Loading Area Management Plan

Lot 202 – Horsley Logistics Park

327-355 Burley Road, Horsley Park
24/05/2022
P1328r05v3

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Glossary

Acronym	Description
AGRD	Austroads Guide to Road Design
AGTM	Austroads Guide to Traffic Management
CC	Construction Certificate
Council	Fairfield City Council
DA	Development Application
DCP	Development Control Plan
DoS	Degree of Saturation
DPIE	Department of Planning, Industry and Environment
FSR	Floor space ratio
GFA	Gross Floor Area
HRV	Heavy Rigid Vehicle (as defined by AS2890.2:2018)
LAMP	Local Area Management Plan
LEP	Local Environmental Plan
LGA	Local Government Area
LoS	Level of Service
MOD	Section 4.55 Modification (also referred as a S4.55)
MRV	Medium Rigid Vehicle (as defined by AS2890.2:2018)
NHVR	National Heavy Vehicle Regulator
OC	Occupation Certificate
OEMP	Operational Environment Management Plan
RMS Guide	Transport for NSW (formerly Roads and Traffic Authority), Guide to Traffic Generating Developments, 2002
S4.55	Section 4.55 Modification (also referenced as MOD)
S96	Section 96 Modification (former process terminology for an S4.55)
SRV	Small Rigid Vehicle (as defined by AS2890.2:2018)
TDT 2013/04a	TfNSW Technical Direction, Guide to Traffic Generating Developments – Updated traffic surveys, August 2013
TfNSW	Transport for New South Wales
TIA	Transport Impact Assessment
TIS	Transport Impact Statement
veh/hr	Vehicle movements per hour (1 vehicle in & out = 2 movements)

1 Introduction

1.1 Background

Ason Group has been engaged by ESR to prepare a Loading Area Traffic Management Plan (LAMP) to address Condition B18 of the Conditions of Consent in relation to the approved State Significant Development (SSD 10436, approved on 31 March 2021). The SSD relates to a proposed industrial development known as Horsley Logistics Park, located at 327-355 Burley Road, Horsley Park (the Site), within the Fairfield City Council (LGA). This LAMP will specifically address Lot 202 (the Site), formerly known as Lot 204 within the Horsley Logistics Park.

The conditions read as follows:

B6: The Applicant must comply with the hours detailed in Table 3, unless otherwise agreed in writing by the Planning Secretary.

Table 3 Hours of Work

Activity	Day	Time
Earthworks and construction	Monday – Friday	7 am to 6 pm
	Saturday	8 am to 1 pm
Operation	Monday – Sunday	24 hours

B18. Prior to the commencement of operation of the Lot 204 warehouse, the Applicant must prepare a Loading Area Management Plan (LAMP) to manage noise emissions. The LAMP must form part of the OEMP in accordance with Conditions C5 and must:

- *a) detail the management measures to restrict the number of heavy vehicles permitted to access Lot 204 during the night to two, two-way movements over any 15-minute period;*
- *b) require the provision of annual heavy vehicle noise measurements from each tenancy on Lot 204 in operation to verify the sound power level of heavy vehicles manoeuvring in the loading areas are below the sound power levels used in the Supplementary Information; and*
- *c) detail measures to reduce noise emissions from the operation of the loading area at night including:*
  - *i. avoiding the use of waste areas;*
  - *ii. limiting the use of forklifts;*
  - *iii. ensuring non-tonal reversing beepers (or equivalent mechanism) are fitted to forklifts.*

B19. The Applicant must:

- *a) not commence occupation of Lot 204 until the LAMP required by B18 is approved by the Planning Secretary; and*
- *b) implement the most recent version of the LAMP approved by the Planning Secretary*

TABLE 1: RESPONSE TO SSD-10436 CONDITIONS OF CONSENT

Condition No.	Condition	Response
B6	Day: Monday – Sunday Time: 24 Hours	Refer to Section 2.3.
B18 a)	detail the management measures to restrict the number of heavy vehicles permitted to access Lot 204 during the night to two, two-way movements over any 15-minute period;	Refer to Section 4.2.
b)	require the provision of annual heavy vehicle noise measurements from each tenancy on Lot 204 in operation to verify the sound power level of heavy vehicles manoeuvring in the loading areas are below the sound power levels used in the Supplementary Information; and	The noise consultant has responded below: The tenant is required to engage a suitably qualified acoustic consultant on an annual basis to conduct noise measurements of representative heavy vehicles manoeuvring in the loading areas. Noise measurements of heavy vehicle pass-bys are to be conducted such that the sound power level of heavy vehicle movements can be obtained. A report has been provided within Appendix C confirming the measurement results and the calculated sound power levels do not exceed the following noise limit: • Heavy vehicle maximum sound power level of 105 dBA and a passing speed of 5 km/h
c) i)	avoiding the use of waste areas;	The noise consultant has responded below: The tenant is required to avoid any use of external waste areas during the night-time period (defined as 10.00pm to 07.00am, or 10.00pm to 08.00am on Sundays and public holidays) to mitigate noise emission to surrounding receivers. No waste collection is to be scheduled during the night-time period.
c) ii)	limiting the use of forklifts	The noise consultant has responded below: Forklift use on the hardstand is limited to one forklift per heavy vehicle loading or unloading during the night-time period. Electric forklifts (instead of gas powered forklifts) are to be used wherever practicable as a noise mitigation measure.
c) iii)	ensuring non-tonal reversing beepers (or equivalent mechanism) are fitted to forklifts.	The noise consultant has responded below: The tenant must ensure that all forklifts operating during the night-time period are fitted with nontonal (i.e., 'white noise', 'broadband', 'quacker' type) reversing alarms.

B19 a)	not commence occupation of Lot 204 until the LAMP required by B18 is approved by the Planning Secretary; and	Noted.
b)	implement the most recent version of the LAMP approved by the Planning Secretary	Noted.

This Plan builds on previous reports prepared for the Site and provides guidance and outlines the procedures and management principles which should be adhered to within the Site and in particular around the servicing and loading areas. The overall objective is to ensure safe and efficient parking and movement of vehicles and personnel. This LAMP would be developed further (if required) and is expected to be implemented as necessary. In particular, this plan details the following:

- Roles and responsibilities of key personnel in loading dock operations,
- The operational and safety measures that are to be followed while within the loading areas,
- Appropriate internal traffic control and signage to ensure the prevention of conflicts between private and commercial / service vehicles, and
- Details on the governance and administration of the plan.

The effective use of a LAMP would contribute to the minimisation of delays, prevention of accidents and meet customer expectations. Ultimately, this would result in reduced costs, higher productivity, and a safer environment for all users of the Site.

This Plan will be subject to ongoing review and will be updated as necessary in response to changing requirements or in response to any documented Work, Health, and Safety (WH&S) issues. In particular, a review of the Plan may be required where a new business occupies a tenancy and has different operational requirements to that envisaged under this Plan. Where a change of businesses does not alter the underlying characteristics of the operation, no change to this Plan would be required.

1.2 Consultation

It is essential that any parties that may play a part in the future LAMP are aware and have an opportunity to discuss. This would enable equitable input and feedback as well maximising the overall efficacy of the LAMP. For this reason, a coordinated approach to GTPs across the Estate should be implemented (subject to individual tenant participation) to assist in the consultation with the relevant parties, which could include the following:

- Council Traffic & Transport Department and Traffic Committee
- Heavy Vehicle Companies utilised the Site
- Transport for New South Wales

Other organisations may be added to this list as the Plan evolves.

1.2.1 Consultation with DP&E

A response has been received from the Department of Planning & Environment (DP&E) in relation to the development and draft LAMP. The response table below shall be updated accordingly on receipt of the comments for this proposal.

TABLE 2: COMMENTS FROM DP&E

Item No.	Condition	Response
1	The title of the management plan should be amended to Loading Area Management Plan as per the consent and as the plan is intended to cover not only the warehouse loading docks but also the communal areas for heavy vehicles including the entry/exit and driveway. The title should also specify 'Lot 202' which is the relevant lot (previously Lot 204) referred to in condition B18.	Noted. The report has been renamed to Loading Area Management Plan, and specific reference has been made to Lot 202.
2	Condition B18(a) has not been adequately addressed. It is unclear how heavy vehicle movements will be managed and coordinated between the 3 warehouses / separate tenancies to ensure that heavy vehicle movements for the site will be restricted to 2 inbound and 2 outbound in any 15-minute interval at night. The following will need to be provided in the management plan: a. Details of the booking system, including how it will handle the bookings associated with the 3 warehouses to ensure that between the different tenants that may from time to time occupy each warehouse, the total number of night-time heavy vehicle movements will comply with condition B18(a). b. Site Management and ESR Representative (formerly referred to as Site Manager in previous LAMP issue) are variously referred to in the management plan, however, the plan does not provide any details about inter-tenancy coordination of night-time heavy vehicle access to the loading docks. The management plan should include details of how the ESR Representative will coordinate and resolve any conflicts that may arise between the frequency of use between the three warehouses to ensure the movement restriction in condition B18(a) is complied with. c. The Contacts Register (Section 4.3) should include ESR Representative's details, in addition to the Tenancy Representatives (managers of the 3 separate warehouse tenancies), as the ESR Representative should have a key oversight role between the different tenancies.	Noted. Responses to each subsection are outlined below; a) Each tenancy shall provide breakdown of vehicle arrivals to ESR on a weekly basis, as outlined within Section 4.2 b) Night deliveries are anticipated to be an infrequent occurrence with the current tenants in Lot 202. Nonetheless, a Noise Verification Report has been prepared and approved which outlines that night time activity will not create any noise related issues. This report has been included within Appendix C c) The contact's register has been updated, accordingly.
3	Table 1 of the management plan provides for the commissioning of an annual noise report by each of the warehouse tenants to satisfy condition B18(b), however, does not provide any details about management practices and procedures that will be implemented and by whom, to ensure the heavy vehicles sound power levels are below the threshold in the Supplementary Information. These details should be provided in a	As outlined above in Item 2, SLR Consulting has prepared a Noise Verification Report for the Site (Lot 202). Within it, the report outlines the sensitive receivers and relevant operational noise

	separate section of the management plan. Furthermore, the plan should indicate the noise reports commissioned by each tenant is to be submitted to the ESR Representative.	modelling assumptions – See Appendix C. Additionally, Section 4.9 has been included within the report which discusses the management practices and procedures to be implemented by ESR to ensure noise is not considered an issue.
4	Information in Table 1 about avoiding the use of waste areas during the night should be included in the section titled Waste Management (Section 4.6). The management plan should explain how management will minimise use of the waste areas during the night (e.g., any physical barriers, CCTV monitoring?) and how this will be enforced (e.g., via security despatch). This section should also indicate whether the booking system can block the scheduling of waste collection during the night after a threshold number of bookings has been reached.	Section 4.6 has been updated to include commentary on the management systems in place to ensure waste collection at the appropriate times and the appropriate monitoring systems.
5	A separate section in the management plan should be included about the night-time use of forklifts to make clear the management measures for the use of forklifts during the night. This section should include the requirement for the ESR Representative to confirm that tenants have the appropriate number of forklifts with non-tonal reversing beepers adequate for the anticipated nighttime use and provide details of the monitoring and enforcement of the requirement.	Night time activities have been assessed within the Noise Verification Report and includes commentary on non-tonal reversing beepers. Nonetheless, Section 3.3.2 has been added to make note of forklift drivers and each tenant's forklift inventory.
6	The Community Strategy section of the plan (Section 5.3) should include information about the community liaison representative, such as contact details and how these details will be made available for members of the public so that they may contact the representative in a timely manner should a potential compliance issue arise.	To date, no Community Liaison Representative has been engaged. Notwithstanding, Section 5.3 has been updated to outline that the details of the representative shall be made readily available to all invested parties.
7	There is a reference to 'Campbell Road' in the Pedestrian Management section of the plan (Section 4.8) which may be in error. If so, please replace with 'Johnston Crescent'.	Noted and updated.

