



TOWN OF CALEDON  
PLANNING  
RECEIVED  
October 31, 2025

## ENVIRONMENTAL FEASIBILITY NOISE STUDY

### **0 THE GORE ROAD**

Proposed Residential Development  
Town of Caledon

OCTOBER 31, 2025

PROJECT: 125-0096

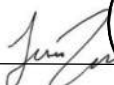

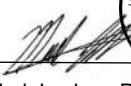

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## TABLE OF CONTENTS

|                                                                      |    |
|----------------------------------------------------------------------|----|
| EXECUTIVE SUMMARY .....                                              | 1  |
| 1.0 INTRODUCTION.....                                                | 2  |
| 1.1 PURPOSE .....                                                    | 2  |
| 1.2 SITE LOCATION AND SURROUNDING AREA.....                          | 2  |
| 1.3 THE PROPOSED DEVELOPMENT.....                                    | 2  |
| 2.0 TRANSPORTATION SOURCE NOISE IMPACT ASSESSMENT .....              | 2  |
| 2.1 TRANSPORTATION NOISE SOURCES .....                               | 2  |
| 2.1.1 Road Traffic.....                                              | 3  |
| 2.1.1.1 Regional Roads .....                                         | 3  |
| 2.1.1.2 New Internal Roads.....                                      | 3  |
| 2.1.1.3 Proposed Future Highway 413.....                             | 3  |
| 2.2 ENVIRONMENTAL NOISE GUIDELINES.....                              | 3  |
| 2.2.1 MECP Publication NPC-300 Transportation Noise Guidelines ..... | 3  |
| 2.2.2 Transportation Noise Sources.....                              | 4  |
| 2.2.2.1 Architectural Elements .....                                 | 4  |
| 2.2.2.2 Ventilation .....                                            | 4  |
| 2.2.2.3 Outdoors .....                                               | 4  |
| 2.2.3 Region of Peel .....                                           | 4  |
| 2.2.4 Town of Caledon.....                                           | 5  |
| 2.3 NOISE IMPACT ASSESSMENT .....                                    | 5  |
| 2.3.1 Method.....                                                    | 5  |
| 2.3.2 Sound Levels Predictions .....                                 | 5  |
| 2.4 NOISE ABATEMENT REQUIREMENTS .....                               | 9  |
| 2.4.1 Indoors.....                                                   | 11 |

.../cont'd

**TABLE OF CONTENTS (continued)**

2.4.1.1 Architectural Requirements ..... 11  
 2.4.1.2 Ventilation Requirements ..... 11  
 2.4.2 Outdoors..... 11  
     2.4.2.1 Dwellings With OLAs Exposed to Mayfield Road and The Gore Road ..... 11  
     2.4.2.2 Dwellings Siding to Internal Collectors (Streets ‘A’ and ‘B’) ..... 12  
     2.4.2.3 Notes on the Sound Barriers ..... 12  
 2.4.3 Warning Clauses ..... 12  
 3.0 NOISE IMPACT FROM DEVELOPMENT..... 13  
 4.0 CONCLUSIONS ..... 13  
 5.0 REFERENCES..... 13

**LIST OF TABLES**

TABLE 1 ROAD TRAFFIC DATA ..... 3  
 TABLE 2 PREDICTED OUTDOOR SOUND LEVELS..... 6  
 TABLE 3 MINIMUM NOISE CONTROL MEASURES..... 9

**LIST OF FIGURES**

- FIGURE 1 KEY PLAN  
 FIGURE 2 DRAFT PLAN OF SUBDIVISION

**LIST OF APPENDICES**

- APPENDIX A ROAD TRAFFIC DATA  
 APPENDIX B ENVIRONMENTAL NOISE GUIDELINES  
 APPENDIX C SAMPLE CALCULATIONS

# Environmental Noise Feasibility Study

## 0 THE GORE ROAD

### Proposed Residential Development Town of Caledon

#### **EXECUTIVE SUMMARY**

Valcoustics Canada Ltd. (VCL) has been retained to prepare an Environmental Noise Feasibility Study for the proposed residential development in support of the Draft Plan of Subdivision (DPS) application submission to the Town of Caledon.

The transportation noise source with potential to impact the proposed development is road traffic on The Gore Road, Mayfield Road, and the new internal collector roads. There are no stationary sources in the vicinity with the potential to impact the proposed site.

The sound levels on the subject site have been determined and compared with the applicable noise guideline limits to determine the need for noise mitigation.

To meet the transportation source noise guideline limits:

- Mandatory air conditioning is required at the first row of lots closet to Mayfield Road and the first row of townhouse blocks adjacent to The Gore Road.
- The provision for adding air conditioning is required at the dwellings adjacent to the internal collector roads and at some dwellings beyond the first row closest to the Gore Road and Mayfield Road.
- Upgraded exterior wall (STC 45) and window (up to STC 37) construction are anticipated for the future medium density block (Block 392) and the lots/blocks closest to Mayfield Road and The Gore Road.
- Exterior wall and window construction meeting the minimum non-acoustical requirements of the Ontario Building Code (OBC) are anticipated for the remaining dwellings.
- Sound barriers are required for several lots/blocks where the amenity areas are backing/siding to the internal collector roads or have significant exposure to Mayfield Road or The Gore Road. The sound barrier heights are anticipated to range from 1.8 m to 2.8 m high above grade.

## **1.0 INTRODUCTION**

### **1.1 PURPOSE**

VCL was retained to prepare an Environmental Noise Feasibility Study to address the potential noise impact from the environment onto the proposed residential development. The potential sound levels and noise mitigation measures needed for the proposed development to comply with the Ministry of Environment, Conservation and Parks (MECP) noise guideline requirements in Publication NPC-300 are outlined herein.

### **1.2 SITE LOCATION AND SURROUNDING AREA**

The subject site is generally located at the northwest corner of the intersection of The Gore Road and Mayfield Road, at 0 The Gore Road, in the Town of Caledon. The overall development area is bounded by:

- Agricultural land, and existing single-family dwellings beyond, to the north;
- The Gore Road, with agricultural land and existing single-family dwellings beyond, to the east;
- Mayfield Road, with existing single-family dwellings and a Catholic Elementary School beyond, to the south; and,
- Agricultural land and existing single-family dwellings, with Centreville Creek Road beyond, to the west.

A Key Plan is included as Figure 1.

### **1.3 THE PROPOSED DEVELOPMENT**

The proposed development consists of single and semi-detached dwellings, townhouse units (on-street, rear lane, and double frontage), medium density residential apartments, two stormwater management pond blocks, two environmental protection blocks, and a park block.

As per the Block Demonstration Plan prepared by Bousfields Inc. dated October 2025, the medium density residential apartments will be between 4 and 6-storeys. The assessment assumes all other dwellings (detached, semi-detached, and townhouses) are 3-storeys. Note that this is likely conservative for the detached dwellings, which may only be two storeys in height.

It is assumed all detached and semi-detached dwellings, as well as on-street townhouse units, will have grade-level rear yard amenity space. It is assumed that the double frontage and rear lane townhouse units will have no grade level amenity, and will be provided with small (less than 4 m in depth) private balconies or terraces.

The study is based on the Draft Plan of Subdivision prepared by Bousfields Inc. dated October 6, 2025. The Draft Plan is included as Figure 2.

## **2.0 TRANSPORTATION SOURCE NOISE IMPACT ASSESSMENT**

### **2.1 TRANSPORTATION NOISE SOURCES**

The transportation noise source with the potential to impact the proposed development is road traffic on The Gore Road, Mayfield Road, and the new internal collector roadways (Street 'A' and Street 'B'). Traffic

volumes on the other roadways in the vicinity are expected to be minor and no significant noise impact is expected.

### 2.1.1 Road Traffic

The traffic data used to complete the assessment is summarized in Table 1 and included in Appendix A.

