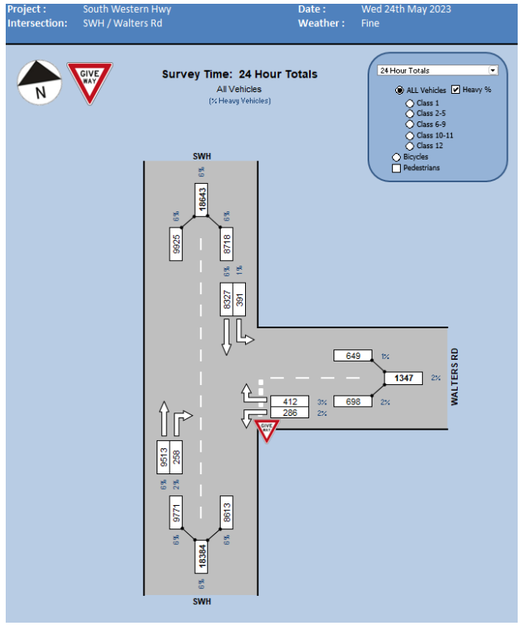
Reviewed Element Description	Comments	Expected Noise Impact
Location of the site and the existing surrounding land uses.	The site is positioned with commercial zoning to the immediate north and south adjacent lots. The nearest noise sensitive premises are 45m to the east across South Western Highway, and 110m to the west across the Armadale passenger Rail line. The surrounding land uses will yield an influencing factor of between 4 dB and 8 dB for the west and east noise sensitive premises, respectively.	Low impact. The surrounding locality and influencing factors are zoned and therefore considered suitable for commercial operations. Noise levels at nearest noise sensitive premises are expected to comply with assigned noise levels.
The presence of existing transport noise on the east and west sides.	South Western Highway in this location has 2023 traffic volumes of 18,643 vpd. Therefore, it is considered a major traffic route. 	Low impact. Background noise from transport corridors is likely to mask noise from the proposal.
Proposed 24/7 operating hours.	The site is expected to operate within the most sensitive night-time period. Noise levels would be assessable against the baseline assigned noise levels plus any applicable influencing factors of the *Environmental Protection (Noise) Regulations 1997*. Usage of the site during this period is expected to be lower than during the evening and day times, and only with an access code or key.	Low to medium depending on site design and other factors. *See below comments*
Potential noise sources.	The highest level noise sources from site are expected to be from medium rigid axle trucks (i.e. moving trucks) moving at low speed. Noise is also expected to include voices and general intermittent loading impact sounds.	Low impact given the proximity to background noise from a major transport corridor, site vehicle noise is likely to be indistinguishable above background. Loading activities are shielded by the storage units.
The design and layout of the proposed site.	The proposed site is designed with closely arranged storage units. The storage units form a near continuous barrier along the east and west boundaries. Moreover, the roller door openings of said units are faced internally (away from the east and west boundaries), such that vehicles and other noise sources will be well shielded by the buildings.	Low impact. The design of the site is considered optimal.