1.2.2 Additional Consultation with DP&E

An additional response has been received from the Department of Planning & Environment (DP&E) dated 23 May 2022 following their initial comments, and subsequent resubmission of this LAMP. The following table now outlines those additional comments and subsequent responses.

TABLE 3: COMMENTS FROM DP&E (23 MAY 2022)

Item No.	Comment	Response
3	**Loading Area Management Plan**	
a	Table 5 in the OEMP should specify that all loading and unloading of materials will be carried out on site 'in accordance with the Loading Area Management Plan (Appendix D)' to satisfy condition C6(c)(ii).	Noted. SLR to update the OEMP. Notwithstanding, an additional item has been included within Table 5 (now Table 6) to ensure that all loading and unloading shall be in accordance with this plan.
b	Section 3.3 of the OEMP should specify loading and dock activities at the discretion of tenants management to be 'in accordance with the Loading Area Management Plan (Appendix D) to satisfy condition C6(c)(ii).	Noted. SLR to update the OEMP. Notwithstanding, commentary has been added within Section 4.1 to ensure all dock activities are at the discretion of each individual tenant.
c	Section 5.3 of the LAMP should include information about how the details of the community liaison representative will be made available for members of the public should a compliance issue arise, to satisfy condition B18	Noted and updated. Reference has been made to the Horsley Park Community Consultation Plan (Appendix D of this LAMP)
d	Provide details in the LAMP of how the site manager will coordinate and resolve any conflicts between tenancies relating to access and movement within the common entry/exit and driveway servicing the site to ensure compliance with condition B18(a). The details of each of the tenancy/warehouse managers should be provided in addition to the Site Manager. The names of responsible personnel should be consistent with the OEMP – e.g., replace Site Manager with ESR Representative and tenancy / warehouse managers with Tenancy Representatives.	Section 4.2 of this LAMP provides detail on how each site manager shall coordinate and resolve any potential conflict within the Site, and in particular the driveway. The details of the Estate Manager and tenancy/warehouse representatives have been provided within Table 5
e	Section 4.9 of the LAMP should indicate the noise reports commissioned by each tenant is to be submitted to the ESR Representative in accordance with condition B18(b). The updated LAMP refers to a noise verification report however the condition requires noise reports to be procured annually on an ongoing basis	Noted and updated.

1.3 Site Details

This site to which this plan relates to Lot 202 in DP106143 as shown below within **Figure 1** and **Figure 2**. For the purpose of this report, the LAMP shall be focused on the existing arrangement within the Site only.

Figure 1: Site Plan

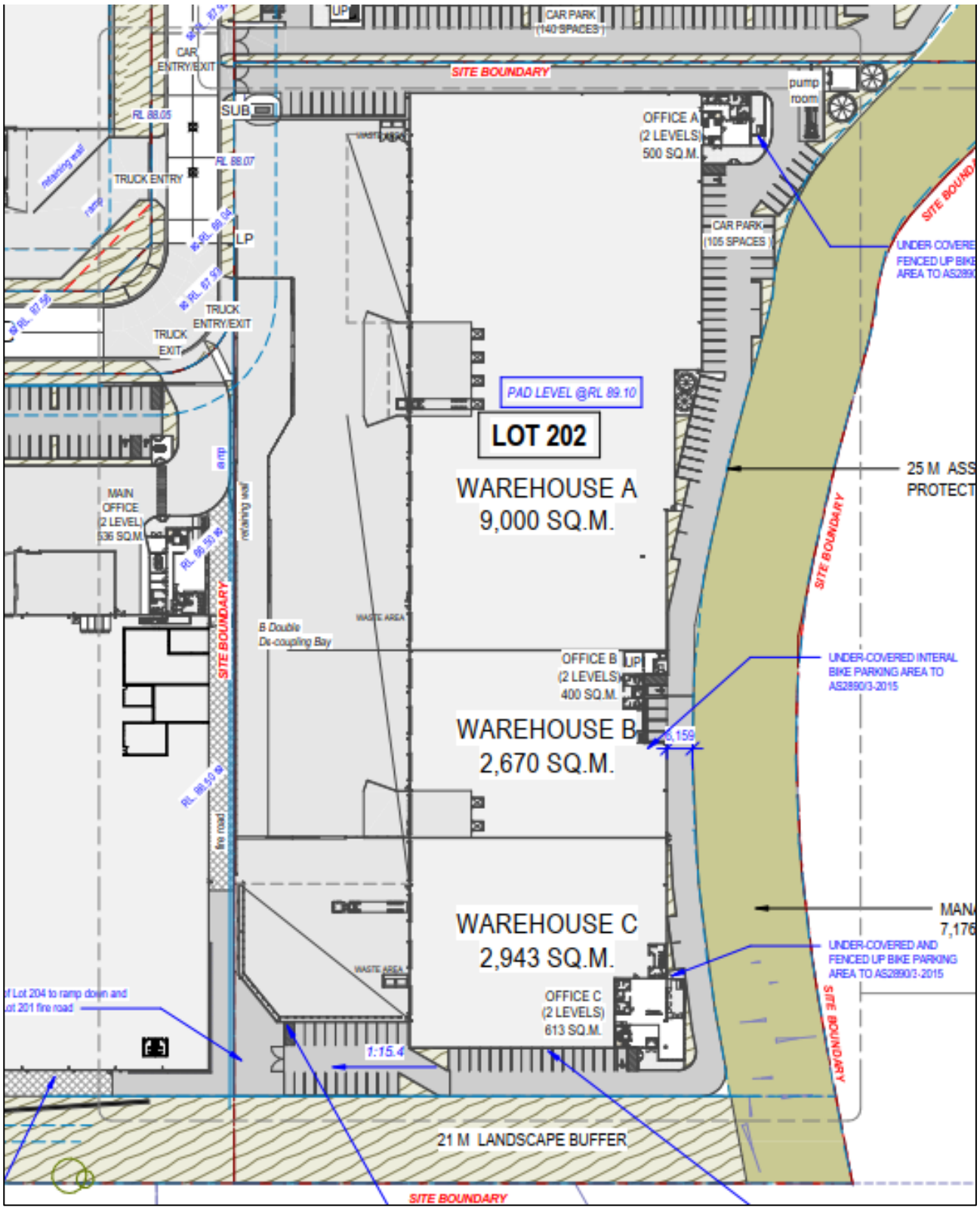


Figure 2: Approved Development Site Plan

1.4 Objective

The objective of this Plan is to:

- Respond to **Condition B18 and B19** of the development consent conditions only, and
- Provide a framework for the management of on-site loading facilities.

This is intended as a framework guide and does not preclude establishment of further sub-plans in relation to individual tenancies, if deemed necessary by tenancy management.

1.5 Exclusions

This Plan relates only to the operational and management of on-site loading dock facilities and covers operational loading dock activities only.

Reference should also be made to any relevant Construction Traffic Management Plan(s), prepared separately, in relation to management of construction vehicles.

Finally, this plan only responds to Conditions B18 and B19 as outlined above with other relevant conditions to be addressed separately.

2 Site Access and Operation

2.1 Site Access Requirements

Access to the Site is to be provided by 2x driveways from the internal estate road (western frontage of the Site). These accesses are designed to separate light and heavy vehicle access to the Site. The heavy vehicle access would provide direct passage to the hardstand, unhitching areas and loading bays, while the light vehicle access provides motorists direct access to parking spaces.

All access to and egress from the site shall occur in a forward direction, at all times.

Heavy vehicles are not to park or wait for scheduled delivery windows on surrounding public roads, or within the internal Estate Road.

2.2 Approved B-double Routes

A review of the RMS Restricted Access Vehicle (RAV) mapping confirms that Old Wallgrove Road, to the north of the Site, is classified as an approved B-Double route (refer **Figure 3**) Therefore, the subject site currently has access to an approved B-double route.

However, the Site will be accessed via public roads which will not automatically be approved for B-Double access. Therefore, upon dedication of the estate roads to Council, further consultation with the National Heavy Vehicle Regulator (NHVR), TfNSW and Council is required to ensure these roads will be included in future updates to the approved B-double network.

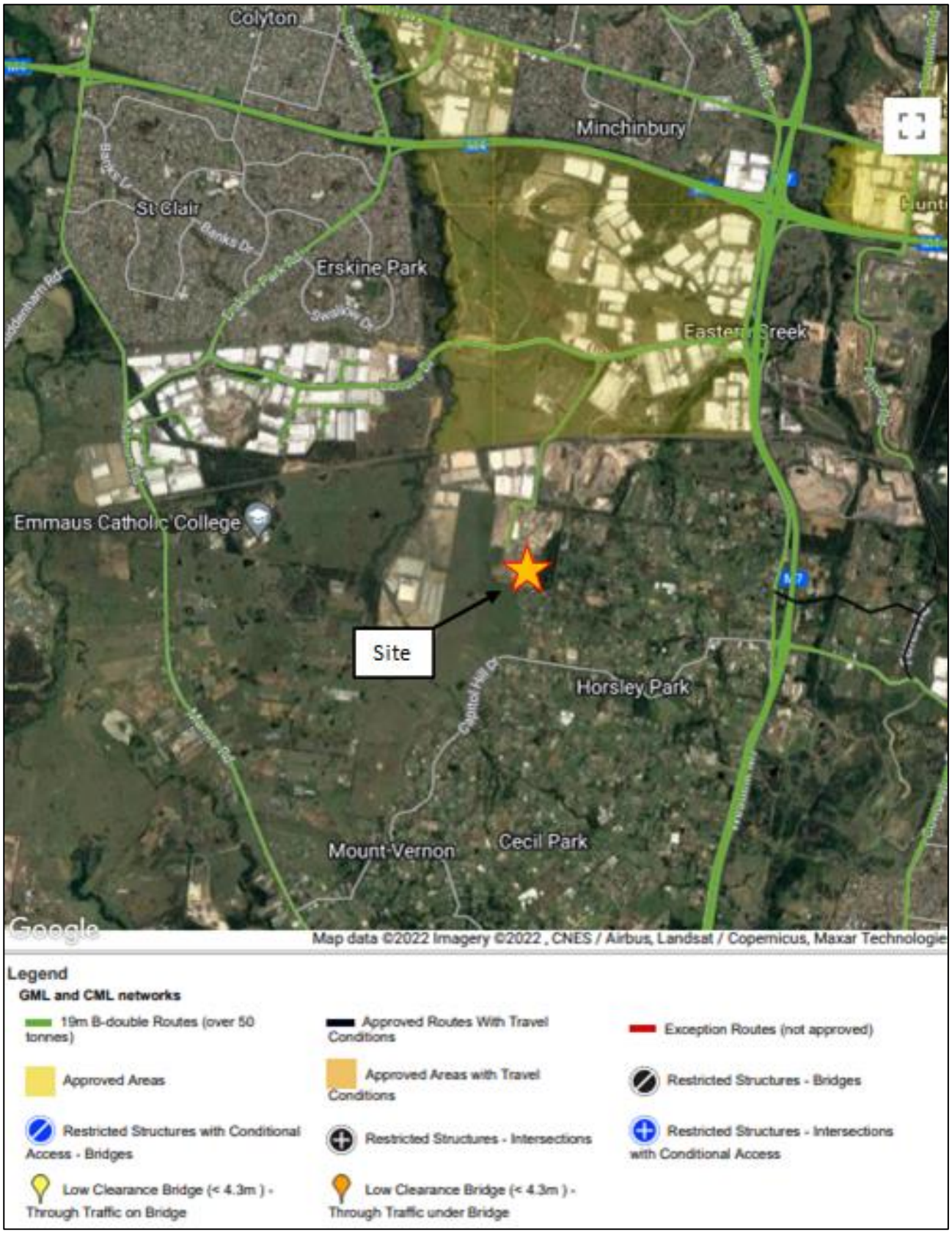


Figure 3: Approved B-double Routes

2.3 Site Operations

As per Condition B6 of the Conditions of Consent, the approved hours of operation for the Site are 24 hours a day, 7 days a week. General loading and dock activities movements during operational periods will be undertaken with the discretion and responsibility of each tenants management.