**TABLE 1: ROAD TRAFFIC DATA**

| Roadway                      | AADT   | % Trucks |       | Speed (kph) <sup>(3)</sup> | Day/Night Split |
|------------------------------|--------|----------|-------|----------------------------|-----------------|
|                              |        | Medium   | Heavy |                            |                 |
| The Gore Road <sup>(1)</sup> | 32,400 | 5.6      | 1.9   | 80                         | 85/15           |
| Mayfield Road <sup>(1)</sup> | 48,600 | 2.1      | 12    | 60                         | 83/17           |
| Internal Road <sup>(2)</sup> | 3,000  | 3        | 2     | 60                         | 90/10           |

Notes:

- (1) Ultimate traffic data provided by the Region of Peel.
- (2) The Ultimate traffic data is based on the upper limit of the standardized ultimate volume of 3,000 ADT for Residential Collector roads, per the Town of Caledon Development Standards Manual. Truck percentages, day/night split, and the speed were assumed.
- (3) Vehicle speeds 10 kph higher than those indicated in this table were used in the analysis, per Town of Caledon guidelines.

#### 2.1.1.1 Regional Roads

Ultimate road traffic data for The Gore Road and Mayfield Road were obtained from the Region of Peel. The medium/heavy truck percentages, day/night split, and speed limit was also provided by the Region.

#### 2.1.1.2 New Internal Roads

The internal collector roads (Street 'A' and Street 'B') will have right-of-way widths of 23.5 m and 26 m, respectively, and thus, have been included in the assessment. The upper limit of the standardized ultimate volume of 3,000 ADT for Residential Collector roads, per the Town of Caledon "Development Standards Manual" was used to assess these roads. Medium and heavy truck percentages were assumed to be 3% and 2%, respectively, of the total volume. The day/night split was assumed to be 90%/10%, as is typical for well travelled roadways. The speed limit of was assumed to be 60 km/h.

#### 2.1.1.3 Proposed Future Highway 413

The future Highway 413 is proposed to be located approximately 1.9 km north of the site.

Due to the distance separation, noise from the future Highway 413 is not anticipated to have a significant noise impact at the subject site, and thus, has not been considered further in the assessment.

## 2.2 ENVIRONMENTAL NOISE GUIDELINES

### 2.2.1 MECP Publication NPC-300 Transportation Noise Guidelines

The applicable noise guidelines for new residential development are those in MECP Publication NPC-300, "Environmental Noise Guideline, Stationary and Transportation Sources - Approval and Planning".

The environmental noise guidelines of the MECP, as provided in Publication NPC-300, are discussed briefly below and summarized in Appendix B.

## **2.2.2 Transportation Noise Sources**

### **2.2.2.1 Architectural Elements**

In the daytime, the indoor criterion for road noise is  $L_{eq\ Day}^{(1)}$  of 45 dBA for sensitive spaces such as living/dining rooms, dens and bedrooms. At night, the indoor criterion for road noise is  $L_{eq\ Night}^{(2)}$  of 45 dBA for sensitive spaces such as living/dining rooms and dens and 40 dBA for bedrooms.

The architectural design of the building envelope (walls, windows, etc.) must provide adequate sound isolation to achieve these indoor sound level limits, based on the applicable outdoor sound level on the facades.

### **2.2.2.2 Ventilation**

$L_{eq\ Day}$ , at the exterior face of a noise sensitive window is greater than 65 dBA, means must be provided so that windows can be kept closed for noise control purposes and central air conditioning is required. For daytime sound levels between 56 dBA and 65 dBA inclusive, there need only be the provision for adding air conditioning at a later date. A warning clause advising the occupant of the potential interference with some activities is also required. At nighttime, air conditioning would be required when the sound level exceeds 60 dBA ( $L_{eq\ Night}$ ) at a noise sensitive window (provision for adding air conditioning is required when greater than 50 dBA).

### **2.2.2.3 Outdoors**

For outdoor amenity areas (“Outdoor Living Areas” - OLA’s), the guideline is 55 dBA  $L_{eq\ Day}$  (0700 to 2300 hours), with an excess not exceeding 5 dBA considered acceptable if it is technically not practicable to achieve the 55 dBA objective, providing warning clauses are registered on title. Note that for transportation noise sources, a balcony is not considered an OLA, unless it is:

- the only OLA for the occupant;
- at least 4 m in depth; and,
- unenclosed.

## **2.2.3 Region of Peel**

The Region of Peel’s noise guidelines are described in the “General Guidelines for the Preparation of Acoustical Reports in the Region of Peel” document (Reference 5). The Region of Peel noise guidelines are essentially the same as the MECP noise guidelines for transportation noise sources except that the nighttime sound level for triggering the air conditioning requirement is 1 dBA more stringent (i.e., less) than

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1  $L_{eq\ Day}$  – 16-hour equivalent continuous sound level, from 0700 to 2300 hours.

2  $L_{eq\ Night}$  – 8-hour equivalent continuous sound level, from 2300 to 0700 hours.

the sound level specified by the MECP; i.e., mandatory air conditioning for nighttime sound levels of 60 dBA or greater, and the provision for adding air conditioning for sound levels between 51 to 59 dBA inclusive.

The Peel guidelines also indicate a maximum desirable sound barrier height of 4.0 m (relative to the roadway centreline) with a maximum acoustic fence height of 2.4 m, although a height of no more than 2.0 m is preferred. To make up any additional height beyond that of the fence, a berm is to be used.

### **2.2.4 Town of Caledon**

The Town of Caledon noise guidelines are described in the “Development Standards Manual” document (Reference 6). The Town of Caledon’s general policy is not to accept any excess above the 55 dBA objective for OLA’s. However, an excess may be acceptable if unreasonably high sound barriers are needed to meet the 55 dBA objective.

The Town’s maximum acoustic fence height is 2.4 m. Higher barriers can be provided by using a combination of an acoustic fence and a berm. The maximum permitted sound barrier height according to the Town’s Development Standards is 4.8 m (2.4 m fence atop a 2.4 m berm). Road traffic noise levels are to be calculated using a minimum 20-year traffic forecast and a speed of 10 kph over the posted speed limit.

## **2.3 NOISE IMPACT ASSESSMENT**

### **2.3.1 Method**

Using the road traffic data in Table 1, the sound levels, in terms of  $L_{eq\ Day}$  and  $L_{eq\ Night}$ , were determined using STAMSON V5.04 – ORNAMENT, the computerized road traffic noise prediction model of the MECP.

The daytime and nighttime sound levels at the building facades were calculated at a height of 7.5 m above grade for the single-family dwellings and townhouses and 16.5 m for the medium density block, representing the top floor windows (the worst-case locations). The sound levels at the OLA’s were calculated at a standing height of 1.5 m in the centre of the grade-level rear yard private amenity space.

Inherent screening of the buildings due to orientation to the noise source was taken into account in the above analyses. To be conservative, when assessing the sound levels at the dwellings behind the medium density block, screening from the medium density buildings was not included in the assessment as the final layout has not been determined. Screening provided by all other dwellings in the subject development itself was included. Screening from existing developments in the vicinity was not included in the assessment.

### **2.3.2 Sound Levels Predictions**

The highest unmitigated daytime and nighttime sound levels of 74 dBA and 70 dBA, respectively, are predicted to occur at the south facades of the medium density residential apartments closest to Mayfield Road (Block 392).

The highest unmitigated daytime OLA sound level of 69 dBA is predicted to occur at the single-family dwellings backing towards Mayfield Road (Lots 119 to 141).

Table 2 summarizes the predicted sound levels due to the transportation noise sources. A sample calculation is included as Appendix C.

