minimum 10mm laminated and operable sections shut.

Based upon the matters noted above, it is still recommended by the Department of State Growth that a new noise assessment is undertaken which involves capturing actual on-ground noise levels to be used in projections and modelling and takes into consideration noise associated with heavy vehicles. It is recommended that this assessment is prepared by the developer to inform their rezoning application and this is provided to the Tasmanian Planning Commission to assist in their assessment of the suitability of the rezoning of land from Urban Mixed Use to Inner Residential. It is noted that the Department does not take responsibility for noise mitigation along the State road corridor where it the traffic noise impacts are associated with land use changes, such as subdivisions or planning scheme amendments close to the road. However, the Department wishes to highlight this matter to the Commission so that they may appropriately assess whether the proposal will result in an unreasonable level of land-use conflict.

Kind Regards,

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