The proposed booking system detailed in Section 4.2 would ensure that the arrivals and departures are managed and that servicing needs for each individual tenancy would not overlap.

2.4 Commercial Vehicle Demands

Table 4 details the expected servicing vehicle movements to the Site.

TABLE 4: HEAVY VEHICLE MOVEMENTS AND SIZES

Tenancy	Daily Movements		Largest Vehicle Size
	In	Out	
1	10	10	26.0m B-double
2	7	7	26.0m B-double
3	5	5	20.0m Articulated Vehicle
Total	22	22	26.0m B-double

It is noted that the majority of vehicles servicing the Site would be a 20.0m Articulated Vehicle (AV). From the data provided, the typical largest vehicle to service the Site would be 26.0m B-double.

3 Key Roles and Responsibilities

3.1 The ESR Representative

The future Site Management must ensure that, as reasonably practicable, adequate provisions have been made to ensure that all staff can operate within a safe environment. When considering the traffic movements through the loading area, each tenant must implement appropriate measures to reduce or eliminate risks.

Building management have the duty to exercise due diligence to ensure the loading dock operates within the Work Health and Safety (WH&S) Act and Regulations.

Management of each tenancy shall:

- Ensure all staff and sub-contractors of each tenancy are provided with sufficient training to undertake the required tasks. This includes responsibility for measures to ensure that all staff and visitors are familiar with site specific rules through appropriate site induction procedures, including being inducted into this LAMP.
- Be familiar with and address their respective duty of care requirements in accordance with the applicable state WH&S legislation.
- Conduct all business in a safe, professional, and legal manner. Management must not, by their actions or requirements, force or coerce subcontractors or drivers to break the law.
- The allocated Tenancy Representative (manager of each tenancy) shall keep activity logs of all commercial / service vehicle movements within the loading area.
- Ensure WH&S Incident logbooks are maintained and undertake necessary action(s) in relation to any reported issues.
- Drivers must be afforded sufficient time to conduct trips in a legal, compliant, and safe manner.
- Vehicles shall not, in any manner, be knowingly overloaded.
- All vehicles transporting loose materials will have the entire load covered and/or secured to prevent any large items, excess dust or dirt particles depositing onto the roadway during travel to and from the site.
- Inform users and / delivery personnel of maximum vehicle restrictions prior to scheduling and confirmation of loading dock booking.
- Vehicles must be wholly within site before stopping, as well as loading and unloading materials.
- Loading areas and turning areas within site will be kept clear at all times.

Furthermore, the building management is responsible for the inspection and appraisal of all plant equipment to ensure their worthiness. No plant equipment is to be used if it has been considered unworthy.

3.2 Tenants & General Staff

Employees, contractors, and visitors are to take reasonable responsibility for their own health and safety when present in loading areas. All WH&S policies, procedures and instructions must be adhered to.

Tenants should be made aware of the rules and regulations of parking and loading areas, and available booking system since usage of the loading areas will not be permitted for tenants without a prior appointment.

Similarly, if any engagement with external and general service providers that require use of the loading area is being made, tenants should notify the Site's management in advance as access may be refused to the providers upon entry.

Finally, this LAMP suggests that the tenants are responsible to ensure that:

- any vehicles larger than normal passenger cars shall not park within the on-site car parking facilities.
- all vehicles larger than normal passenger cars shall park within their respective tenancies' allocated service vehicle parking area/loading bay.

3.3 Drivers

3.3.1 Vehicle Drivers

All drivers are to operate in a manner consistent with the requirements of applicable Work Health and Safety (WH&S) legislation and other business specific policies.

All vehicle drivers are to be familiar with the Driver Code of Conduct (DCC) before attending the Site attached in **Appendix B**. The DCC details the requirements of vehicle operators while accessing the Site.

3.3.2 Forklift Drivers

It is the responsibility of each tenant to provide ESR with a breakdown of forklifts and whether they are fitted within non-tonal reversing beepers. Furthermore, it is the responsibility of ESR to ensure that no forklifts are to be used during night-time activities in the event the appropriate equipment is not installed on said forklift.

Each forklift operator should be made aware of the requirements for any night-time activities prior to each shift.

ESR shall periodically review forklifts for specified tenants to ensure each forklift has the appropriate equipment installed and is up to operating standards. This review has been included within the Monitoring Systems outlined within Section 5.1

3.4 Work Health and Safety (WH&S)

The following safety requirements must be adhered by all staff who operate or move within the loading dock:

- Any incoming and outgoing vehicles must have appropriate clearances from the ESR Representative.
- All reasonable directions from the Dock Traffic Controller must be adhered to.
- Mobile equipment, machinery and vehicles must not exceed a 10km/h speed limit.
- Before being authorised to work within the loading dock, all personnel must undergo a site induction.
- All workers must wear high visibility vests.
- All personnel must have appropriate security clearances to access the loading dock. Any personnel found to not be permitted to be present at the loading dock must be escorted out of the area by security.

- All forklift operators must carry their forklift licences at all times whilst operating the forklifts.
- Emergency exists must remain unobstructed at all times.
- All personnel must be fit to work and not under the influence of drugs, alcohol or certain medications that would impair their ability to work.
- A log must be kept of all incidents occurring on-site. All incidents are to be reviewed and measures must be implemented to reduce or eliminate the risk of the incident reoccurring.

4 Traffic Management Plan

4.1 Dock Access

All loading and dock activities shall be at the discretion of each tenant's management and will be in accordance with the below.

The loading dock has been designed in accordance with AS 2890.2: 2018. The largest vehicle the Site can accommodate is a 26.0m B-double. Swept path analysis indicates that there is sufficient space for this vehicle to uncouple along the western boundary of the hardstand. In this regard, consideration shall be given to the result of the swept path analysis undertaken as part of the Modification 2 (MOD 2) included in Appendix A. It is noted that some loading bay restriction to Heavy Vehicle Rigid (HRV) trucks also apply.

Heavy vehicles can only access the Site through the heavy vehicle ingress/egress driveway and shall not utilise the light vehicle access at any time. After entering the Site via the heavy vehicle ingress/egress driveway, vehicles accessing the RSDs and recess docks must reverse park. B-doubles are required to perform a U-turn and de-couple along the western boundary of the Site. **Figure 4** below details the dock access and loading restrictions.

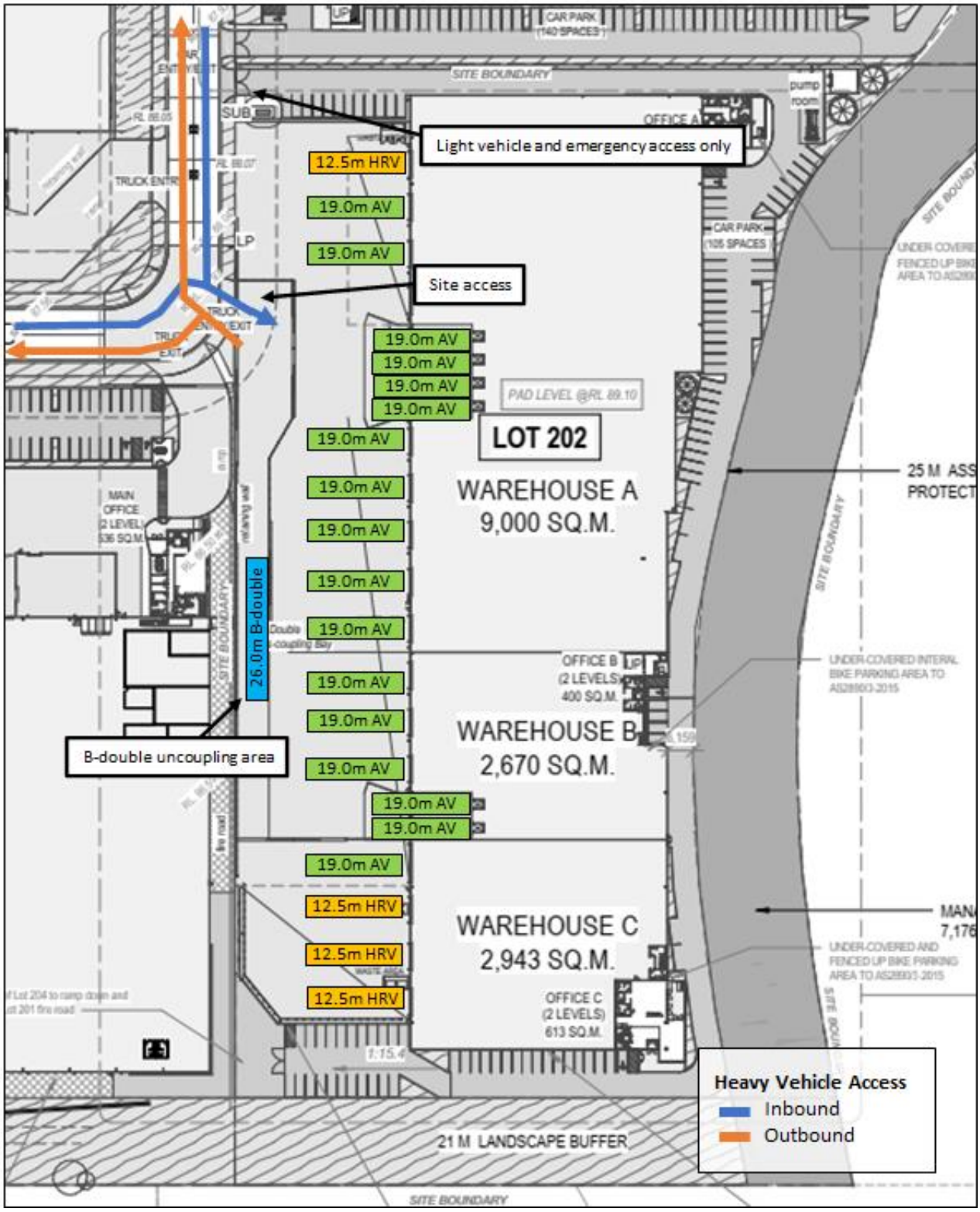


Figure 4: Site Access and Loading Dock Restrictions

4.2 Booking System

To manage deliveries within the Site, ESR will require each tenant to provide a plan with the anticipated deliveries and times during the work week. If a weekly update is not available, then ESR will require correspondence from the tenant at least 48 hours prior to said delivery, otherwise the delivery application will be rejected, and delivery vehicle be turned away from Site.

ESR will manage delivery timeframes and scheduling for the site to ensure there is no conflict within the common entry/exit and driveway servicing the site to ensure compliance with Condition B18(a).

The implementation of a booking system ensures commercial / service vehicles and other vehicles accessing the loading dock would not overlap in utilising the internal loading docks. To reduce potential conflict internally, vehicle congestion at the access point, and vehicle waiting times, regular deliveries, and servicing (waste collection, commercial deliveries, etc.) will have an established time allocation thereby restricting the use of the loading area to that vehicle. It is expected that these times would be outside of peak traffic hours to avoid internal and external queuing as the commercial / service vehicle manoeuvres into position at the loading area.

For general uses of the loading area such as vans, couriers, and commercial / retail waste collection, the building management is to be contacted beforehand, to coordinate a suitable appointment and timeframe for the visiting vehicle to use the loading dock.

Vehicles must adhere to their time allotted at the loading area and are to leave promptly before the end of their booking. Building management must ensure that there is a reasonable time for loading depending on the booked use of the loading area. Each appointment is to have sufficient “buffer” time in between each booking dependent on the purpose of the use of the loading dock to ensure that loading area is vacant before the next appointment begins arrives.

4.3 Contact Details

The relevant contact details for key personnel to arrange and coordinate loading dock demand are provided in Table 5. It is recommended that the ESR Representative and each Tenancy Representative maintains an up-to-date contact register and distribute it to all relevant stakeholders as they change.