**TABLE 2: PREDICTED OUTDOOR SOUND LEVELS**

| Location <sup>(1)</sup> | Source                  | Distance (m) <sup>(2)</sup> | Leq Day (dBA) | Leq Night (dBA) |
|-------------------------|-------------------------|-----------------------------|---------------|-----------------|
| Lot 97<br>South Façade  | Mayfield Road Westbound | 95                          | 63            | 59              |
|                         | Mayfield Road Eastbound | 109                         | 62            | 58              |
|                         | Street 'B'              | 170                         | 42            | 35              |
|                         | <b>Total</b>            | -                           | <b>66</b>     | <b>61</b>       |
| Lot 109<br>South Façade | Mayfield Road Westbound | 118                         | 64            | 60              |
|                         | Mayfield Road Eastbound | 132                         | 64            | 59              |
|                         | Street 'B'              | 18                          | 57            | 50              |
|                         | <b>Total</b>            | -                           | <b>67</b>     | <b>63</b>       |
| Lot 109<br>East Façade  | Mayfield Road Westbound | 118                         | 63            | 59              |
|                         | Mayfield Road Eastbound | 132                         | 63            | 58              |
|                         | Street 'B'              | 18                          | 59            | 53              |
|                         | <b>Total</b>            | -                           | <b>67</b>     | <b>62</b>       |
| Lot 107<br>South Façade | Mayfield Road Westbound | 149                         | 56            | 51              |
|                         | Mayfield Road Eastbound | 163                         | 55            | 51              |
|                         | Street 'B'              | 29                          | 52            | 46              |
|                         | <b>Total</b>            | -                           | <b>59</b>     | <b>55</b>       |
| Lot 202<br>South Façade | Mayfield Road Westbound | 167                         | 57            | 53              |
|                         | Mayfield Road Eastbound | 181                         | 57            | 53              |
|                         | <b>Total</b>            | -                           | <b>60</b>     | <b>56</b>       |
| Lot 139<br>South Façade | The Gore Road           | 219                         | 54            | 48              |
|                         | Mayfield Road Westbound | 121                         | 66            | 61              |
|                         | Mayfield Road Eastbound | 135                         | 65            | 61              |
|                         | <b>Total</b>            | -                           | <b>69</b>     | <b>64</b>       |
| Lot 201<br>South Façade | Mayfield Road Westbound | <b>179</b>                  | <b>52</b>     | <b>47</b>       |
|                         | Mayfield Road Eastbound | 193                         | 52            | 47              |
|                         | <b>Total</b>            | -                           | <b>55</b>     | <b>50</b>       |
| Lot 96<br>South Façade  | Mayfield Road Westbound | 107                         | 61            | 56              |
|                         | Mayfield Road Eastbound | 121                         | 60            | 56              |
|                         | Street 'B'              | 169                         | 42            | 35              |
|                         | <b>Total</b>            | -                           | <b>63</b>     | <b>59</b>       |
| Lot 95<br>South Façade  | Mayfield Road Westbound | 118                         | 60            | 56              |
|                         | Mayfield Road Eastbound | 132                         | 60            | 55              |
|                         | Street 'B'              | 169                         | 42            | 35              |
|                         | <b>Total</b>            | -                           | <b>63</b>     | <b>59</b>       |

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**TABLE 2: PREDICTED OUTDOOR SOUND LEVELS (continued)**

| Location <sup>(1)</sup>   | Source                  | Distance (m) <sup>(2)</sup> | L <sub>eq</sub> Day (dBA) | L <sub>eq</sub> Night (dBA) |
|---------------------------|-------------------------|-----------------------------|---------------------------|-----------------------------|
| Lot 64<br>South Façade    | Mayfield Road Westbound | 238                         | 52                        | 48                          |
|                           | Mayfield Road Eastbound | 252                         | 52                        | 47                          |
|                           | <b>Total</b>            | -                           | <b>55</b>                 | <b>50</b>                   |
| Lot 142<br>East Façade    | The Gore Road           | 193                         | 57                        | 51                          |
|                           | Mayfield Road Westbound | 156                         | 56                        | 51                          |
|                           | Mayfield Road Eastbound | 170                         | 55                        | 51                          |
|                           | <b>Total</b>            | -                           | <b>61</b>                 | <b>56</b>                   |
| Lot 151<br>East Façade    | The Gore Road           | 239                         | <b>55</b>                 | <b>50</b>                   |
| Block 382<br>East Façade  | The Gore Road           | 27                          | 70                        | 64                          |
|                           | Street 'A'              | 38                          | 52                        | 45                          |
|                           | <b>Total</b>            | -                           | <b>70</b>                 | <b>64</b>                   |
| Block 381<br>North Façade | The Gore Road           | 48                          | 63                        | 57                          |
|                           | Street 'A'              | 16                          | 60                        | 54                          |
|                           | <b>Total</b>            | -                           | <b>65</b>                 | <b>59</b>                   |
| Block 381<br>East Façade  | The Gore Road           | 48                          | 66                        | 60                          |
|                           | Street 'A'              | 16                          | 57                        | 51                          |
|                           | <b>Total</b>            | -                           | <b>67</b>                 | <b>61</b>                   |
| Block 367<br>East Façade  | The Gore Road           | 64                          | 56                        | 51                          |
| Lot 236<br>South Façade   | The Gore Road           | 64                          | 65                        | 59                          |
| Block 362<br>South Façade | The Gore Road           | 237                         | <b>56</b>                 | <b>51</b>                   |
| Block 372<br>East Façade  | Street 'A'              | 17                          | 57                        | 50                          |
|                           | Street 'B'              | 22                          | 58                        | 52                          |
|                           | <b>Total</b>            | -                           | <b>61</b>                 | <b>54</b>                   |
| Lot 171<br>North Façade   | Street 'B'              | 28                          | 54                        | 47                          |
| Block 392<br>South Façade | Mayfield Road Westbound | 22                          | 72                        | 68                          |
|                           | Mayfield Road Eastbound | 36                          | 70                        | 65                          |
|                           | Street 'B'              | 115                         | 47                        | 41                          |
|                           | <b>Total</b>            | -                           | <b>74</b>                 | <b>70</b>                   |
| Lot 97<br>(OLA)           | Mayfield Road Westbound | 101                         | 58                        | -                           |
|                           | Mayfield Road Eastbound | 115                         | 58                        | -                           |
|                           | <b>Total</b>            | -                           | <b>61</b>                 | -                           |

.../cont'd

**TABLE 2: PREDICTED OUTDOOR SOUND LEVELS (continued)**

| Location <sup>(1)</sup>       | Source                  | Distance (m) <sup>(2)</sup> | Leq Day (dBA) | Leq Night (dBA) |
|-------------------------------|-------------------------|-----------------------------|---------------|-----------------|
| Lot 96<br>Rear Yard<br>(OLA)  | Mayfield Road Westbound | 112                         | 56            | -               |
|                               | Mayfield Road Eastbound | 126                         | 56            | -               |
|                               | <b>Total</b>            | -                           | <b>59</b>     | -               |
| Lot 95<br>Rear Yard<br>(OLA)  | Mayfield Road Westbound | 124                         | 52            | -               |
|                               | Mayfield Road Eastbound | 138                         | 52            | -               |
|                               | <b>Total</b>            | -                           | <b>55</b>     | -               |
| Lot 139<br>Rear Yard<br>(OLA) | The Gore Road           | 223                         | 53            | -               |
|                               | Mayfield Road Westbound | 118                         | 66            | -               |
|                               | Mayfield Road Eastbound | 132                         | 65            | -               |
|                               | <b>Total</b>            | -                           | <b>69</b>     | -               |
| Lot 142<br>Rear Yard<br>(OLA) | The Gore Road           | 191                         | 55            | -               |
|                               | Mayfield Road Westbound | 161                         | 55            | -               |
|                               | Mayfield Road Eastbound | 175                         | 54            | -               |
|                               | <b>Total</b>            | -                           | <b>60</b>     | -               |
| Lot 150<br>Rear Yard<br>(OLA) | The Gore Road           | 222                         | 58            | -               |
|                               | Mayfield Road Westbound | 271                         | 48            | -               |
|                               | Mayfield Road Eastbound | 285                         | 48            | -               |
|                               | <b>Total</b>            | -                           | <b>58</b>     | -               |
| Lot 151<br>Rear Yard<br>(OLA) | The Gore Road           | 244                         | 55            | -               |
| Lot 172<br>Rear Yard<br>(OLA) | Street 'B'              | 21                          | 57            | -               |
| Lot 236<br>Rear Yard<br>(OLA) | The Gore Road           | 62                          | 57            | -               |
| Lot 127<br>Rear Yard<br>(OLA) | The Gore Road           | 366                         | 50            | -               |
|                               | Mayfield Road Westbound | 118                         | 66            | -               |
|                               | Mayfield Road Eastbound | 132                         | 65            | -               |
|                               | Street 'B'              | 117                         | 50            | -               |
|                               | <b>Total</b>            | -                           | <b>69</b>     | -               |
| Lot 119<br>Rear Yard<br>(OLA) | Mayfield Road Westbound | 118                         | 66            | -               |
|                               | Mayfield Road Eastbound | 132                         | 65            | -               |
|                               | Street 'B'              | 23                          | 58            | -               |
|                               | <b>Total</b>            | -                           | <b>69</b>     | -               |

**Notes:**

- (1) See Figure 2.
- (2) Distance to centreline of roadway.

