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ADDENDUM No.1

ACOUSTIC ASSESSMENT

WASTE DUMP NOISE MODELLING - SOUTHERN BUND EXTENSION

Further noise modelling has been carried out for the proposed noise bund with the access road to Pad 18 removed now that another option for light vehicle traffic accessing Pad 18 is via an access road which will go around the southern end of the bund.

In the detailed modelling previously carried out and reported in the main body of this report, it was found that the opening required for the light vehicle access road minimised the potential of the noise bund for a significant number of the scenarios modelled. In Appendix 1 "SoundPlan Results", the results where the noise bund has no contributing benefit are those which plateau at an upper level. The location east of Waverley Street is least affected by the road traverse and accompanying opening as it is nearest to the bund. The summary of this report noted that even the upper resultant values with no bund attenuation were less than the Assigned Noise Levels in the Environmental Protection (Noise) Regulations 1997.

With the proposed bund continuous and having no traversing access road, a lot more of the scenarios modelled have lower resultant noise levels. Scenarios modelled were the same as previously, however only at current ground level, +30m and +80m were modelled.

The following Table 1 summarises the above modelled scenarios and also includes the full range of resultant noise levels for the previously modelled Bund Scenarios 1, 2 & 3. Where there is no range shown for the previous bund scenarios with the road access, then these are the results independent of the bund opening. Where this occurs, the modelled result for the continuous bund is the same. Where there is a range shown, then the lower result is for the maximum bund attenuation and the upper level of the range shows the reduction attenuation due to the access road gap. Therefore, the modelled results for the continuous bund give results the same as the lowest of the range for the bunds with the road opening.

Further and more consistent reductions are achieved with having no traversing access road and therefore this option is recommended on this basis.

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Sources at Point 1						
	Location					
	Cnr Columbia & Dwyer Streets		Cnr King & Lionel Streets		East Waverley Street	
	Range for Previous Bunds 1, 2, & 3	Level for Continuous Bund	Range for Previous Bunds 1, 2, & 3	Level for Continuous Bund	Range for Previous Bunds 1, 2, & 3	Level for Continuous Bund
Ground Level	27.6 - 29.5	27.6	20.5 - 22.2	20.5	30.8 - 38.9	30.8
+30m	32.8 - 47.3	32.8	27.9 - 40.0	27.9	37.0 - 55.8	37
+80m	47.3	47.3	40.0	40.0	55.8	55.8
Sources at Point 2						
	Location					
	Cnr Columbia & Dwyer Streets		Cnr King & Lionel Streets		East Waverley Street	
	Range for Previous Bunds 1, 2, & 3	Level for Continuous Bund	Range for Previous Bunds 1, 2, & 3	Level for Continuous Bund	Range for Previous Bunds 1, 2, & 3	Level for Continuous Bund
Ground Level	26.2	26.2	19.7	19.7	31.3	31.3
+30m	42.6	42.6	36.5	36.5	33.4	33.3
+80m	42.6	42.6	36.5	36.5	50.4	50.4
Sources at Point 3						
	Location					
	Cnr Columbia & Dwyer Streets		Cnr King & Lionel Streets		East Waverley Street	
	Range for Previous Bunds 1, 2, & 3	Level for Continuous Bund	Range for Previous Bunds 1, 2, & 3	Level for Continuous Bund	Range for Previous Bunds 1, 2, & 3	Level for Continuous Bund
Ground Level	47.3	36.0	41.4	41.4	34.1 - 52.9	34.1
+30m	47.3	47.3	41.4	41.4	35.8 - 52.9	35.8
+80m	47.3	47.3	41.4	41.4	41.9 - 52.9	41.9
Sources at Point 4						
	Location					
	Cnr Columbia & Dwyer Streets		Cnr King & Lionel Streets		East Waverley Street	
	Range for Previous Bunds 1, 2, & 3	Level for Continuous Bund	Range for Previous Bunds 1, 2, & 3	Level for Continuous Bund	Range for Previous Bunds 1, 2, & 3	Level for Continuous Bund
Ground Level	44.1	44.1	38.7	38.7	31.2 - 49.2	31.2
+30m	44.1	44.1	38.7	38.7	32.7 - 49.2	32.7
+80m	44.1	44.1	38.7	38.7	37.2 - 49.2	37.2