TABLE 5: CONTACT REGISTER

Name/Position	Role	Phone No.	Email Address
Fergus Adamson – Portfolio Manager	ESR Representative	0431 063 866	fergus.adamson@esr.com
Ray Toscano	Tenant Representative (Warehouse A)	0417 584 716	ray.toscano@holmanindustries.com.au
Gary Nulty	Tenant Representative (Warehouse B)	0488 488 661	gary.nulty@tennantco.com
Grace Corbett	Tenant Representative (Warehouse C)	0477 110 320	grace.corbett@rsrg.com

4.4 Loading Procedures

Before entering the servicing bays, all drivers must ensure that they have reserved the correct time with the building management and the intended tenants and have arrived on time for their allotted time slot at the loading dock. Any vehicles arriving are required to notify the building management once they have arrived and parked their vehicle in the loading area. Similarly, vehicles leaving the loading dock are to notify management of their departure. Layovers or stopovers along the public roadway SHALL NOT BE permitted.

4.5 Signage and Line-marking

Warning signage is to be provided at the car park access and the site access driveway to caution drivers and pedestrians to watch for manoeuvring commercial / service vehicles before exiting the Site. The locations of these signs are to be confirmed at completion of the built development and an example of the signs has been provided below.

Figure 5: Example Signage to be Used (Where Appropriate)

4.6 Waste Management

All waste will be stored within the Site boundary and shall not be located outside of the Site at any given time. It is proposed that a private waste collection contractor be engaged for waste collection activities, and as such a timeframe will be agreed upon for collection.

Notwithstanding, each tenant is required to avoid any use of external waste areas during the night-time period (defined as 10.00pm to 07.00am, or 10.00pm to 08.00am on Sundays and public holidays) to mitigate noise emission to surrounding receivers.

No waste collection is to be scheduled during the night-time period.

To manage waste collection within the Site, ESR will require each tenant to provide plan with the anticipated collection is to occur (day and timeframe). If a weekly update is not available, then ESR will require correspondence from the tenant at least 48 hours prior to said pick-up, otherwise the application will be rejected, and waste collection vehicle be turned away from Site.

ESR will manage waste collection timeframes and scheduling for the site to ensure there is no conflict at any time.

4.7 Parking Management

Access to parking spaces for use by commercial / service vehicles shall be restricted. At no time shall a vehicle other than those defined as a light vehicle be parked within a space dedicated to light vehicles.

For the purpose of this LAMP, a light vehicle is a vehicle that is for the transportation of people, and not for the transportation of goods. As such, a Van is not to be considered a light vehicle and be restricted from parking in parking spaces.

Similarly, employee or visitor parking is not permitted within the servicing bay area. All employees must use the designated car park. Each tenancy's management should make all vehicle drivers aware of the designation of parking spaces.

4.8 Pedestrian Management

Pedestrian access to the Site shall be from Johnston Crescent, similar to the vehicular access identified above. Internally, there are no dedicated footpaths or walkways along the internal road. Pedestrian access to the loading area used by commercial / service vehicles shall be restricted, as far as practicable, for safety purposes.

Pedestrians moving to different areas within the loading areas are to wait until the scheduled loading times are finished. A schedule of the booked times is to be updated regularly as soon as the loading dock has been booked.

4.9 Noise Management

SLR Consulting has prepared a Noise Verification Report (NVR) for the Site (Lot 202) for the Horsley Logistics Park (the Site) as required by SSD 10436 Consent Condition B13. The NVR includes updated noise source information to the SSDA approved layout of Lot 202 to reflect the needs of future operators of the site, including changes to vehicle numbers and external plant.

The operational noise modelling of the Lot 202 NVR design found no exceedances of the noise limits at any sensitive receivers under both neutral (day, evening, and night periods) and noise-enhancing (night period) weather conditions.

The Lot 202 noise mitigation measures (super canopy infill wall and Warehouse C rooftop plant screening) have been re-evaluated and confirmed to be required to ensure compliance with the Operational Noise Limits during all time periods. As such, operational noise emissions from the Lot 202 NVR design are considered to be compliant with the Operational Noise Limits

The NVR report can be found within Appendix C.

Furthermore, as per Table 1 of this LAMP, the noise consultant has advised that the tenant is required to engage a suitably qualified acoustic consultant on an annual basis to conduct noise measurements of representative heavy vehicles manoeuvring in the loading areas. As such, each tenant is required to provide the ESR representative of noise reports of each of their sites annually to satisfy the condition B18(b).

5 Plan Administration

5.1 Monitoring System

This LAMP shall be subject to ongoing review and will be updated accordingly. Regular reviews will be undertaken by the on-site coordinator. As a minimum, review of the LAMP shall occur fortnightly for the first 3 months of implementation.

All and any reviews undertaken should be documented, however key considerations regarding the review of the LAMP shall be:

- Deliveries will be tracked and will keep a vehicle log -including rego & time of entry -for the purpose of assessing the effectiveness of these monitoring programs.
- To identify any shortfalls and develop an updated action plan to address issues that may arise during loading dock management.
- Regular checks undertaken to ensure all loads are entering and leaving site covered as outlined within this LAMP.
- Periodic checks undertaken of forklifts to ensure all operational standards (including non-tonal revering beepers) are up to the appropriate specifications.

The development of a monitoring program to monitor the effectiveness of this LAMP shall be established by the appropriate responsible parties including the future tenants.

5.2 Contingency Plan

A contingency plan shall be established by the Site Management. Notwithstanding, below table outlines an indicative plan to be undertaken by the ESR Representative in the event that the monitoring program identifies the LAMP is not effective in managing the loading docks.

TABLE 6: CONTINGENCY PLAN

Risk		Condition Green	Condition Amber	Condition Red
Queuing	Trigger	No queuing identified	Queuing identified within Site	Queuing identified on the public road
	Response	No response required Continue monitoring program	Review the delivery schedule prepared by the ESR Representative. If drivers are not following the correct schedule, then they should be provided with additional trainings, as necessary.	Review and investigate activities. If it is concluded that loading dock management activities were directly responsible for the exceedance, submit an incident report to government agencies. Where appropriate, implement additional remediation measures such as: • Temporary halting of activities and resuming when

				conditions have improved. • Stop all transportation into and out of the site. • Review LAMP and update where necessary. • Provide additional trainings.
Dust	Trigger	No observable dust	Minor quantities of dust in the air and tracking on to the road	Large quantities of dust in the air and tracking on to the road
	Response	No response required Continue monitoring program	Review and investigate activities and respective control measures, where appropriate. Implement additional remedial measures, such as: • Relocation or modification of dust generating sources • Check condition of wash down bay to ensure it is functioning correctly. • Temporary halting of activities and resuming when conditions have improved	Review and investigate activities and respective control measures. If it is concluded that loading dock activities were directly responsible for the exceedance, submit an incident report to government agencies. Implement relevant responses and undertake immediate review to avoid such occurrence in future.
Operational Movements	**Trigger**	Visual monitoring of all traffic movements within the Site does not detect unsafe movement of traffic and risk to persons and property	Monitoring of all traffic movements within the Site detects unsafe movement of traffic and risk to persons and property.	Monitoring of all traffic movements within the Site identifies several unsafe movements of traffic and risk to persons and property
	Response	Visual monitoring to continue daily as part of an ongoing process.	• Review needed to address persistent unsafe movements. • Modification of traffic controls to self-enforce appropriate vehicle manoeuvres within the site.	Condition Amber responses, plus the following additional responses; • Direct cessation of unsafe movements. • Notify the planning secretary within 7 business days of becoming aware of a non-compliance.
	Trigger	Following periods of adverse weather conditions (e.g., a significant heavy rain event), internal roads/aisles have been inspected prior to vehicle	Internal roads / aisles have been inspected following adverse weather conditions and minor issues found (small potholes, dirt / debris, or pooling water)	Internal roads / aisles have been inspected following adverse weather conditions and major issues found (failed road integrity, large diameter potholes, fallen light poles or trees)

		traffic use and no issues found		
	Response	No further action required until next adverse weather event.	• Any impediments to access roads will be cleared. • Maintenance teams to repair any potholes and remove excess water when expected traffic volumes are lowest.	Condition Amber responses, plus the following additional responses; • Install a detour around any unsafe obstacle to ensure safety for all motorists and/or pedestrians.
	Trigger	No unsafe pedestrian movements identified.	Pedestrian behaviour identified to be risky and unsafe.	Site design/operations identified to place pedestrians in unsafe situations and multiple near miss events
	Response	No response required. Continue monitoring program	• Review needed to address persistent unsafe movements. • Modification of traffic controls to self-enforce appropriate vehicle manoeuvres within the site.	Condition Amber responses, plus the following additional responses; • Direct cessation of unsafe movements by amending design of Site.
	Trigger	Loading / service bays are within operational constraints	Loading / service bays are within 90% of capacity	Loading / service bays exceed capacity.
	Response	No response required. Continue monitoring program	Review and investigate operational activities, and where appropriate, implement additional remediation measures such as: • Drivers be provided with additional training and an extra copy of the Driver Code of Conduct. • Provision of additional training to the tenants should be provided to ensure the most appropriate schedule can be created.	Condition Amber responses, plus the following additional responses; • Approved traffic thresholds to be enforced for the peak periods • Review LAMP and update where necessary. • Notify the planning secretary within 7 business days of becoming aware of a non-compliance.
	Trigger	Service bays are not restricted and being utilised as intended.	Vehicles other than service vehicles are stopped within the service area	Vehicles other than service vehicles are consistently parked within the service area
	Response	No response required. Continue monitoring program	Review and investigate operational activities, and where appropriate, implement additional	Condition Amber responses, plus the following additional responses;

			remediation measures such as: • Drivers be provided with additional training and an extra copy of the Driver Code of Conduct. • Provision of additional training to the tenants should be provided to ensure the most appropriate schedule can be created.	• Review LAMP and update where necessary. • Notify the planning secretary within 7 business days of becoming aware of a non-compliance.
	Response	Loading and unloading of materials are carried out in accordance with this plan and in dedicated areas	Loading and unloading of materials are carried out within the Site, however not in accordance with one of the following; • Within context of this plan, or • In dedicated areas	Loading and unloading of materials are not carried out in accordance with this plan, nor in dedicated areas within the Site.
	Trigger	No response required. Continue monitoring program	Review and investigate operational activities, and where appropriate, implement additional remediation measures such as: • Drivers be provided with additional training and an extra copy of the Driver Code of Conduct. Provision of additional training to the tenants should be provided to ensure the most appropriate schedule can be created.	Condition Amber responses, plus the following additional responses; • Review LAMP and update where necessary. • Notify the planning secretary within 7 business days of becoming aware of a non-compliance.
Incidents	**Trigger**	No incidents observed or reported	Near miss or minor incident occurred within the carriageway of Horsley Logistics Park which did not require medical attention (such as tripping on raised footpath)	Major incident occurred within the carriageway of Horsley Logistics Park which did not require medical attention (such as being hit by a truck while exiting a Site)
	Response	No action required at this stage, however continual reinforcement to all tenants to report all incidents shall continue.	Near miss to be reported to the appropriate Incident to be reported to ESR Representative and Estate Coordinator, for immediate remedy.	Condition Amber responses, plus the following additional responses; • Temporary halting of activities and resuming when

				incident has been remedied. • Incident to be reported to ESR Representative and Estate Coordinator. • Review LAMP and update where necessary. • Notify the planning secretary within 7 business days of becoming aware of a non-compliance.

It is therefore proposed to incorporate the above items within the communications strategy. The contingency plan outlines the most effective methods to ensure that each item identified within the Monitoring Program is adhered to, resulting in the impacts to the wider community being minimised. It also represents the efforts undertaken to continually improve the LAMP and ensure that the process being utilised are indeed best practice.

5.3 Communication Strategy

A communications strategy shall be established by the Contractor. The ESR Representative is to notify the community liaison representative when loading is expected to exceed the parameters set within "Condition Green" of Table 6.

The community will use a project contact point (community liaison representative) to provide feedback, raise queries, and make complaints should potential compliance issue arise. It is understood that this contact point will be the central contact person for neighbouring sensitive receivers.

