



Part 7 Codes

Division 3 Constraint Codes

Chapter 12 Rail Corridor Environs

1.0 Purpose

This code seeks to regulate development on properties affected by rail operations throughout the plan area. Its main purpose is to ensure that potential conflicts between noise sensitive land uses and rail operations are considered when assessing development. The code therefore seeks to ensure both that the integrity of all rail operations are not affected by the development of incompatible land uses and that adjacent land uses are sufficiently protected from noise intrusion.

2.0 Application

2.1 This code applies to development within 100 metres of a rail corridor, being any Material Change of Use, Building Work or Reconfiguring a Lot where related to a noise sensitive use, indicated as code or impact assessable in the Table of Development in the domain or Local Area Plan (LAP) within which the development is proposed.

2.2 Performance Criteria PC1 applies to all development referred to in this code.

3.0 Development Requirements

Performance Criteria	Acceptable Solutions
Development that is Code Assessable or Impact Assessable	
Protection from Noise	
<p>PC1 Proposed development must seek to achieve acceptable levels of amenity for residents and visitors, and protect the same from unacceptable noise levels.</p>	<p>AS1.1 New development must comply with the external design level noise criteria identified in Table 12-1.</p> <p>AS1.2 The building is designed and constructed to reduce the infiltration of noise by:</p> <ul style="list-style-type: none"> a) locating rooms most sensitive to noise (eg. bedrooms) furthest from the noise source; b) using construction, insulation and glazing materials with a high noise transmission loss, in accordance with Australian Standard 3671-1989 Acoustic-Road Traffic Noise Intrusion – Building Siting and Construction; c) minimising the area with openings in walls (eg. windows and doors) facing the noise source; d) providing mechanical ventilation to rooms most sensitive to noise. <p>AS1.3 The new development uses acceptable noise attenuation measures (such as earth mounds and fences) between the noise source and the noise sensitive place.</p> <p>AS1.4 The new development has appropriate buffer distances between the noise source and the noise sensitive place.</p>



Table 12-1

Measurement Location	Design Level Rail Noise Criteria
One metre in front of the most exposed part of a proposed noise sensitive place	In accordance with Schedule 1 – Planning Levels, Section 3 – Railways of the Environmental Protection (Noise) Policy 1997 . That is: a) 65dB(A), assessed as the 24 hour average equivalent continuous A-weighted sound pressure level; b) 87dB(A), assessed as a single event maximum sound pressure level.
Inside bedrooms of a proposed dwelling house, multiple dwelling or accommodation unit.	Average Lmax (10pm-6am) not greater than 50dB(A).
External formal living space of a proposed dwelling house, multiple dwelling or accommodation unit.	L _{Aeq} (1hr) (6am to 10pm) not greater than 55dB(A).

Notes:

- a) ***For the purposes of this policy, L_{Aeq} (1hr) (6am to 10pm) represents the highest 1 hour equivalent continuous A-weighted sound pressure level between 6am and 10pm. The L_{Aeq} (1hr) is to be calculated from the highest four consecutive 15 minute samples, and is not restricted to measurement from the hour.***
- b) ***For the purpose of this policy, the average L_{max} (10pm to 6am) represents the average of the A-weighted maximum sound pressure levels of train pass-by events between 10pm and 6am.***
- c) ***The calculation and prediction of rail noise levels is to be in accordance with the requirements of Queensland Rail. Alternative rail noise prediction methods may be used where they can be justified as being appropriate to the circumstances of the particular situation and location.***
- d) ***An assessment of rail noise is to be based on the ultimate traffic flow for the railway. If such data does not exist, a 10 year planning projection is to be used.***
- e) ***The external formal living space criteria represent the rail noise level to be achieved, whether free field or non-free field. A correction of plus 2.5 dB(A) for facade reflection is to be included in calculation, where appropriate.***
- f) ***External areas exceeding the design level criteria for external formal living space will not be considered as external formal living space.***

4.0 Other Relevant Requirements

Queensland Rail Noise Contour Maps are directly relevant to the development of land surrounding the rail corridor, and influence the development on adjacent land through Acceptable Solutions within this code.