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TG584-01F05 (r3) RE DCP sch8 additions

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Dear Madam

## Riverstone East Precinct Noise Assessment - Additions to DCP Schedule 8

### Introduction

The Following exhibition of the Riverstone East Precinct ('Precinct') Indicative Layout Plan and supporting documentation, responses were received from Transport for NSW (TfNSW) and the public (67 and 87 Tallawong Road and 6 Oak Street). These documents pertain to acoustics and land use zoning around the Sydney Metro Trains Facility (SMTF, previously Rapid Transit Rail Facility - RTRF).

A detailed response to the submissions is provided separately [TG584-01F04 (r2)], while the following outlines proposed additions to Blacktown City Council Growth Centre Precincts Development Control Plan Schedule 8 to address the acoustic interface between the SMTF and surrounding residential developments.

### Proposed addition to DCP Schedule 8

#### 6.2 Development around the Sydney Metro Train Facility

##### Objectives

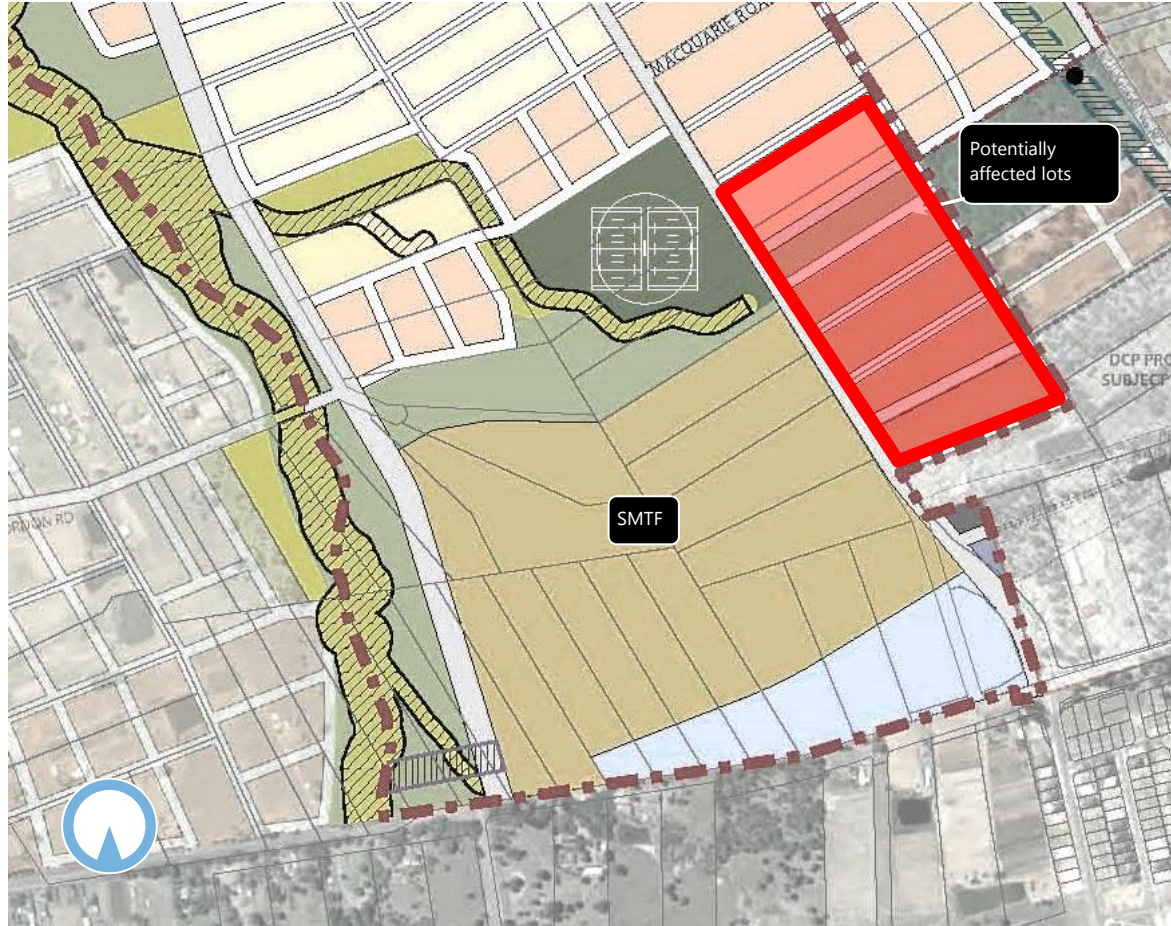
*a. To ensure residential development in proximity to the Sydney Metro Train Facility (SMTF) is constructed with adequate mitigation measures to minimise the impact of noise*

##### Controls

*1. Figure 1 identifies the areas in which development will need to assess noise impacts from the SMTF. All development applications within this area will require referral to TfNSW.*

2. Pre development application lodgement consultation must occur with TfNSW. The acoustic report (see point 3) will be required to be based on the most up-to-date noise impact information as provided by TfNSW.

**Figure 1: Potentially affected residential lots [Base map from exhibited ILP]**



3. Development will require an acoustic report that assesses noise impacts from the SMTF, to demonstrate that following criteria are satisfied:

- Where external noise levels from the SMTF exceed the acceptable amenity criteria for the relevant noise amenity area of the receiver (excluding 'Industrial Interface'), as defined in the NSW Industrial Noise Policy, the residential development must be designed to achieve the following internal noise criteria.

**Table 1: Residential internal noise criteria for industrial noise sources**

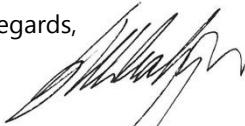
Time of day	Room type	Leq(15minute), internal noise level, dB(A)
Day/Evening 7am - 10pm	Bedrooms	40
	Living rooms and other habitable rooms	40
Night 10pm - 7am	Bedrooms	35
	Living rooms and other habitable rooms	40

- *Where the internal noise criteria cannot be achieved with windows/doors open, the design of ventilation for these rooms should be such that occupants can leave windows closed, if they so desire, and also meet the ventilation requirements of the Building Code of Australia.*
- *Design for mitigation of external noise must also include the cumulative impact of industrial noise with other ambient noise such as road and rail traffic.*

## Conclusion

Further to submissions received regarding the acoustic interface between the Sydney Metro Train Facility and adjacent residential zoning proposed under the Riverstone East ILP, additions to Blacktown City Council Growth Centre Precincts Development Control Plan Schedule 8 have been proposed.

Regards,



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Principal engineer

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