As a form of consultation, ESR will reach out to neighbouring sensitive receivers as identified in the Noise Verification Report (NVR) completed by SLR Consulting for the Site (Lot 202) to schedule high noise generating works, vibration intensive activities, and management of potential traffic disturbance. The project contact point is assigned to send letters to sensitive receivers and invite them to reply to the project contact point. In this manner, the project contact point's details will be made available to the public.

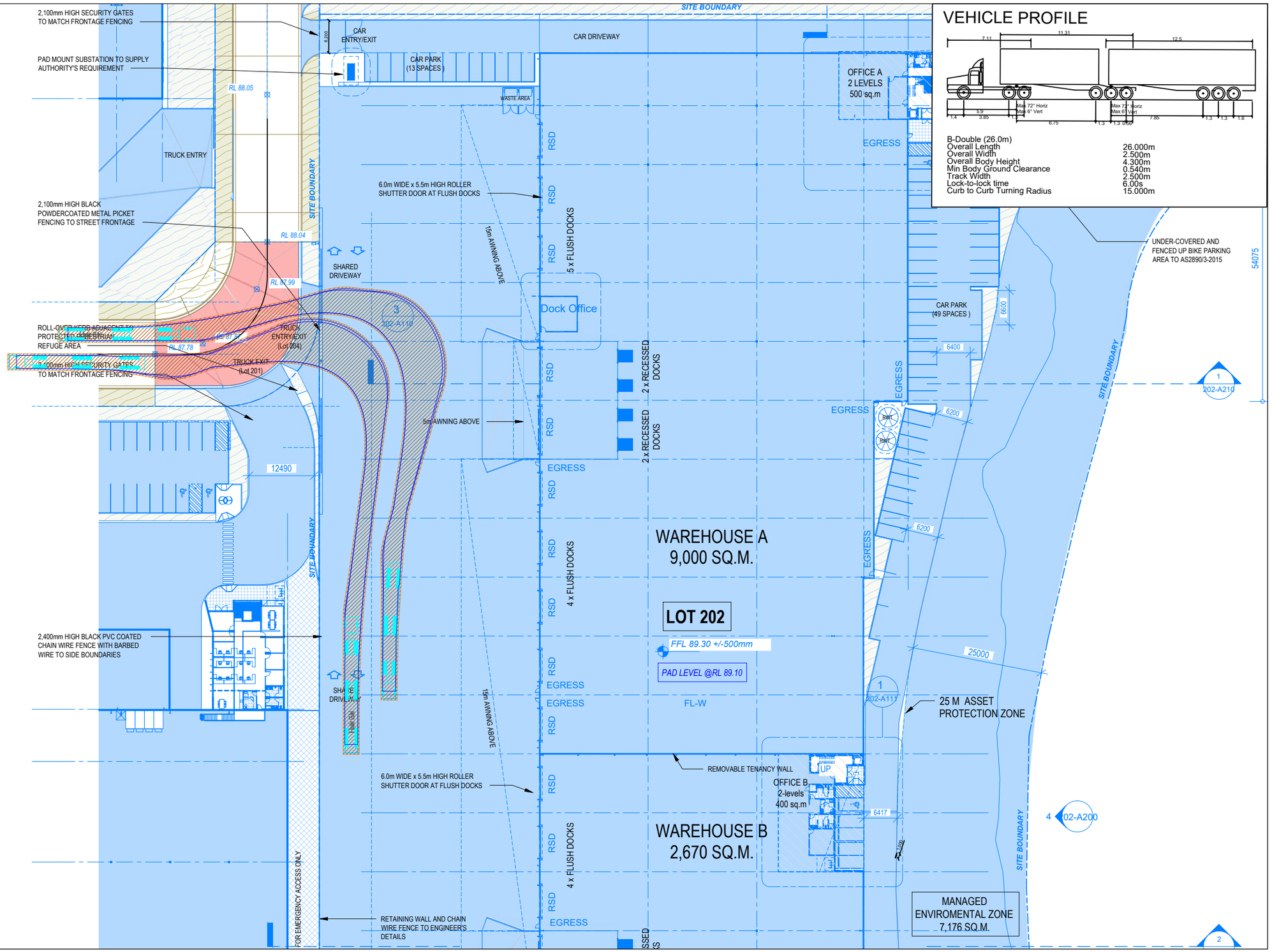
Appendix D outlines the Horsley Park Community Consultation Plan, with section 5 of Appendix D presenting the consultation mechanism and procedures relevant to the Site.

Additionally, this LAMP shall be communicated to the first-time visitors through the reception/office area of each warehouse when checking-in. The visitor shall be notified of the protocols outlined within this LAMP prior to accessing any loading dock within the Site.

6 Conclusion

This Loading Dock Management Plan (LAMP) is to be implemented before the start of any loading operations commence. All codes of conducts and signages are to be adhered to ensure that loading operations minimize accidents and inefficiencies. Any new business tenancies are to be notified of this plan. This plan is to be regularly reviewed and updated, when necessary, whenever new business requirements or servicing needs are required.

Appendix A. Swept Path Analysis



VEHICLE PROFILE

B-Double (26.0m)	
Overall Length	26.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m

Notes:

Plans assessed (blue) were provided by PLAN project management on 18.10.2021.
Swept path assessment was completed at 10 km/h with 300 mm clearances.

This drawing is provided for information purposes only and should not be used for construction.

Document Info:
Drawn by: O HASHMI
File name: AG1796-06-v01.dwg

Client:
ESR AUSTRALIA

Project:
1796
LOT 204, HORSLEY PARK

Drawing Title:
SWEPT PATH ASSESSMENT
HARDSTAND ACCESS POINT

Date:
19-Oct-21

Scale @ A3:
1:750

Drawing Number:
AG01

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
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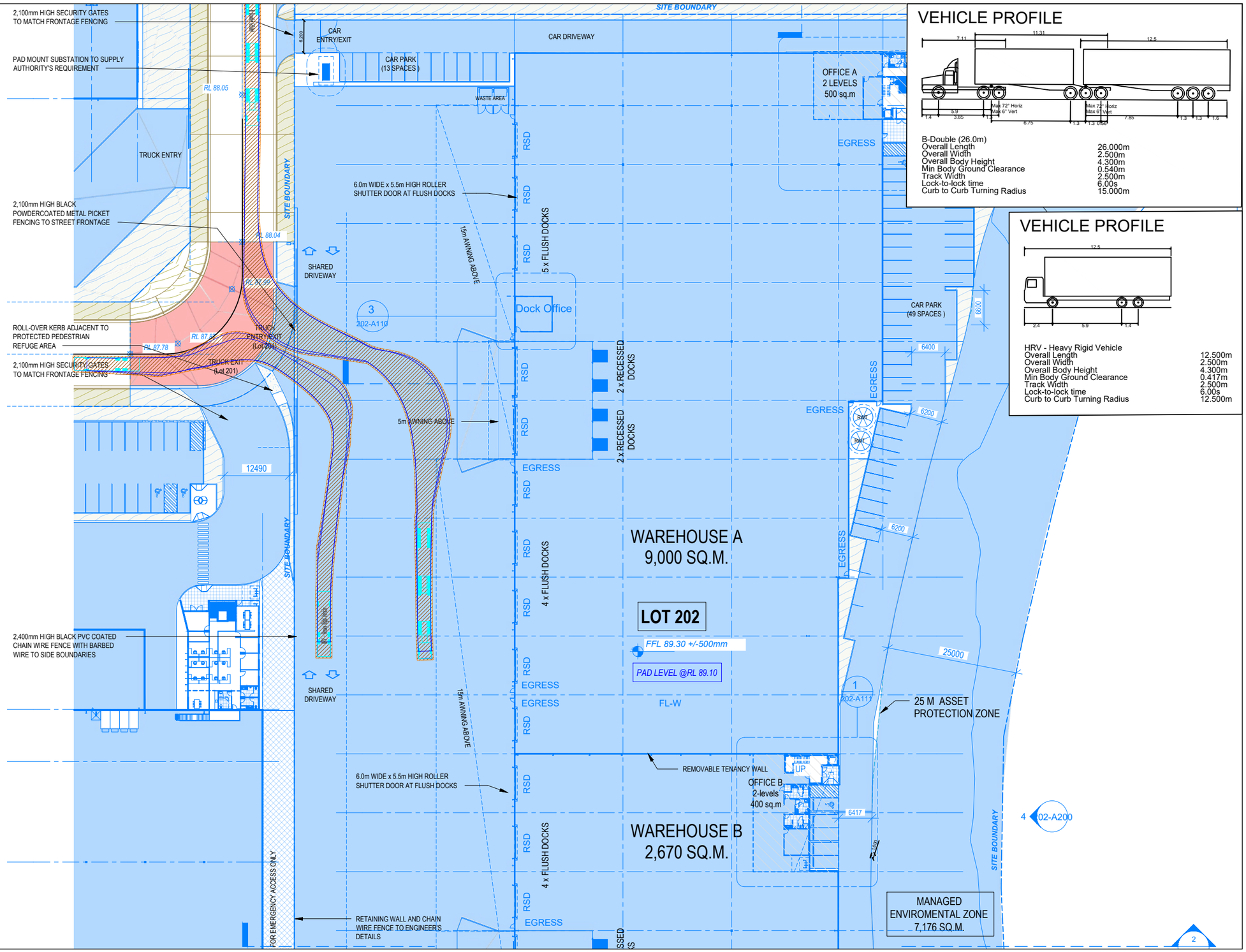

VEHICLE PROFILE

B-Double (26.0m)

Overall Length	26.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m

VEHICLE PROFILE

HRV - Heavy Rigid Vehicle

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

Notes:

Plans assessed (blue) were provided by PLAN project management on 18.10.2021.
Swept path assessment was completed at 10 km/h with 300 mm clearances.

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Document Info:
Drawn by: O HASHMI
File name: AG1796-06-v01.dwg

Client:
ESR AUSTRALIA

Project:
1796
LOT 204, HORSLEY PARK

Drawing Title:
SWEPT PATH ASSESSMENT
HARDSTAND ACCESS POINT

Date:
19-Oct-21

Scale @ A3:
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Drawing Number:
AG02

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Sydney NSW 2000
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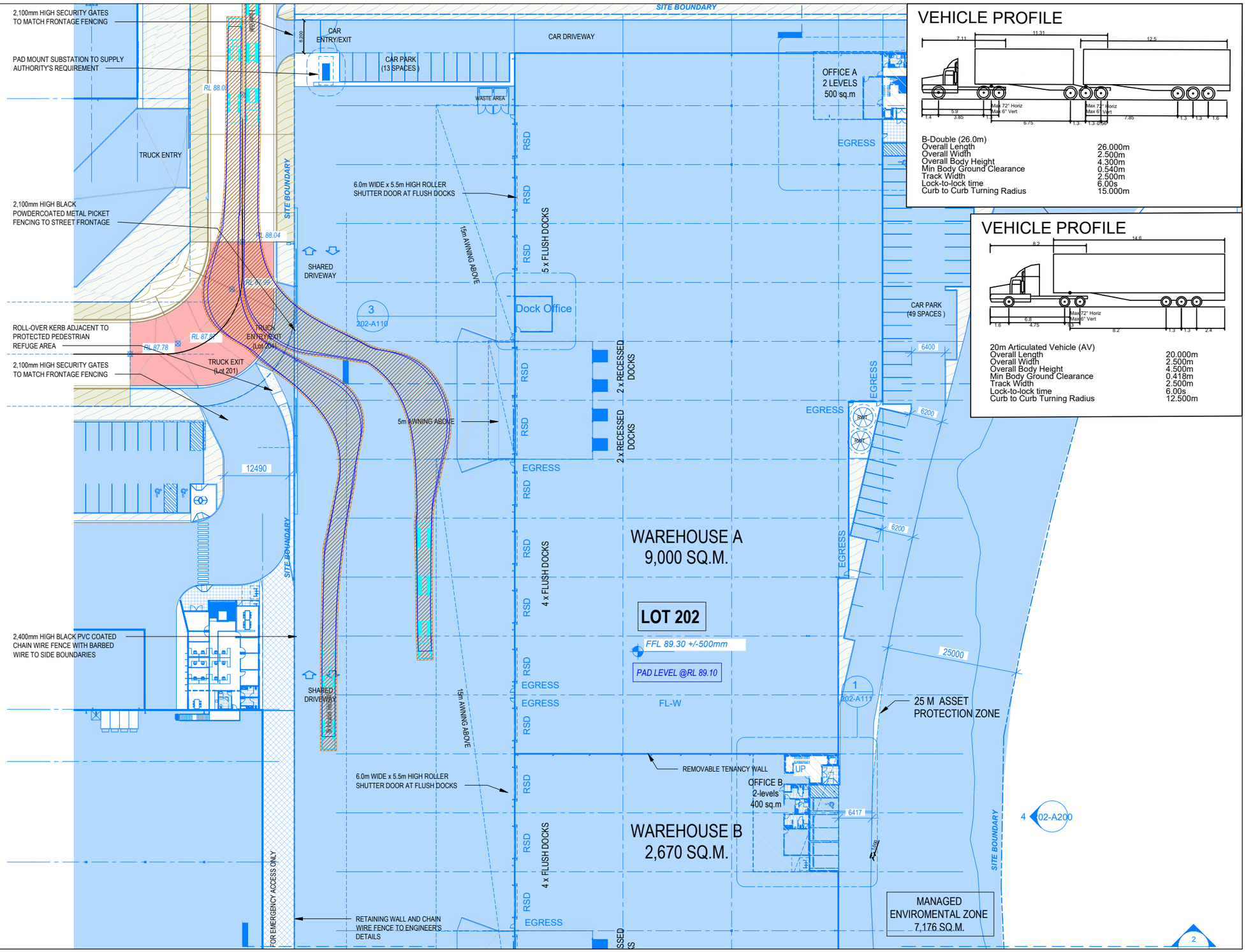

