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Multiplex Constructions Pty Ltd
Level 3
77 Berry Street
NORTH SYDNEY NSW 2060

Attn: Tim MacLeod

New Maitland Hospital (NMH) State Significant Infrastructure Stage 2 - Roof Top Helipad Noise Emissions Assessment

1 INTRODUCTION

The following letter looks at the potential noise emission from emergency helicopters flying to and from the New Maitland Hospital (NMH).

2 NOISE EMISSION ASSESSMENT

2.1 LOCATION

The proposed roof top helipad is located on the south western wing of the hospital building. This location is more than 200-meters north of the closest residential receivers

2.2 FREQUENCY OF USE

AviPro (Helicopter Landing Site (HIS) Concept Design Report for SSI Stage 1) noted the following with regards to the helicopter landing site frequency of use:

"The number of helicopter movements for the existing Maitland Hospital is approximately 2 per month being for emergency aeromedical transfers. It is anticipated, given the growth of the area and the availability of increased clinical capability at the NMH, that the use of the helicopter landing site moving forward may increase, albeit not substantially. The frequency of use will depend on patient needs and clinical transfer policies. Whilst the exact figure is unknown, it is anticipated that the frequency may be approximately three flights per month."

It has been confirmed, the current expected flight frequency of helicopters to and from the New Maitland Hospital (NMH) has not changed since this report.

2.3 NOISE EMISSION

There are no mandatory acoustic criteria with respect to noise from emergency vehicles.

Acoustic guidelines such as the EPA *Noise Policy for Industry* and Australian Standard 2021:2015 are commonly adopted guidelines for noise emissions and for aircraft noise respectively. However, neither are appropriate for use in assessment of emergency helicopter noise, which is much more infrequent than industrial noise or noise from commercial aircraft.

Air Services Australia *Environmental Principles and Procedures for Minimising the Impact of Aircraft Noise*. Principle 7 states – *There should be a current agreed aircraft noise exposure level above which no person should be exposed, and agreement that this level should be progressively reduced. The goal should be 95dB(A)*. (This performance goal was adopted at Royal North Shore, where there are typically 3-4 helicopter movements per week).

We note, however, that the above guidelines are not intended to be applied to emergency vehicles. Regardless, given the location of the helipad and proposed flight movements, a worst-case helicopter movement is predicted to not exceed 85dB L_{max} at the nearest residential receivers. Which is both 10dB less than the Air Services Australia noise guideline of 95dB(A) L_{max} , and no higher than what was previously nominated in the original SSI2 Report.

We trust this information is satisfactory. Please contact us should you have any further queries.

Yours faithfully,



Acoustic Logic Consultancy Pty Ltd
Jenna MacDonald