City of Greater Geelong, Statutory Planning - Date Received 7/09/2026

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ENFIELD ACOUSTICS NOISE VIBRATION

455 MELBOURNE ROAD, NORLANE (OLD FORD FACTORY)

Application for Helipad Permit

Prepared For

CUBE PILOT C/- TRACT

DOC. REF: V2897-01-P ACOUSTIC REPORT (R0)
27 AUGUST 2026

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Subject	Application for Helipad Permit
Client	Cube Pilot c/- Tract
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1 Introduction & Scope

Enfield has been engaged by Cube Pilot c/- Tract (Applicant) to assess the proposed helipad operation at 455 Melbourne Road, Norlane, in accordance with the planning scheme requirements to obtain planning approval from Council.

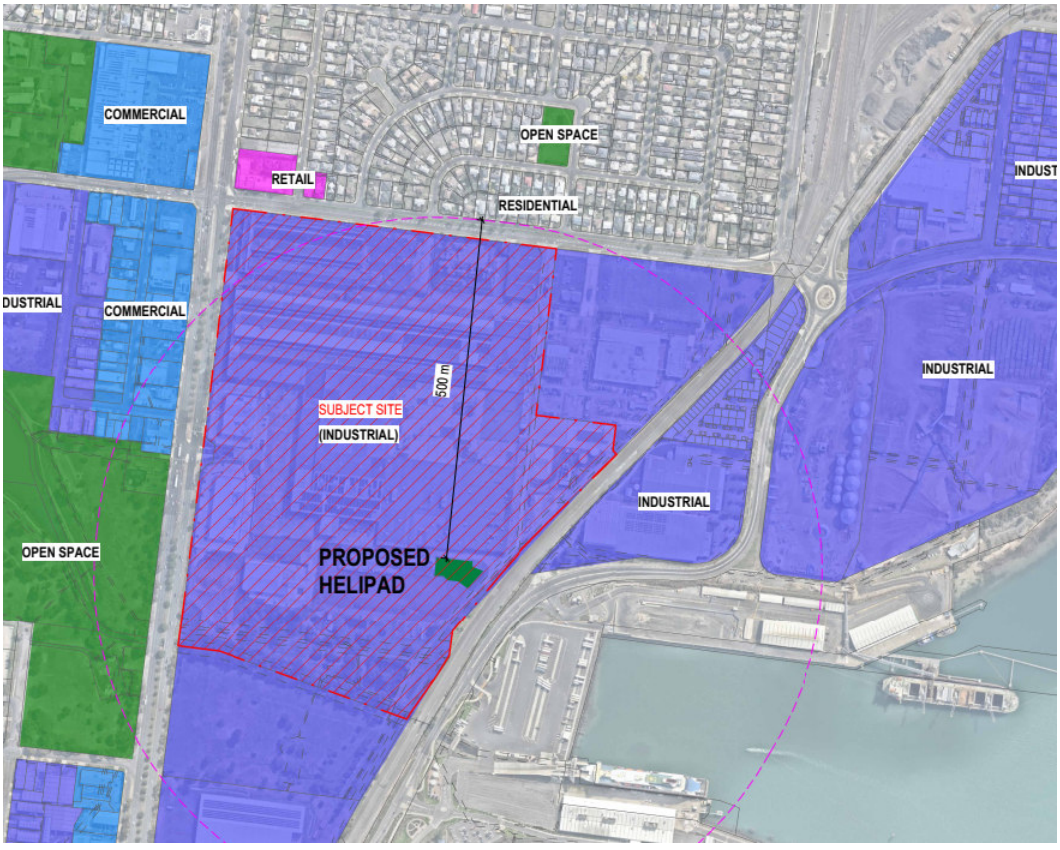
The helipad already operates in accordance with the provisions of the planning scheme which does not require a planning permit. In accordance with Clause 52.15 of the planning scheme, a planning permit is only triggered for general use where either:

- The site is less than 500m to a sensitive use; and
  - The number of flights do not exceed eight in a 30-day period or four in a 24-hour period;
  - Flights do not occur before 7am or after sunset on a weekday;
  - Flights do not occur before 8am or after sunset on a weekend or public holiday;

or;

- The site is less than 1000m to a sensitive use.