## 2.4 NOISE ABATEMENT REQUIREMENTS

The noise control measures can generally be classified into two categories which are interrelated, but which can be treated separately for the most part:

- architectural elements to achieve acceptable indoor noise guidelines for transportation sources; and
- design features to protect the OLA's.

Noise abatement requirements are summarized in Table 3 and the notes to Table 3.

**TABLE 3: MINIMUM NOISE CONTROL MEASURES**

| Building                                                                                                                                                                           | Air Conditioning <sup>(1)</sup> | Exterior Wall <sup>(2)</sup> | Exterior Window <sup>(2)</sup> | Sound Barrier <sup>(3)</sup> | Warning Clauses <sup>(4)</sup> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|------------------------------|--------------------------------|------------------------------|--------------------------------|
| Block 392                                                                                                                                                                          | Mandatory                       | STC 45                       | Up to STC 37                   | TBD                          | A + B                          |
| Lots 119 to 141                                                                                                                                                                    | Mandatory                       | STC 45                       | Up to STC 28                   | 2.8 m                        | A + B                          |
| Lot 97                                                                                                                                                                             | Mandatory                       | STC 45                       | Up to STC 28                   | 2.4 m                        | A + B                          |
| Lot 109                                                                                                                                                                            | Mandatory                       | STC 45                       | Up to STC 28                   | 1.8 m                        | A + B                          |
| Lots 110 to 118, and Blocks 381 (end unit closest to The Gore Road), 382 to 386                                                                                                    | Mandatory                       | STC 45                       | Up to STC 28                   | None                         | A + B                          |
| Lots 142 to 149                                                                                                                                                                    | Provision for adding            | OBC                          | OBC                            | 2.4 m                        | A + C                          |
| Lots 28, 29, 48, 49, 76, 77, 96, 108, 150, 172, 221, 236, 237, 262, 263, 290, and Block 363                                                                                        | Provision for adding            | OBC                          | OBC                            | 1.8 m                        | A + C                          |
| Lots 89 to 95, 98 to 107, 180, 181, 190, 191, 202, 203, 233 to 235, and Blocks 351 to 362, 367, 368, 370 to 380, 381 (excluding the end unit closest to The Gore Road), 387 to 391 | Provision for adding            | OBC                          | OBC                            | None                         | A + C                          |
| All other lots/blocks                                                                                                                                                              | None                            | OBC                          | OBC                            | None                         | None                           |

Notes to Table 3 are found on the following page.

Notes for Table 3:

- (1) Central air conditioning allows windows to remain closed for noise control purposes. Provision for adding air conditioning typically takes the form of a ducted ventilation system sized to accommodate the addition of central air conditioning by the occupant.
- (2) STC - Sound Transmission Class Rating (Reference ASTM-E413). A sliding glass walkout door should be considered as a window and be included in the percentage of glazing.  
The requirements are based on assumed percentages of wall and window area to associated floor area stated in Section 2.4.1.1 and should be reviewed once detailed floor plans are available.
- (3) Sound barriers must be of solid construction with no gaps, cracks, or holes, and must have a minimum surface density of 20 kg/m<sup>2</sup>.
- (4) Sample warning clauses to be included in Occupancy Agreements:
  - A. "Purchasers are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound level may exceed the noise guidelines of the Ministry of the Environment, Conservation and Parks."
  - B. "This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."
  - C. "This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."

## **2.4.1 Indoors**

### **2.4.1.1 Architectural Requirements**

The indoor noise guidelines can be achieved by using appropriate construction for exterior walls, windows and doors.

In determining the worst-case architectural requirements for the residential apartments, wall and window areas were assumed to be 20% and 80% of the associated floor area, respectively, on each façade of a corner room with both facades exposed to the noise source. For the detached and semi-detached dwellings, as well as the townhouse units, wall and window areas were assumed to be 80% and 30% of the associated floor area.

Based on the predicted sound levels, exterior wall construction meeting STC 45 and exterior windows with ratings of up to STC 37 are anticipated for the residential apartments.

For the dwellings closest to Mayfield Road or The Gore Road, exterior wall construction meeting STC 45 and exterior windows with ratings of up to STC 28 are anticipated to be required.

For all other dwellings, minimum construction complying with the minimum non-acoustical requirements of the OBC are anticipated to be sufficient to meet the indoor sound level limits.

Note that the above assessment is based on assumed dwellings layouts and should be reviewed once floor plan and elevation drawings are developed for the various dwelling units.

### **2.4.1.2 Ventilation Requirements**

The ventilation requirements are shown on Figure 2 and Table 3.

Mandatory air conditioning is required for the dwellings closest to Mayfield Road or The Gore Road.

The provision for adding air conditioning is required for dwellings adjacent to the internal collector roads and at some additional dwellings beyond the first rows closest to Mayfield Road or The Gore Road.

For detached and semi-detached dwellings, as well as the townhouse blocks, the provision for adding air conditioning typically takes the form of a ducted ventilation system suitably sized to permit the addition of central air conditioning by the occupant.

## **2.4.2 Outdoors**

### **2.4.2.1 Dwellings With OLAs Exposed to Mayfield Road and The Gore Road**

Lots 119 to 141 – The unmitigated daytime OLA sound level at the closest single-family dwellings backing towards Mayfield Road is predicted to be up to 69 dBA. This exceeds the 55 dBA design objective. To mitigate the daytime OLA sound level to the 55 dBA objective, a 5.0 m high sound barrier would be required. This is not considered practicable. However, a 2.8 m tall sound barrier would mitigate the OLA sound level to 60 dBA. This is within the 5 dB leeway permitted under the MECP noise guidelines when it is not feasible to meet 55 dBA, provided warning clauses are registered on the title. Thus, a 2.8 m high sound barrier is recommended at Lots 119 to 141. A berm, or a combination of an acoustic fence with a maximum height of 2.4 m and a 0.4 m high berm, could be used to meet the 2.8 m high sound barrier requirement.

Lots 97 and 142 to 149 – A 2.5 m high sound barrier would mitigate the daytime sound levels to 55 dBA. A 2.4 m high sound barrier would mitigate the daytime sound level to 56 dBA; only a minor and insignificant excess over the objective. This is within the MECP guidelines as discussed above. In addition, a 2.4 m high acoustic fence is the maximum permissible height (without the addition of a berm) as per the Region of Peel's and Town of Caledon's noise guidelines.

Lots 96, 150, and 236 – A 1.8 m high acoustic fence would be sufficient to mitigate the daytime sound levels to 55 dBA and is recommended.

#### 2.4.2.2 Dwellings Siding to Internal Collectors (Streets 'A' and 'B')

Lots 28, 29, 48, 49, 76, 77, 108, 109, 172, 221, 237, 262, 263, 290, and Block 363 – 1.8 m high acoustic fences can be used to meet the 55 dBA objective. This is considered feasible and is recommended.