VEHICLE PROFILE

B-Double (26.0m)	
Overall Length	26.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m

VEHICLE PROFILE

20m Articulated Vehicle (AV)	
Overall Length	20.000m
Overall Width	2.500m
Overall Body Height	4.500m
Min Body Ground Clearance	0.418m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

N o t e s:

Plans assessed (blue) were provided by PLAN project management on 18.10.2021.
Swept path assessment was completed at 10 km/h with 300 mm clearances.

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Document Info:
Drawn by: O HASHMI
File name: AG1796-06-v01.dwg

Client:
ESR AUSTRALIA

P r o j e c t:
1796
LOT 204, HORSLEY PARK

D r a w i n g T i t l e:
SWEPT PATH ASSESSMENT
HARDSTAND ACCESS POINT

D a t e:
19-Oct-21

S c a l e @ A3:
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Drawing Number:
AG03

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Sydney NSW 2000
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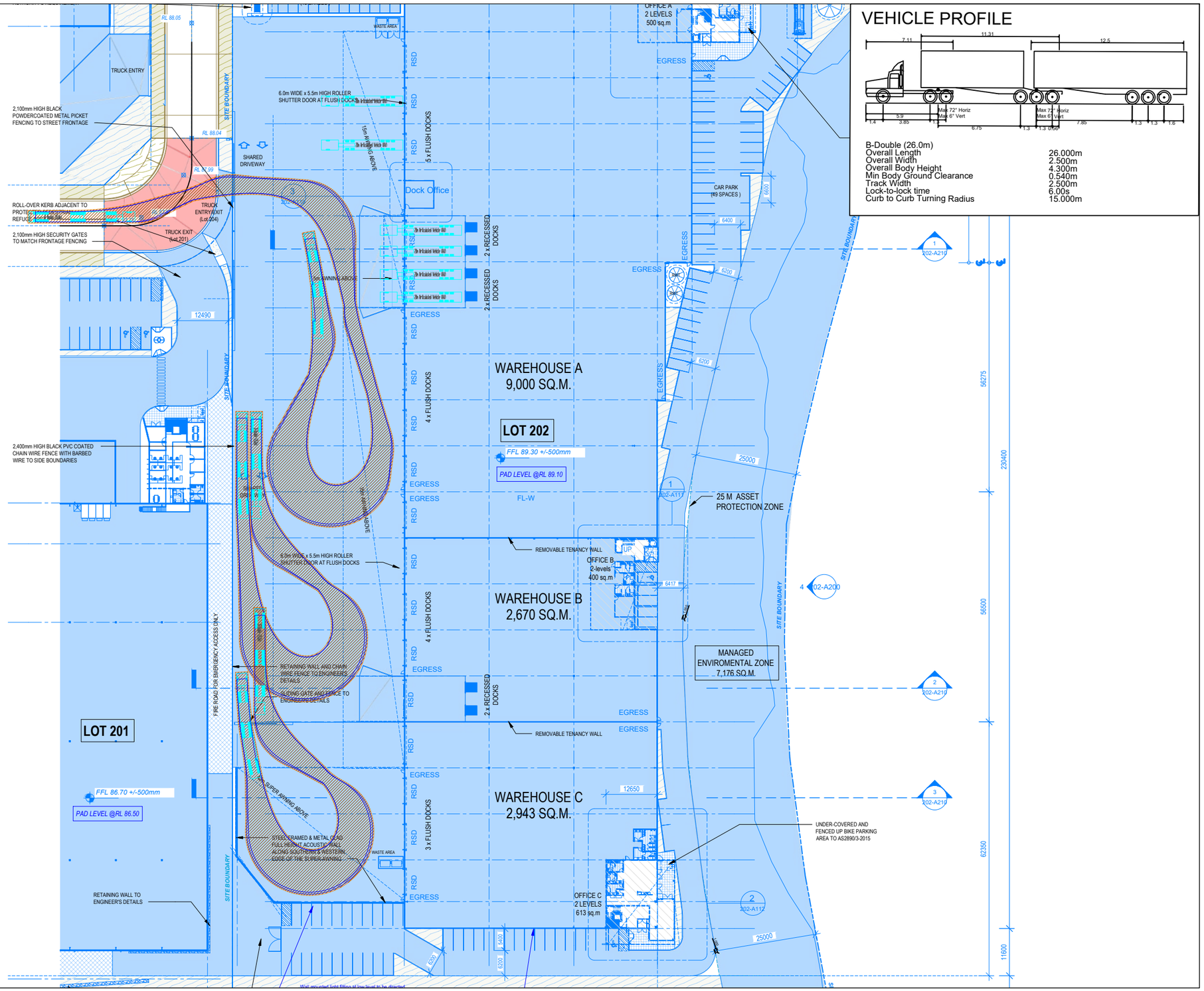

VEHICLE PROFILE

B-Double (26.0m)

Overall Length	26.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m

N o t e s:

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Swept path assessment was completed at 10 km/h with 300 mm clearances.

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Document Info:
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File name: AG1796-06-v01.dwg

Client:
ESR AUSTRALIA

P r o j e c t:
1796
LOT 204, HORSLEY PARK

D r a w i n g T i t l e:
SWEPT PATH ASSESSMENT
SIDE LOADING

D a t e:
19-Oct-21

S c a l e @ A3:
1:1000

Drawing Number:
AG04

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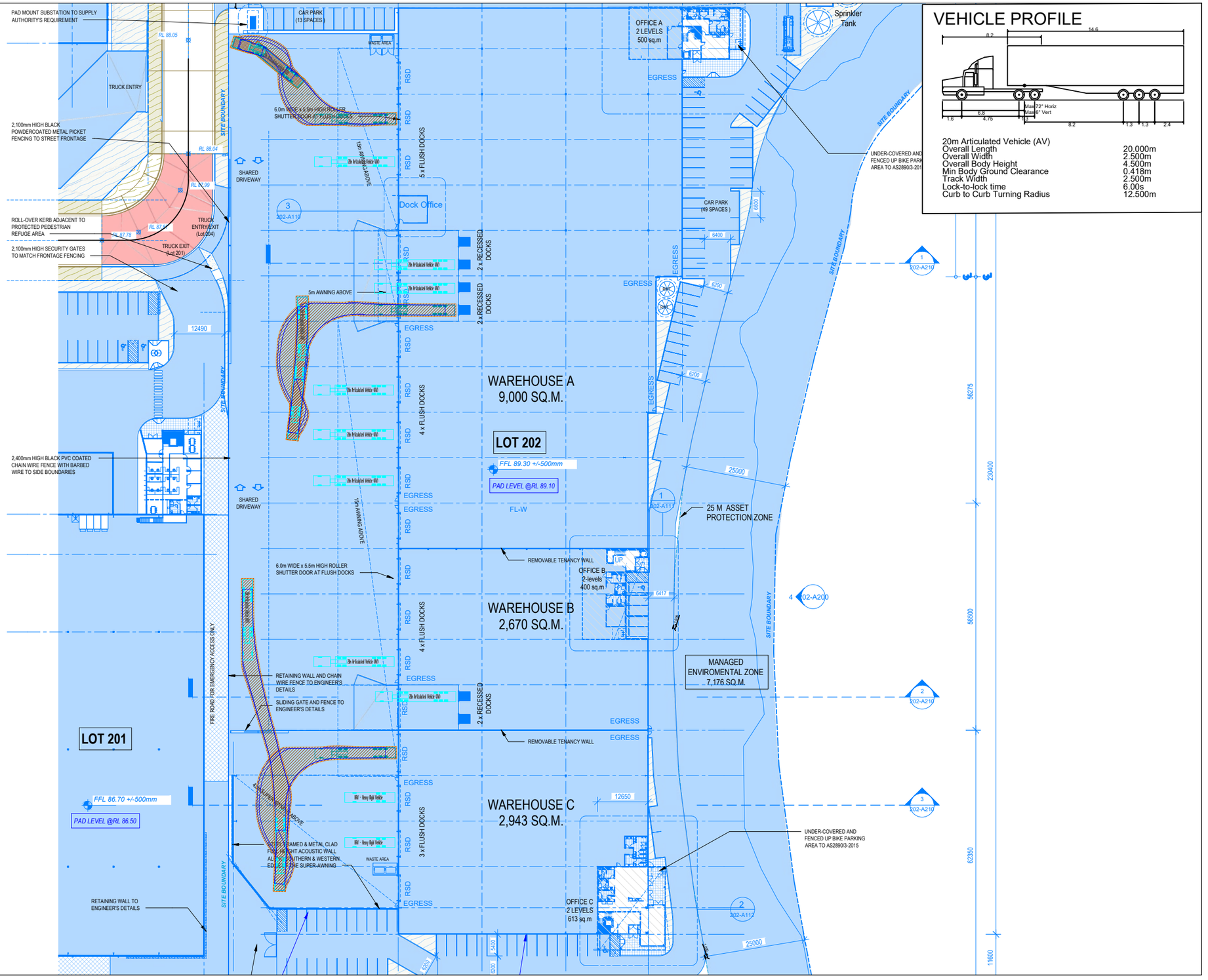
ENTRY



VEHICLE PROFILE

20m Articulated Vehicle (AV)	
Overall Length	20.000m
Overall Width	2.500m
Overall Body Height	4.500m
Min Body Ground Clearance	0.418m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

N o t e s:
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Document Info:
Drawn by: O HASHMI
File name: AG1796-06-v01.dwg

