

DEVELOPMENT NEAR RAIL CORRIDORS AND BUSY ROADS

20.1 Development Near Road or Rail Noise

20.1 DEVELOPMENT NEAR ROAD OR RAIL NOISE

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.*
- 6 *To deliver landscaped areas that facilitate screening of high fences to the streetscape.*

Controls

- 1 All development that is in, or immediately adjacent to, the rail corridor or a busy road is to be designed in accordance with the SEPP (Transport and Infrastructure) 2021.

Note: Under SEPP (Transport and Infrastructure) 2021, busy roads include:

 - M1 Motorway;
 - North Connex;
 - 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 the SEPP (Transport and Infrastructure) 2021, Chapter 2, the rail corridor refers to the North Shore rail line.
- 2 Buildings are to 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 and/or trains prescribed at::
 - i) *SEPP (Transport and Infrastructure) 2021 - CI 2.100 (Impact of rail noise or vibration on non-rail development).*
 - ii) *SEPP (Transport and Infrastructure) 2021 - CI 2.120 (Impact of road noise or vibration on non-road development).*
- 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 Any multi-unit or residential flat building, on a busy road may include a maximum 1.8m high fence or masonry wall only if a maximum of 1.8m high, with a minimum 2m setback from the front boundary is provided for a street facing landscape zone. This landscape zone is to incorporate shrubs and trees that screen the wall from the road. Single low density dwellings on busy roads will be considered on a merit basis. Refer to Figure 20.1-1.

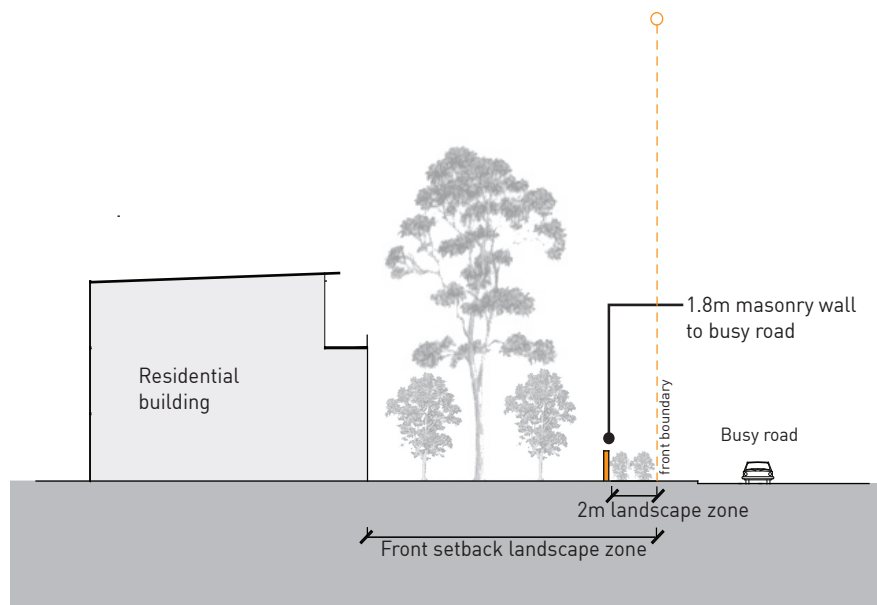


Figure 20.1-1:
Fencing for development facing a busy road.

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