#### 2.4.2.3 Notes on the Sound Barriers

- It is anticipated that any balconies or terraces provided will be less than 4 m in depth and would not qualify as OLA's under the MECP guidelines. Thus, sound barriers would not be required. If larger balconies or terraces are included in the site design, the sound barrier requirements should be reviewed.
- The assessment assumes the double frontage and rear lane townhouse units do not have any grade level amenity spaces, and will be provided with small (less than 4 m in depth) private balconies or terraces. Thus, sound barriers are not required for these dwellings. This should be reviewed once details of the housing products are developed.
- Sound barrier requirements for the medium density block (Block 392) should be reviewed once the site plan, massing, and location of amenity areas is determined.
- Sound barriers must be of solid construction with no gaps, cracks or holes (except for small openings for drainage) and must have a minimum surface weight of 20 kg/m<sup>2</sup>. A variety of materials are available, including concrete, masonry, glass, wood, specialty composite materials, or a combination of the above.
- The assessment is based on assumed dwelling setback distances. The assessment should be reviewed once a site plan drawing for the development is available, and when grading information is provided.

#### **2.4.3 Warning Clauses**

Warning clauses are a tool to inform prospective owners/occupants of potential annoyance due to existing noise sources. Where the guideline sound level limits are exceeded, appropriate warning clauses should be registered on title or included in the development agreement that is registered on title. The warning clauses should also be included in agreements of Offers of Purchase and Sale and lease/rental agreements to make future occupants aware of the potential noise situation.

Table 3 and the notes to Table 3 summarize the warning clauses for the site.

### **3.0 NOISE IMPACT FROM DEVELOPMENT**

Some portions of the development have the potential to generate noise which may impact adjacent noise sensitive uses. These noise generating uses could include the multi family buildings on the medium density block. The mechanical systems in these buildings must be designed to comply with the sound level guideline limits outlined in Publication NPC-300, recognizing the surrounding noise sensitive uses. This is typically addressed, in part, at the site plan approval stage and/or in the detailed design stage for the blocks. Any resulting mitigation required to meet the applicable MECP noise guidelines would be the responsibility of the developer/builder of that particular use.

Potential noise sources include rooftop or other mechanical equipment and emergency generators. Addressing the noise impact from these sources may be done during detailed design, considering equipment selection, location, and use of silencing components, and/or sound barriers to screen the noise sources from the neighbouring noise sensitive uses.

The final noise mitigation requirements for these blocks should be reviewed when building plans and mechanical information become available.

### **4.0 CONCLUSIONS**

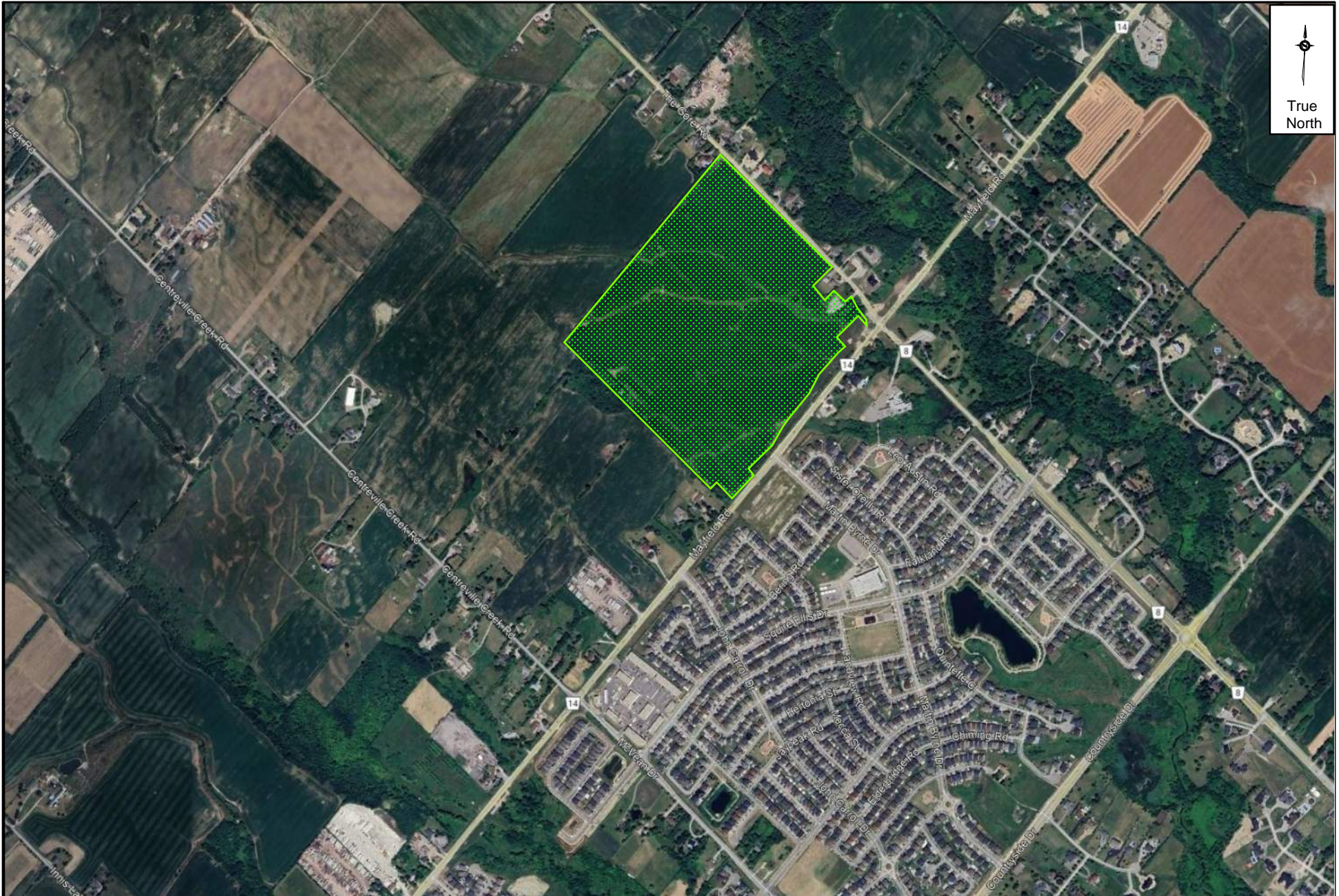
With appropriate acoustical design of the development, a suitable acoustical environment can be provided, and the applicable MECP noise guideline requirements met.

The required approvals and administrative procedures will ensure that the acoustical requirements are implemented. In particular, wall and window requirements should be reviewed once detailed architectural plans are developed.