Client:
ESR AUSTRALIA

P r o j e c t:
1796
LOT 204, HORSLEY PARK

D r a w i n g T i t l e:
SWEPT PATH ASSESSMENT
ENTRY INTO RSDs

D a t e:
19-Oct-21

S c a l e @ A3:
1:1000

Drawing Number:
AG05

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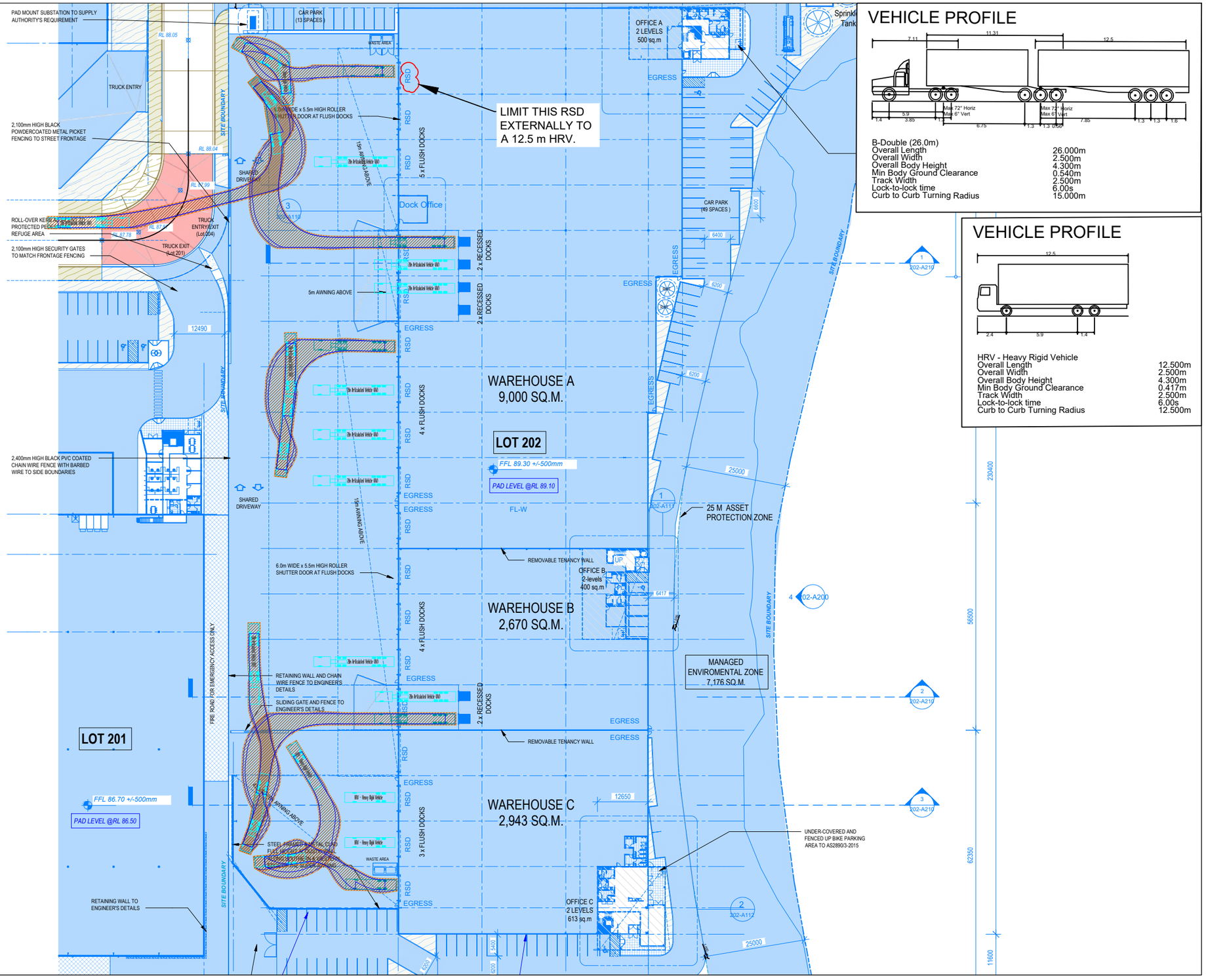
ENTRY



VEHICLE PROFILE

B-Double (26.0m)	
Overall Length	26.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m

VEHICLE PROFILE

HRV - Heavy Rigid Vehicle	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

Notes:

Plans assessed (blue) were provided by PLAN project management on 18.10.2021.
Swept path assessment was completed at 10 km/h with 300 mm clearances.

This drawing is provided for information purposes only and should not be used for construction.

Document Info:
Drawn by: O HASHMI
File name: AG1796-06-v01.dwg

Client:
ESR AUSTRALIA

Project:
1796
LOT 204, HORSLEY PARK

Drawing Title:
SWEPT PATH ASSESSMENT
ENTRY INTO RSDs

Date:
19-Oct-21

Scale @ A3:
1:1000

Drawing Number:
AG06

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Sydney NSW 2000
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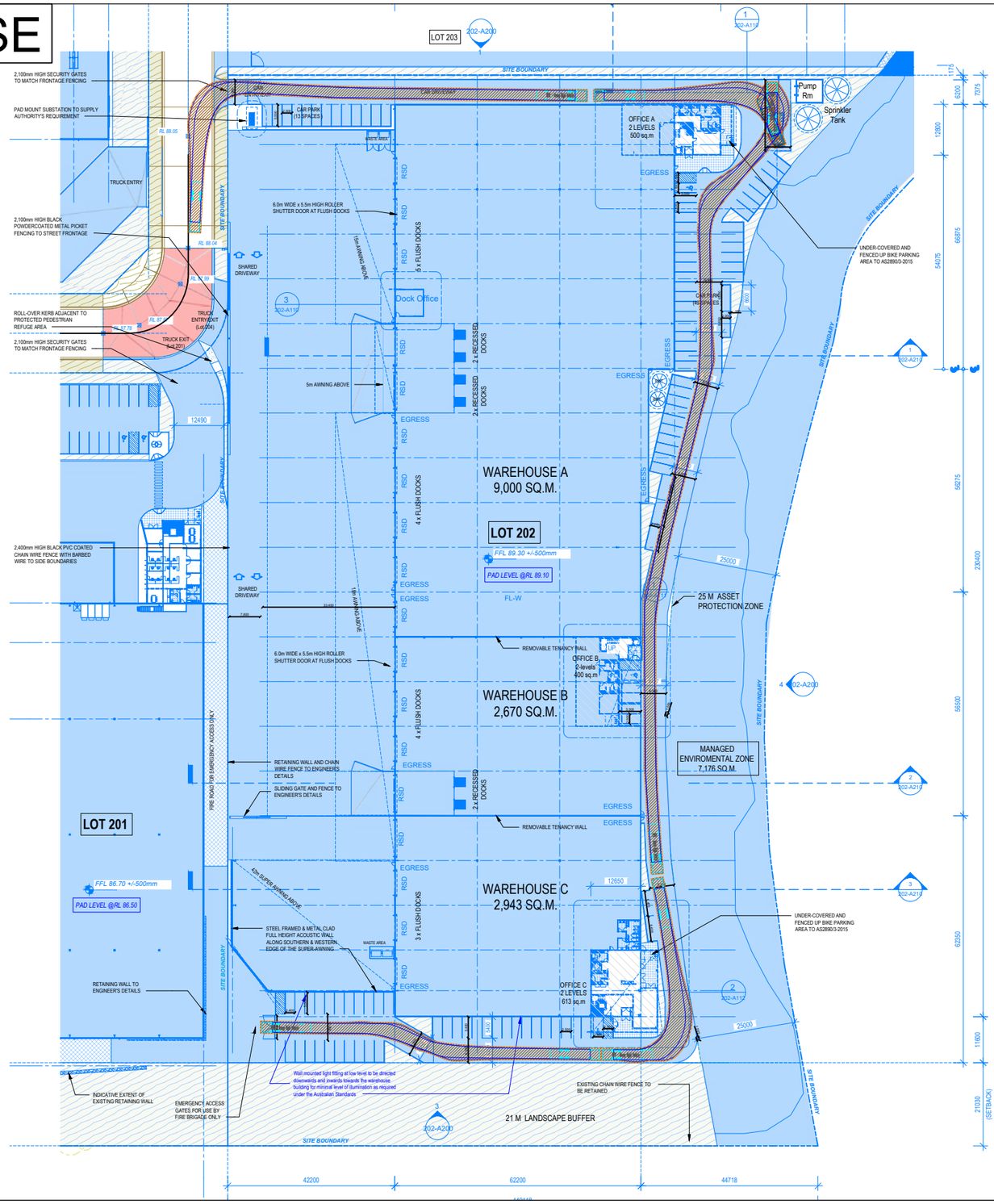
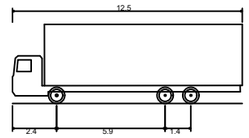
COUNTER CLOCKWISE



VEHICLE PROFILE



HRV - Heavy Rigid Vehicle

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

N o t e s:

Plans assessed (blue) were provided by PLAN project management on 18.10.2021.
Swept path assessment was completed at 10 km/h with 300 mm clearances.

This drawing is provided for information purposes only and should not be used for construction.

Document Info:
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File name: AG1796-06-v01.dwg

Client:
ESR AUSTRALIA

P r o j e c t:
1796
LOT 204, HORSLEY PARK

D r a w i n g T i t l e:
SWEPT PATH ASSESSMENT
FIRE TRUCK (12.5 m HRV) ACCESS

D a t e:
19-Oct-21

S c a l e @ A3:
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Drawing Number:
AG07

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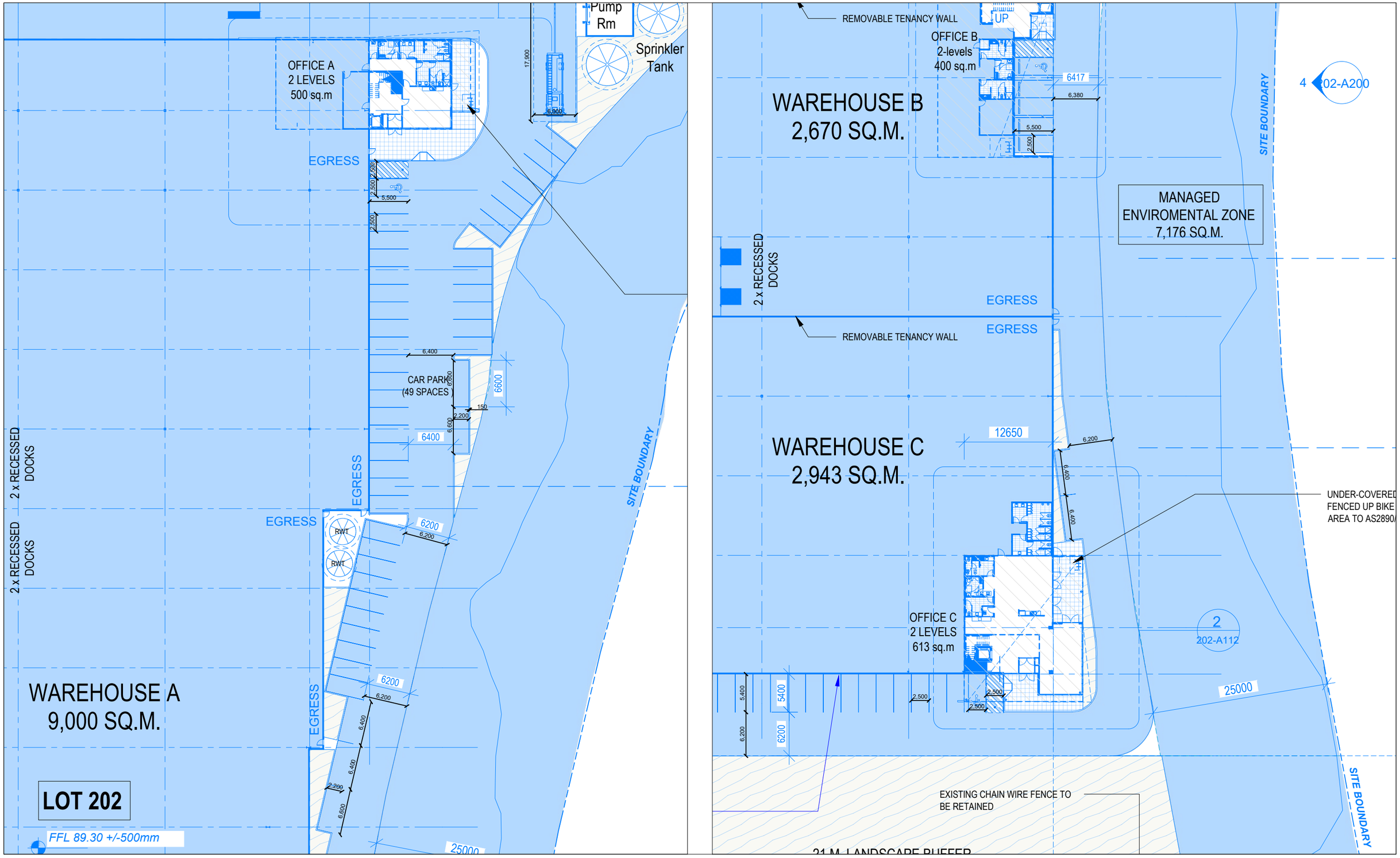

Notes:
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Swept path assessment was completed at 10 km/h with 300 mm clearances.

