PART 20

DEVELOPMENT NEAR ROAD OR RAIL NOISE

20.1 Development Near Road or Rail Noise

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Objectives

1 *To ensure that excavation, earthworks, demolition and construction does not adversely impact on the function or safety of the rail corridor or busy roads.*

2 *To ensure noise and vibration mitigation measures are implemented in development adjacent to rail and road corridors.*

3 *To address air quality issues associated with rail and road corridors, and minimise their effect upon adjacent development.*

4 *To ensure development does not reduce the safety of users of the site or the road or rail corridor.*

5 *To minimise the impact of external noise from road or rail corridors and facilitate comfortable living conditions for residents.*

Controls

1 All development that is in, or immediately adjacent to, the rail corridor or a busy road must be designed in accordance with NSW Department of Planning '*Development Near Rail Corridors and Busy Roads - Interim Guidelines, December 2008*' (DNRCBR 2008).

Note: Under NSW DNRCBR 2008, busy roads include:

- Pacific Highway;
- Ryde Road;
- Mona Vale Road;
- Main Road 328, Section of Boundary Street, between Pacific Highway and Babbage Road, within the Local Centre boundary; and
- Secondary Road 2043, Section of Horace Street, Link Road, Killeaton Street within the Local Centre boundary.

Note: Under DNRCBR 2008, the rail corridor refers to the North Shore rail line.

Note: SEPP Infrastructure will also apply

2 Buildings must be designed to minimise the impact of noise through planning, construction and materials in accordance with the relevant acoustic standards in relation to noise transmission from traffic:

i) AS3671-1989: Acoustics- Road traffic noise intrusion- Building siting and construction.

ii) AS2107-2000: Acoustics- Recommended design sound levels and *reverberation times for building interiors.*

3 On lots adjoining the rail corridor and/or a busy road, landscaping is to be designed to:

i) create a setting for the building by planting tall trees which contribute to the tree canopy; and

ii) be durable and suited to the conditions of the road and railway environment.

4 Where dwellings are located on busy roads incorporate the following into the design of the development to reduce traffic noise within the dwelling:

i) cavity brick walls;

ii) double glazing;

iii) solid core doors;

iv) concrete floors;

v) recessed balconies;

vi) located habitable rooms (bedroom, living rooms) away from the road / noise source;

vii) use of landscaping mounds and vegetation as noise buffers.

20.1 DEVELOPMENT NEAR ROAD OR RAIL NOISE (continued)

Controls

5 Residential fencing or masonry walls to a busy road must be a maximum of 1.8m high, with a minimum 2m setback from the front boundary to provide a landscape zone. This landscape zone must incorporate shrubs and trees that screen the wall from the road.

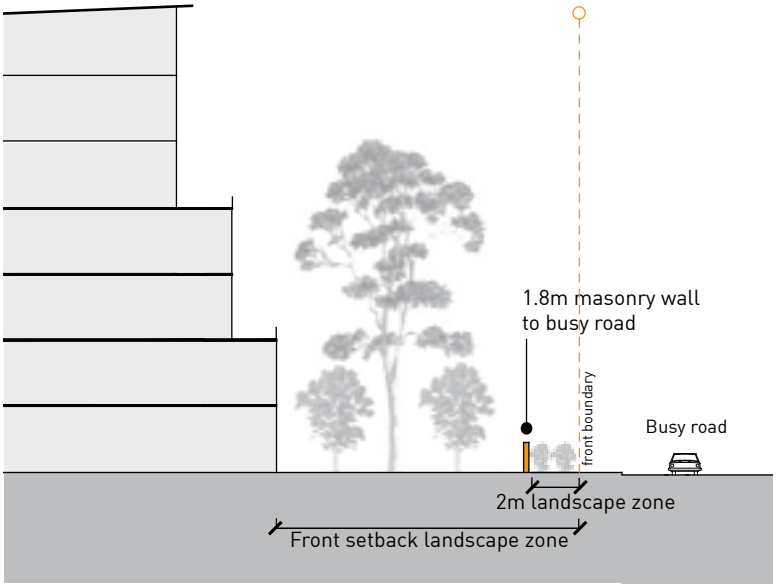

Figure 20.1-1:
Fencing for development facing a busy road.

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