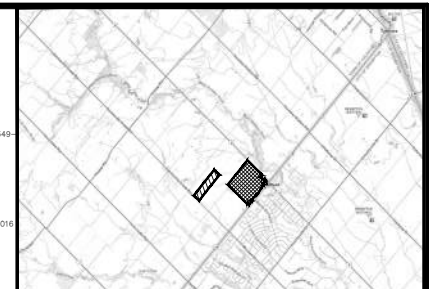
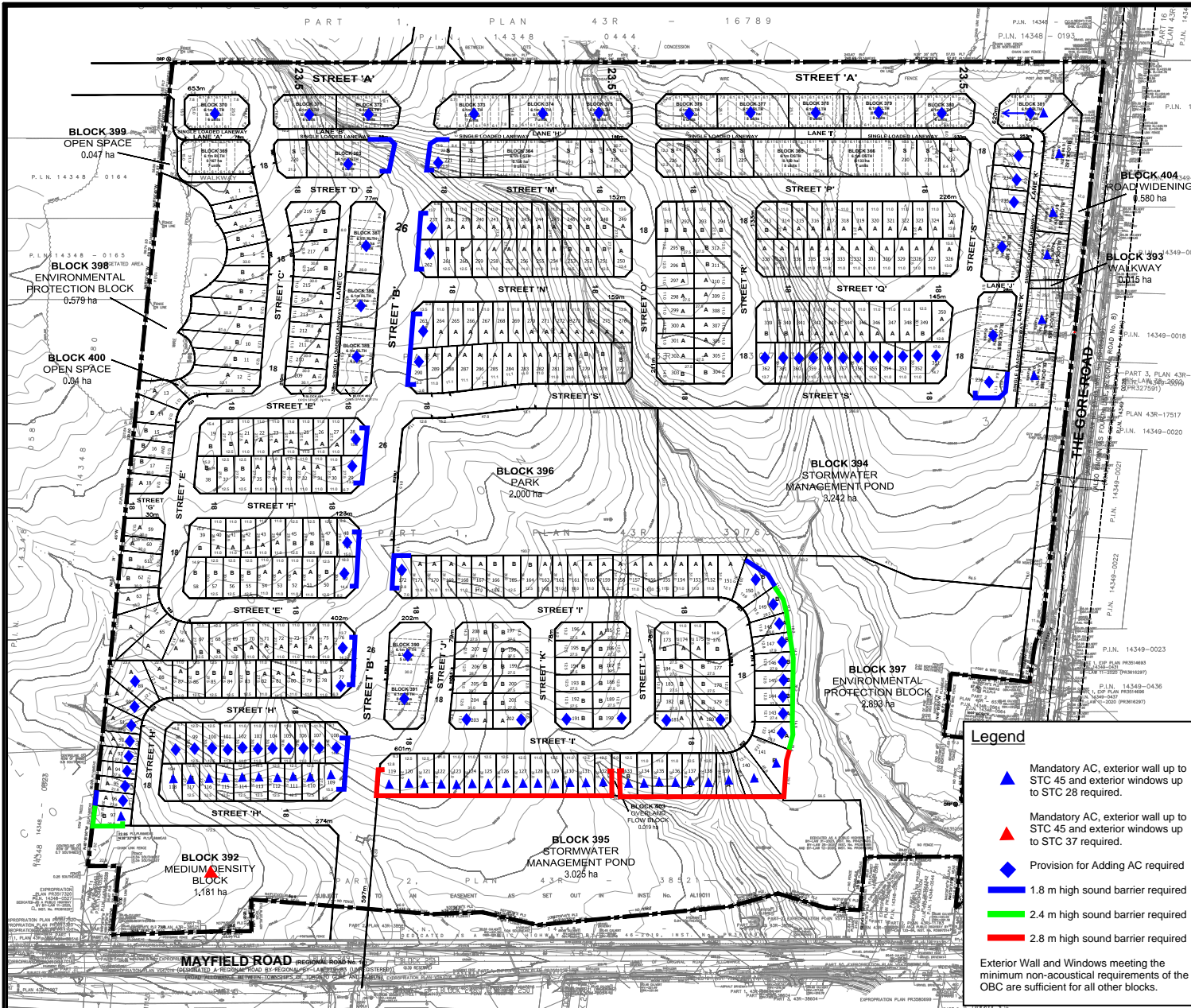
### **5.0 REFERENCES**

1. PC STAMSON 5.04, "Computer Program for Road Traffic Noise Assessment", Ontario Ministry of the Environment.
2. Building Practice Note No. 56: "Controlling Sound Transmission into Buildings", by J. D. Quirt, Division of Building Research, National Council of Canada, September 1985.
3. "Environmental Noise Assessment in Land-Use Planning 1987", Ontario Ministry of the Environment, February 1987, ISBN 0-7729-2804-5.
4. MECP Publication NPC-300, "Stationary and Transportation Sources – Approval and Planning" Ontario Ministry of the Environment, August 2013.
5. "General Guidelines for the Preparation of Acoustical Reports in the Region of Peel", Region of Peel. November 2012.
6. "Development Standards Manual, Version 5.0", Town of Caledon, 2019.

JT\sk  
0 The Gore Road, Caledon - Noise v1\_0.docx



|                                                                                     |                                                                      |                                 |          |
|-------------------------------------------------------------------------------------|----------------------------------------------------------------------|---------------------------------|----------|
|  | Title<br><b>Key Plan</b>                                             | Date<br><b>October 29, 2025</b> | <b>1</b> |
|                                                                                     | Project Name<br><b>Wildfield Village - Trinity Field (Parcel 11)</b> | Project No.<br><b>1250096</b>   |          |



**KEYPLAN**

Subject Property (hatched pattern) Other Lands Owned by Applicant (dotted pattern)

**LAND USE - AREA TABLE**

| LAND USE - AREA TABLE       | 24107-3A | 27do    | Oct 6, 2025      |
|-----------------------------|----------|---------|------------------|
| Single Family Residential   | Lots     | 1-362   | 13,436 ha        |
| On-Street Townhouses        | Blocks   | 363-368 | 0.893            |
| Rear Lane Townhouses        | Blocks   | 369-389 | 2.402            |
| Double Frontage Townhouses  | Blocks   | 390-391 | 0.227            |
| Medium Density Block        | Block    | 392     | 1.181            |
| Walkway                     | Block    | 393     | 0.015            |
| Stormwater Management Ponds | Blocks   | 394-395 | 6.267            |
| Park                        | Block    | 396     | 2.000            |
| Environmental Protection    | Blocks   | 397-398 | 3.472            |
| Open Space                  | Blocks   | 399-400 | 0.115            |
| Overland Flow Block         | Block    | 403     | 0.019            |
| Road Widening               | Block    | 404     | 0.580            |
| Roads and Lanes             |          |         | 10.692           |
| <b>Total</b>                |          |         | <b>41.299 ha</b> |

**ROADS**

|                     |              |                  |
|---------------------|--------------|------------------|
| 26.0m Public R.O.W. | 597          | 1.563            |
| 23.5m Public R.O.W. | 653          | 1.537            |
| 18.0m Public R.O.W. | 3,669        | 6.798            |
| 8.0m Public Lane    | 963          | 0.795            |
| <b>Total</b>        | <b>5,882</b> | <b>10.692 ha</b> |

**PRELIMINARY UNIT COUNT**

|                                |      |            |               |
|--------------------------------|------|------------|---------------|
| 11.0m Single Detached          | A    | 211        | units         |
| 12.5m Single Detached          | B    | 134        |               |
| 8.4m Semi-Detached             | S    | 34         |               |
| On-Street Townhouses           |      | 46         |               |
| Rear Lane Townhouses           |      | 131        |               |
| Double Frontage Townhouses     |      | 10         |               |
| Medium Density Apartment Units | TBD* |            |               |
| <b>Total</b>                   |      | <b>566</b> | <b>units*</b> |

\* Final Unit Count to be determined at the time of Site Plan application

**Legend**

- Mandatory AC, exterior wall up to STC 45 and exterior windows up to STC 28 required.
- Mandatory AC, exterior wall up to STC 45 and exterior windows up to STC 37 required.
- Provision for Adding AC required
- 1.8 m high sound barrier required
- 2.4 m high sound barrier required
- 2.8 m high sound barrier required

Exterior Wall and Windows meeting the minimum non-acoustical requirements of the OBC are sufficient for all other blocks.

**LEGEND**

Subject Property (hatched pattern)

**NOTES**

All dimensions are in metres.  
All area measurements are computer generated.  
All elevations refer to Geoidic Datum.

**ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(7) OF THE PLANNING ACT**

A. B. E. F. G. J. L. - As Shown on Plan  
C. Additional lands owned by the applicant as shown on the key plan.  
D. Residential Singles, Residential Semis, On-Street Townhouses, Rear Lane Townhouses, Medium Density Blocks, Walkways, Stormwater Management Ponds, Park, Environmental Protection Blocks, Open Space, Roads and Lanes.  
H. Flood water to be provided.  
I. Clay loam soil.  
K. Sanitary & storm sewers to be provided.

**SURVEYOR'S CERTIFICATE**

I certify that the boundaries of the lands to be subdivided and their relationship to the adjacent lands are correctly shown.

**OWNER'S AUTHORIZATION**

I, the Trinity Field Inc., being the registered owner(s) of the subject lands hereby authorize BOUSFIELDS INC. to prepare and submit a draft plan of subdivision for approval.