The helipad is greater than 500m but less than 1000m from the nearest sensitive use as shown on the following site plan.



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The Applicant would like to operate a greater number of flights than those provided in the restrictions above under the permit exemption, and has applied for a permit under Application No. PP-648-2026. Council has requested this acoustic report by RFI letter, dated 7 August:

1. An acoustic report prepared by a suitably qualified person to demonstrate how the proposal will comply with relevant noise legislation and mitigate amenity impacts on nearby residences/to residences of this development.
    a. The acoustic report should speak to the *Noise Control Guidelines* specified within Clause 52.12-2.
    b. Details on how it will potentially impact the future use of the industrial park as well and what threshold distances would need to be met for more sensitive uses to operate within the same locality.

In response, we note:

- At 1(a), Council's reference to Clause 52.12-2 appears to be an error and we assume they meant Clause 52.15-3, where the Noise Control Guidelines are referenced.
- At 1(b), there are no guidelines, policies, specified threshold distances or other assessments normally adopted for noise impacts on non-residential receptors, including the referenced industrial park. A *sensitive use* is limited to accommodation, childcare centre, education centre and hospitals in the planning scheme. The Noise Control Guidelines simply limit the assessment to *residences*. For the sake of argument, we note that the nearest sensitive use is the residential interface at approximately 500m from the helipad, along North Shore Road and compliance at this location would satisfy the requirements of the planning scheme and Noise Control Guidelines more broadly.

Because the helipad already exists and the model of helicopter is already on site, Enfield Acoustics has undertaken a noise survey on site to determine if the proposal can meet the permit requirements under Clause 52.15, particularly in reference to the Decision Guidelines of Clause 52.15-3. Our instructions from the Applicant are that only one model of helicopter will be used on the site, less than two tonnes.

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2 Planning Policy

2.1 Planning Scheme

It has already been noted that Clause 52.15 is the correct planning scheme policy. The Decision Guidelines at Clause 52.15-3 refer to EPA Publication 1254, otherwise referred to as the Noise Control Guidelines.

52.15-3
18/12/2012
VC93

Decision guidelines

Before deciding on an application to use land for a heliport or a helicopter landing site, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- Whether the proposal achieves a suitable separation distance from a nearby sensitive use, having regard to the Noise Control Guidelines (Environment Protection Authority, 2008).
- The effect of the proposal on nearby sensitive uses in terms of the proposed frequency of flight movements and hours of operation.

Beyond what is ultimately dictated by the Noise Control Guidelines, Clause 52.15 does not otherwise restrict the hours of use or frequency of flights that can be approved under a permit (noting that restrictions only apply to permit exemptions).

2.2 Noise Control Guidelines

The noise criteria of the Noise Control Guidelines are extracted below:

16. Helicopters

16.1.Noise level criteria

The criteria comprise three separate components, each of which should be satisfied at the nearest affected buildings:

- The measured $L_{Aeq,T}$(measured over the entire daily operating time of the helipad) shall not exceed 55 dB(A) for a residence.
- The measured maximum noise level $L_{A\,max}$ shall not exceed 82 dB(A) at the nearest residential premises (See Note below).
- Operation outside the hours between 7 am and 10 pm shall not be permitted except for emergency flights.

Note: These levels will generally be met by a separation between the landing site and the residential premises of 150 m for helicopters of less than two tonnes all-up-weight, and 250 m for helicopters of less than 15 tonnes all-up-weight.

The following should be noted:

- The Noise Control Guidelines already indicate that the noise metrics can be expected to be achieved at distances beyond 150m for helicopters in the range of that used on the Subject Land. The nearest sensitive interface is 500m from the helipad so it shouldn't be surprising that the noise metrics are achieved at this distance.

