



Mr Steve Foster
ESR Developments (Australia) Pty Ltd
Level 29, 20 Bond Street
SYDNEY NSW 2000

19/01/2021

Dear Mr Foster

**ESR Horsley Logistics Park (SSD-10436)
Request for Additional Information**

I refer to the assessment for the ESR Horsley Logistics Park (SSD-10436). After careful consideration, the Department is requesting that you provide additional information responding to the issues detailed in **Attachment 1**.

You are requested to provide the information, or notification that the information will not be provided, to the Department by Monday 1 February 2021. If you are unable to provide the requested information within this timeframe, you are requested to provide, and commit to, a timeframe detailing the provision of this information.

The Department suggests a meeting is necessary to discuss the identified issues. To arrange this or to discuss anything further, please contact Bruce Zhang, Planning and Assessment, on 02 9274 6137 or at bruce.zhang@planning.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'C. Ritchie'.

Chris Ritchie
Director
Industry Assessments

Attachment 1 Department's Comments on the Noise and Vibration Impact Assessment (NVIA)

Operational noise modelling

Loading docks are anticipated to be utilised by 19 metre semi-trailers for reversing movements and super B-double for side-loading. However, there is no evidence that all heavy vehicle manoeuvres identified in the transport assessment have been taken into account in the operational noise assessment.

The NVIA must be revised to incorporate each distinct outdoor operation corresponding to side-loading as well as heavy vehicles idling, passing by, accelerating and reversing (including the contribution of energy-average noise emission associated with non-tonal reversing alarms). This would involve changes to modelled sound power levels for onsite vehicle movements and source path footprint. In addition, the representative duration of noise emission for each distinct operation also need to be amended accordingly. It should be noted that it is unlikely articulated trucks and B-doubles would be able to manoeuvre safely at 25 km/h when turning and reversing on site.

The Department requires all operational modelling assumptions be clearly identified and justified in the amended NVIA.

Modifying correction for intermittent noise

The application of modifying corrections for annoying noise characteristics need to be revised in the NVIA in line with Fact Sheet C of the Noise Policy for Industry.

Given the NVIA reported exceedances of sleep disturbance screening criterion at all residential assessment locations and that the predicted temporal variation in noise is well above 5 dB within a 15-minute assessment period, the Department considers the application of a +5 dB modifying correction for intermittent noise to be warranted.

The Department's recommendation is supported by *ISO 1996-1:2016 on description, measurement and assessment of environmental noise* which considers motor vehicle noise under conditions of small traffic volume to be intermittent. Furthermore, *Guidelines for Community Noise* from the World Health Organization (WHO) reiterated the need to account for the intermittent character of noise when setting night-time noise limits in terms of energy-average noise levels. The WHO notes that the intermittency of a time-varying sound can be determined by quantifying the number of noise events as well as examining the difference between the maximum sound level and background sound level.