**DRAFT PLAN OF PROPOSED SUBDIVISION PART OF LOT 1 CONCESSION 3 (GEOGRAPHIC TOWNSHIP OF ALBION) TOWN OF CALEDON**

**BOUSFIELDS INC.**  
3 Church Street, Suite 200  
Toronto, Ontario M5E 1H2  
P (416) 947-9144  
F (416) 947-0781

1:1250 Date: October 6, 2025 24107-3A 27do

Base drawing prepared by Bousfields Inc., 2025

|  |                                                                                                              |                                                              |          |
|--|--------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|----------|
|  | Title                                                                                                        | Date                                                         | Figure   |
|  | <b>Draft Plan of Subdivision</b><br><br>Project Name<br><b>Wildfield Village - Trinity Field (Parcel 11)</b> | <b>October 30, 2025</b><br><br>Project No.<br><b>1250096</b> | <b>2</b> |

# APPENDIX A

## ROAD TRAFFIC DATA

**Date:** August 26, 2025  
**Requestor:** Jane Hu, Trinity Consultants  
**Request Type:** Noise Traffic Data Request  
**Location:** Mayfield Road - 600m East of McVean Drive/Centreville Creek Road

Jane Hu,

As per your request, please see below traffic data from 2024:

|                                     | <b>Existing</b>            | <b>Ultimate</b>            |
|-------------------------------------|----------------------------|----------------------------|
| 24 Hour Traffic Volume              | 14699                      | 48600                      |
| # of Lanes                          | 2                          | 6                          |
| Day/Night Split                     | 83/17                      | 83/17                      |
| Day Trucks<br>(% of Total Volume)   | 2.1% Medium<br>12% Heavy   | 2.1% Medium<br>12% Heavy   |
| Night Trucks<br>(% of Total Volume) | 1.2% Medium<br>10.5% Heavy | 1.2% Medium<br>10.5% Heavy |
| Right-of-Way Width                  | 50 meters                  |                            |
| Posted Speed Limit                  | 60 km/h                    |                            |

**Note:**

1. The current volume is not the Annual Average Daily Traffic, but the averaged raw volumes over three data collection days. For Annual Average Traffic Volume, visit the Peel Open Data website below:  
<https://data.peelregion.ca/datasets/RegionofPeel::traffic-count-stations/explore>
2. The ultimate volume is the planned volume during a level of service 'D' where a 2 second vehicle headway and a volume to capacity ratio of 0.9 is assumed. Traffic signals and hourly variations in traffic are also incorporated into the ultimate volume.

If you require further assistance, please contact me at [transportationplanningdata@peelregion.ca](mailto:transportationplanningdata@peelregion.ca)

Regards,

**Luciano Marchesan**

Transportation Data & Modelling Analyst,  
 Transportation Policy & Modelling  
 Transportation Division | Public Works | Region of Peel  
 10 Peel Centre Drive, Suite B, 4th Floor

**Date:** August 28, 2025  
**Requestor:** Jane Hu, Trinity Consultants  
**Request Type:** Noise Traffic Data Request  
**Location:** The Gore Road - 1.5 KM North of Mayfield Road

Jane Hu,

As per your request, please see below traffic data from 2024:

|                                     | Existing                  | Ultimate                  |
|-------------------------------------|---------------------------|---------------------------|
| 24 Hour Traffic Volume              | 6375                      | 32400                     |
| # of Lanes                          | 2                         | 4                         |
| Day/Night Split                     | 85/15                     | 85/15                     |
| Day Trucks<br>(% of Total Volume)   | 5.6% Medium<br>1.9% Heavy | 5.6% Medium<br>1.9% Heavy |
| Night Trucks<br>(% of Total Volume) | 2.9% Medium<br>0.9% Heavy | 2.9% Medium<br>0.9% Heavy |
| Right-of-Way Width                  | 30 meters                 |                           |
| Posted Speed Limit                  | 80 km/h                   |                           |

**Note:**

1. The current volume is not the Annual Average Daily Traffic, but the averaged raw volumes over two data collection days. For Annual Average Traffic Volume, visit the Peel Open Data website below:

<https://data.peelregion.ca/datasets/RegionofPeel::traffic-count-stations/explore>

2. The ultimate volume is the planned volume during a level of service 'D' where a 2 second vehicle headway and a volume to capacity ratio of 0.9 is assumed. Traffic signals and hourly variations in traffic are also incorporated into the ultimate volume.

If you require further assistance, please contact me at [transportationplanningdata@peelregion.ca](mailto:transportationplanningdata@peelregion.ca)

Regards,

**Luciano Marchesan**

Transportation Data & Modelling Analyst,  
 Transportation Policy & Modelling  
 Transportation Division | Public Works | Region of Peel  
 10 Peel Centre Drive, Suite B, 4th Floor

# APPENDIX B

## ENVIRONMENTAL NOISE GUIDELINES

**APPENDIX B**
  
**ENVIRONMENTAL NOISE GUIDELINES**
  
**MINISTRY OF THE ENVIRONMENT AND CLIMATE CHANGE (MOE)**

Reference: MOE Publication NPC-300, October 2013: *“Environmental Noise Guideline, Stationary and Transportation Source – Approval and Planning”*.

| SPACE                                                                                                      | SOURCE                        | TIME PERIOD                   | CRITERION               |
|------------------------------------------------------------------------------------------------------------|-------------------------------|-------------------------------|-------------------------|
| Living/dining, den areas of residences, hospitals, nursing homes, schools, daycare centres, etc.           | Road                          | 07:00 to 23:00                | 45 dBA                  |
|                                                                                                            | Rail                          | 07:00 to 23:00                | 40 dBA                  |
|                                                                                                            | Aircraft                      | 24-hour period                | NEF/NEP 5               |
| Living/dining, den areas of residences, hospitals, nursing homes, etc. (except schools or daycare centres) | Road                          | 23:00 to 07:00                | 45 dBA                  |
|                                                                                                            | Rail                          | 23:00 to 07:00                | 40 dBA                  |
|                                                                                                            | Aircraft                      | 24-hour period                | NEF/NEP 5               |
| Sleeping quarters                                                                                          | Road                          | 07:00 to 23:00                | 45 dBA                  |
|                                                                                                            | Rail                          | 07:00 to 23:00                | 40 dBA                  |
|                                                                                                            | Aircraft                      | 24-hour period                | NEF/NEP 0               |
| Sleeping quarters                                                                                          | Road                          | 23:00 to 07:00                | 40 dBA                  |
|                                                                                                            | Rail                          | 23:00 to 07:00                | 35 dBA                  |
|                                                                                                            | Aircraft                      | 24-hour period                | NEF/NEP 0               |
| Outdoor Living Areas                                                                                       | Road and Rail                 | 07:00 to 23:00                | 55 dBA                  |
| Outdoor Point of Reception                                                                                 | Aircraft                      | 24-hour period                | NEF/NEP 30 <sup>#</sup> |
|                                                                                                            | Stationary Source             |                               |                         |
|                                                                                                            | Class 1 Area                  | 07:00 to 19:00 <sup>(1)</sup> | 50 <sup>+</sup> dBA     |
|                                                                                                            |                               | 19:00 to 23:00 <sup>(1)</sup> | 50 <sup>+</sup> dBA     |
|                                                                                                            | Class 2 Area                  | 07:00 to 19:00 <sup>(2)</sup> | 50 <sup>+</sup> dBA     |
|                                                                                                            |                               | 19:00 to 23:00 <sup>(2)</sup> | 45 <sup>+</sup> dBA     |
|                                                                                                            | Class 3 Area                  | 07:00 to 19:00 <sup>(3)</sup> | 45 <sup>+</sup> dBA     |
|                                                                                                            | 19:00 to 23:00 <sup>(3)</sup> | 40 <sup>+</sup> dBA           |                         |
| Class 4 Area                                                                                               | 07:00 to 19:00 <sup>(4)</sup> | 55 <sup>+</sup> dBA           |                         |
|                                                                                                            | 19:00 to 23:00 <sup>(4)</sup> | 55 <sup>+</sup> dBA           |                         |