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- While the planning scheme does not stipulate restrictions on operating hours (under a permit), the Noise Control Guidelines do, being 7am to 10pm for non-emergency flights. Because the Noise Control Guidelines form part of the Decision Guidelines under the planning scheme, it can be interpreted that a permit can be issued with operating hours of 7am to 10pm.
- Because the 'note' section of the Noise Control Guidelines refers to separation distance between a *landing site* and residential premises, it is inherently referring to noise emission to do with the helipad use, not flyover noise.

2.3 Planning Practice Note

Planning Practice Note 75 (PPN75) confirms the above, with regard to control of helipad versus airspace:

Helicopters and airspace

Once a helicopter is in the air, it is beyond planning control.

Two independent statutory authorities are responsible for administering federal legislation and regulations for airspace management, including helicopters in flight:

- **The Civil Aviation Safety Authority (CASA)**
  Established by the *Civil Aviation Act 1988* and responsible for administering the Civil Aviation Regulations 1988, CASA conducts safety regulation of civil air operations.
- **Airservices Australia**
  Established in 1995 and responsible for airspace management, aeronautical information, aviation communications, radio navigation aids, aviation rescue and fire fighting services.

Flying overhead

Planning consideration of a heliport or helicopter landing site does not generally extend to a helicopter flying overhead. For areas of controlled airspace, Airservices Australia is responsible for air traffic services, including managing designated flight paths.

For areas of uncontrolled airspace, Civil Aviation Regulations 1988 stipulate that a helicopter pilot must not fly over a city, town or populous area at a height lower than 1000 feet, or 500 feet over any other area. This does not apply if a helicopter is flying at a designated altitude, for example a flight path in controlled airspace.

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3 Noise Survey

Enfield Acoustics carried out a noise survey on 21 August 2026. Conditions were relatively calm and suitable for the measurement of noise. All testing was carried out using a Type-1 sound level meter.

Observations were made along the length of the North Shore Road service lane, where the residential interface is located on the north side of the road, opposite the Subject Land. The helipad itself is >500m from all residences at this interface and because the helipad is situated behind large industrial buildings, there is no direct line-of-sight between the helipad and residential interface.

The most obvious points with some 'acoustic line-of-sight' (i.e. where noise was observed to be highest and most audible) were determined to be at Location 1 and Location 2 shown on the following aerial overlay. These points are not directly behind large industrial buildings, though the helipad is still shielded from any direct line-of-sight.



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At the time of testing, we observed that North Shore Road was relatively busy with traffic and there were train passbys along the rail corridor to the east. Ambient noise was generally higher than noise emission from the helipad, which was generally inaudible except for brief pauses in traffic passbys.

The following table summarises our test results, isolated during pauses in traffic:

Location	Noise Levels	Photograph
1	51dB(A), L_{eq} 55dB(A), L_{max}	
2	52dB(A), L_{eq} 54dB(A), L_{max}	

From the above results, the following can be concluded:

1. The L_{max} noise levels are well below the Noise Control Guideline criterion of 82dB(A).
2. Because the L_{eq} level measured for continuous noise was less than 55dB(A), there is no need to calculate a frequency of flights to meet the Noise Control Guideline criterion of 55dB(A) L_{eq} over the daily operating time. In essence, the helicopter could be operated all day and still comply with the Noise Control Guidelines.

It is noted that ambient noise (including when vehicles were passing on North Shore Road) over a 15-minute period was recorded to be 61dB(A), L_{eq}. Because of this, it is unlikely that the helipad use would be noticed at even the most sensitive residential interface.

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4 Conclusion

In summary, our assessment demonstrates that the proposed helipad use at 455 Melbourne Road, Norlane will easily comply with the noise criteria under the Noise Control Guidelines. Subsequently, we consider that acoustic requirements of Clause 52.15 are satisfied and that a permit can be issued by Council under the following condition:

- Flights and operations on the helipad are limited to the hours 7am to 10pm.

No further restrictions on the frequency of flights is required to satisfy the planning scheme or Noise Control Guidelines.