..../cont'd

| SPACE                                       | SOURCE                            | TIME PERIOD                   | CRITERION           |
|---------------------------------------------|-----------------------------------|-------------------------------|---------------------|
| Plane of a Window of Noise Sensitive Spaces | Stationary Source<br>Class 1 Area | 07:00 to 19:00 <sup>(1)</sup> | 50 <sup>+</sup> dBA |
|                                             |                                   | 19:00 to 23:00 <sup>(1)</sup> | 50 <sup>+</sup> dBA |
|                                             |                                   | 23:00 to 07:00 <sup>(1)</sup> | 45 <sup>+</sup> dBA |
|                                             | Class 2 Area                      | 07:00 to 19:00 <sup>(2)</sup> | 50 <sup>+</sup> dBA |
|                                             |                                   | 19:00 to 23:00 <sup>(2)</sup> | 50 <sup>+</sup> dBA |
|                                             |                                   | 23:00 to 07:00 <sup>(2)</sup> | 45 <sup>+</sup> dBA |
|                                             | Class 3 Area                      | 07:00 to 19:00 <sup>(3)</sup> | 45 <sup>+</sup> dBA |
|                                             |                                   | 19:00 to 23:00 <sup>(3)</sup> | 45 <sup>+</sup> dBA |
|                                             |                                   | 23:00 to 07:00 <sup>(3)</sup> | 40 <sup>+</sup> dBA |
|                                             | Class 4 Area                      | 07:00 to 19:00 <sup>(4)</sup> | 60 <sup>+</sup> dBA |
|                                             |                                   | 19:00 to 23:00 <sup>(4)</sup> | 60 <sup>+</sup> dBA |
|                                             |                                   | 23:00 to 07:00 <sup>(4)</sup> | 55 <sup>+</sup> dBA |

- # may not apply to in-fill or re-development.  
 \* or the minimum hourly background sound exposure  $L_{eq(1)}$ , due to road traffic, if higher.
- (1) Class 1 Area: Urban.  
 (2) Class 2 Area: Urban during day; rural-like evening and night.  
 (3) Class 3 Area: Rural.  
 (4) Class 4 Area: Subject to land use planning authority's approval.

Reference: MOE Publication ISBN 0-7729-2804-5, 1987: "Environmental Noise Assessment in Land-Use Planning".

| EXCESS ABOVE RECOMMENDED SOUND LEVEL LIMITS (dBA) | CHANGE IN SUBJECTIVE LOUDNESS ABOVE | MAGNITUDE OF THE NOISE PROBLEM | NOISE CONTROL MEASURES (OR ACTION TO BE TAKEN)                                                                              |
|---------------------------------------------------|-------------------------------------|--------------------------------|-----------------------------------------------------------------------------------------------------------------------------|
| No excess (<55 dBA)                               | —                                   | No expected noise problem      | None                                                                                                                        |
| 1 to 5 inclusive (56 to 60 dBA)                   | Noticeably louder                   | Slight noise impact            | If no physical measures are taken, then prospective purchasers or tenants should be made aware by suitable warning clauses. |
| 6 to 10 inclusive (61 - 65 dBA)                   | Almost twice as loud                | Definite noise impact          | Recommended.                                                                                                                |
| 11 to 15 inclusive (66 - 70 dBA)                  | Almost three times as loud          | Serious noise impact           | Strongly Recommended.                                                                                                       |
| 16 and over (>70 dBA)                             | Almost four times as loud           | Very serious noise impact      | Strongly Recommended (may be mandatory).                                                                                    |

# APPENDIX C

## SAMPLE CALCULATIONS

STAMSON 5.0                      NORMAL REPORT                      Date: 27-10-2025 15:38:15  
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r13.te                      Time Period: Day/Night 16/8 hours  
 Description: **Block 381 - East Facade**

Road data, segment # 1: The Gore (day/night)

-----  
 Car traffic volume : 25475/4675 veh/TimePeriod  
 Medium truck volume : 1542/141 veh/TimePeriod  
 Heavy truck volume : 523/44 veh/TimePeriod  
 Posted speed limit : 90 km/h  
 Road gradient : 0 %  
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: The Gore (day/night)

-----  
 Angle1 Angle2 : -90.00 deg 90.00 deg  
 Wood depth : 0 (No woods.)  
 No of house rows : 0 / 0  
 Surface : 1 (Absorptive ground surface)  
 Receiver source distance : 27.00 / 27.00 m  
 Receiver height : 7.50 / 7.50 m  
 Topography : 1 (Flat/gentle slope; no barrier)  
 Reference angle : 0.00

Road data, segment # 2: Street A (day/night)

-----  
 Car traffic volume : 2565/285 veh/TimePeriod \*  
 Medium truck volume : 81/9 veh/TimePeriod \*  
 Heavy truck volume : 54/6 veh/TimePeriod \*  
 Posted speed limit : 70 km/h  
 Road gradient : 0 %  
 Road pavement : 1 (Typical asphalt or concrete)

\* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3000  
 Percentage of Annual Growth : 0.00  
 Number of Years of Growth : 0.00  
 Medium Truck % of Total Volume : 3.00  
 Heavy Truck % of Total Volume : 2.00  
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Street A (day/night)

```

-----
Angle1   Angle2           : 0.00 deg   90.00 deg
Wood depth           : 0           (No woods.)
No of house rows     : 0 / 0
Surface              : 1           (Absorptive ground surface)
Receiver source distance : 38.00 / 38.00 m
Receiver height      : 7.50 / 7.50 m
Topography           : 1           (Flat/gentle slope; no barrier)
Reference angle      : 0.00
  
```

Results segment # 1: The Gore (day)

Source height = 1.17 m

ROAD (0.00 + 69.91 + 0.00) = 69.91 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj |
|--------|--------|-------|--------|-------|-------|-------|-------|-------|-------|
| -90    | 90     | 0.49  | 74.86  | 0.00  | -3.80 | -1.16 | 0.00  | 0.00  | 0.00  |
| SubLeq |        |       |        |       |       |       |       |       |       |
| -----  |        |       |        |       |       |       |       |       |       |
| 69.91  |        |       |        |       |       |       |       |       |       |
| -----  |        |       |        |       |       |       |       |       |       |

Segment Leq : 69.91 dBA

Results segment # 2: Street A (day)

Source height = 1.19 m

ROAD (0.00 + 51.58 + 0.00) = 51.58 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj |
|--------|--------|-------|--------|-------|-------|-------|-------|-------|-------|
| 0      | 90     | 0.49  | 61.76  | 0.00  | -6.01 | -4.17 | 0.00  | 0.00  | 0.00  |
| SubLeq |        |       |        |       |       |       |       |       |       |
| -----  |        |       |        |       |       |       |       |       |       |
| 51.58  |        |       |        |       |       |       |       |       |       |
| -----  |        |       |        |       |       |       |       |       |       |

Segment Leq : 51.58 dBA

Total Leq All Segments: 69.97 dBA

Results segment # 1: The Gore (night)

-----

Source height = 0.98 m

ROAD (0.00 + 64.03 + 0.00) = 64.03 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj |
|--------|--------|-------|--------|-------|-------|-------|-------|-------|-------|
| SubLeq |        |       |        |       |       |       |       |       |       |

|       |    |      |       |      |       |       |      |      |      |
|-------|----|------|-------|------|-------|-------|------|------|------|
| -90   | 90 | 0.50 | 69.02 | 0.00 | -3.82 | -1.17 | 0.00 | 0.00 | 0.00 |
| 64.03 |    |      |       |      |       |       |      |      |      |

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Segment Leq : 64.03 dBA

Results segment # 2: Street A (night)

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Source height = 1.19 m

ROAD (0.00 + 45.05 + 0.00) = 45.05 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj |
|--------|--------|-------|--------|-------|-------|-------|-------|-------|-------|
| SubLeq |        |       |        |       |       |       |       |       |       |

|       |    |      |       |      |       |       |      |      |      |
|-------|----|------|-------|------|-------|-------|------|------|------|
| 0     | 90 | 0.49 | 55.23 | 0.00 | -6.01 | -4.17 | 0.00 | 0.00 | 0.00 |
| 45.05 |    |      |       |      |       |       |      |      |      |

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Segment Leq : 45.05 dBA

Total Leq All Segments: 64.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY) : 69.97  
(NIGHT) : 64.08