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Document Info:
Drawn by: O HASHMI
File name: AG1796-06-v01.dwg

Client:
ESR AUSTRALIA

Project:
1796
LOT 204, HORSLEY PARK

Drawing Title:
CAR PARK DESIGN CHECK
PARALLEL SPACES

Date:
19-Oct-21

Scale @ A3:
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Drawing Number:
AG08

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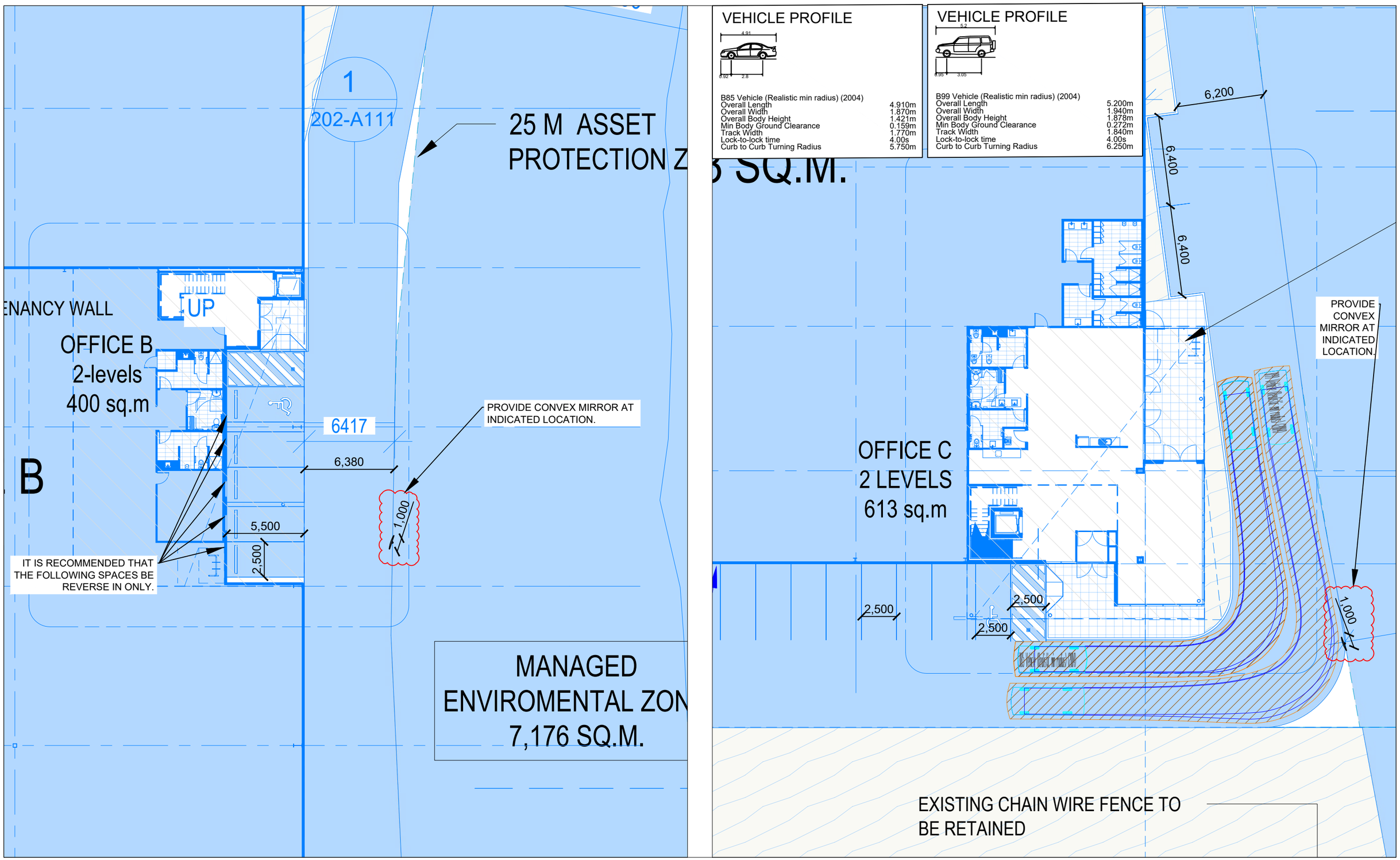
Sydney NSW 2000
info@asongroup.com.au



Notes:
Plans assessed (blue) were provided by PLAN project management on 18.10.2021.
Swept path assessment was completed at 10 km/h with 300 mm clearances.

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Document Info:
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File name: AG1796-06-v01.dwg

Client:
ESR AUSTRALIA

Project:
1796
LOT 204, HORSLEY PARK

Drawing Title:
CAR PARK DESIGN CHECK

Date:
19-Oct-21

Scale @ A3:
1:250

Drawing Number:
AG09

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Appendix B. Driver Code of Conduct

- Driver Code of Conduct -

The drivers code of conduct for the Horsley Logistics Park requires that driving any vehicle for work purposes, drivers must comply with all of the following:

- Take reasonable care for his or her own personal health and safety.
- Not adversely, by way of actions or otherwise, impact on the health and safety of other persons.
- Notify their employer if they are not fit for duty prior to commencing their shift.
- Always obey all applicable road rules and laws. The following activities will be considered a breach of conduct and will result in removal from the site;
  - Reckless or dangerous driving causing injury or death
  - Driving whilst disqualified or not correctly licensed
  - Drinking or being under the influence of drugs while driving
  - Failing to stop after an incident
  - Loss of demerit points leading to suspension of licence
  - Any actions that warrant the suspension of a licence
  - Exceeding the speed limit in place on any permanent or temporary (including internal) roads
- Obey the applicable driving hours in accordance with legislation and take all reasonable steps to manage their fatigue and not drive with high levels of drowsiness.
- If Drivers are travelling interstate (in excess of 500km), a Driver Fatigue management Plan must be submitted prior to loading of goods onto the heavy vehicle.
- Obey all on-site signposted speed limits and comply with directions of traffic control supervisors in relation to movements in and around work areas.
- Ensure all loads are safely restrained using appropriate restraining equipment, as necessary.
- Operate their vehicles in a safe and professional manner, with consideration for all other road users.
- Regularly check the oil, tyre pressures, radiator, and battery levels of company vehicles they regularly used. The Site management team shall be responsible to take all necessary steps to ensure vehicles are as safe as possible and will not create an unsafe environment for drivers. This will be achieved by;
  - Pre-commencement checks for all new plant arriving onsite.
  - Daily prestart inspections for all plant and equipment currently on site. Report vehicle defects to a Tenancy Representative prior to the next vehicle use.
  - All construction plant must be fitted with a flashing light, fire extinguisher and reverse alarms.
  - Ensure all operators onsite have a current verification of competency (VOC) for their current driver's licence of the appropriate class.
  - Ensure maintenance requirements are met.
  - Maintain a current and up to date logbook / work diary, and ensure it is on hand when required.
- Identify driver training needs and arranging appropriate training or re-training. This may include providing the below:
  - Operator assessment as part of all inductions
  - Regular Toolbox discussions on specified driving routes, safety features, fatigue, driver responsibility and drink-driving

- Ensure they have a current driver licence for the class of vehicle they are driving, and this licence is to be carried.
- Notify their employer or operator immediately should the status or conditions of their driver's license change in any way.
- Comply with other applicable workplace policies, including a zero tolerance of driving while under the influence of alcohol and/or illicit drugs.
- Not use mobile phones when driving a vehicle or operating equipment. If the use of a mobile device is required, the driver shall pull over in a safe and legal location prior to the use of any mobile device.
- Advise management of any situations in which you know, or think may, present a threat to workplace health and safety.
- Report any near hits, crashes, and scrapes to their manager, including those that do not result in injury.
- Drive according to prevailing conditions (such as during inclement weather), if necessary.
- Have necessary identification documentation at hand and ready to present to Site Coordinator / Security Staff on entry and departure from the site, as necessary, to avoid unnecessary delays to other vehicles.
- In the event of a crash or incident, the driver shall stop the vehicle as close to the crash / incident as possible, making sure traffic is traffic is not hindered (if it is not already). The driver must ensure their own safety first, then help any injured people and seek.
- Ensure that no unsafe reverse movements be undertaken within the site that would otherwise endanger motorists and/or pedestrians manoeuvring through the Distribution Centre.
- Ensure that trucks SHALL NOT park within the on-site parking facility.

Appendix C. Noise Verification Report

HORSLEY LOGISTICS PARK

SSD 10436
Lot 202 Noise Verification Report

Prepared for:

ESR
Level 29
20 Bond Street
Sydney

SLR Ref: 610.19360-R11
Version No: -v1.0
March 2022

PREPARED BY

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BASIS OF REPORT

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with ESR (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

DOCUMENT CONTROL

Reference	Date	Prepared	Checked	Authorised
610.19360-R11-v1.0	31 March 2022	Mark Irish	Antony Williams	Mark Irish

EXECUTIVE SUMMARY

A Noise Verification Report (NVR) has been prepared for Lot 202 (formerly Lot 204) of the Horsley Logistics Park (HLP) as required by SSD 10436 Consent Condition B13. The NVR includes updated noise source information to the SSDA approved layout of Lot 202 to reflect the needs of future operators of the site, including changes to vehicle numbers and external plant.

The SSDA approved development was assessed in SLR report 610.19360-R02-v2.1 dated 2 November 2020.

The MOD1 modification was originally assessed in SLR report 610.19360-R06-v0.2 dated 28 April 2021.

Lot 202 Operational Noise Impacts

An analysis of the prevailing weather conditions for the HLP indicated that noise-enhancing weather is a feature of the area only during the night-time period.

The operational noise modelling of the Lot 202 NVR design found no exceedances of the noise limits at any sensitive receivers under both neutral (day, evening and night periods) and noise-enhancing (night period) weather conditions.

The Lot 202 noise mitigation measures (super canopy infill wall and Warehouse C rooftop plant screening) have been re-evaluated and confirmed to be required to ensure compliance with the Operational Noise Limits during all time periods.

It is noted that the rooftop smoke spill fans (SSF) for Warehouse A, B and C are only permitted to operate during the daytime period to ensure no exceedances of the Operational Noise Limits during the night-time period.

The L_{AMax} noise emissions from Lot 202 sources are predicted to comply with the sleep disturbance screening level at all identified receivers under both neutral and noise-enhancing weather conditions during the applicable periods.

As such, with consideration of the above, operational noise emissions from the Lot 202 NVR design are considered to be compliant with the Operational Noise Limits.

Comparison with Approved Development

Compared to the approved development, operational noise impacts at the identified residential receivers are generally predicted to be consistent for the Lot 202 NVR design.

The change in road traffic noise levels on the main access route to the development site compared to the approved development would be negligible.

Overall, the predicted operational noise impacts of the Lot 202 NVR design are considered to be consistent with those of the approved MOD1 development.

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APPENDICES

Appendix A Acoustic Terminology

1 Introduction

SLR Consulting Australia Pty Ltd (SLR) has been engaged by ESR to prepare a Noise Verification Report (NVR) for Lot 202 (formerly identified as Lot 204 in Development Consent SSD 10436) at the Horsley Logistics Park (HLP). This assessment is required to satisfy Condition B13 of the Development Consent SSD 10436.

The SSDA approved development was assessed in SLR report 610.19360-R02-v2.1 dated 2 November 2020.

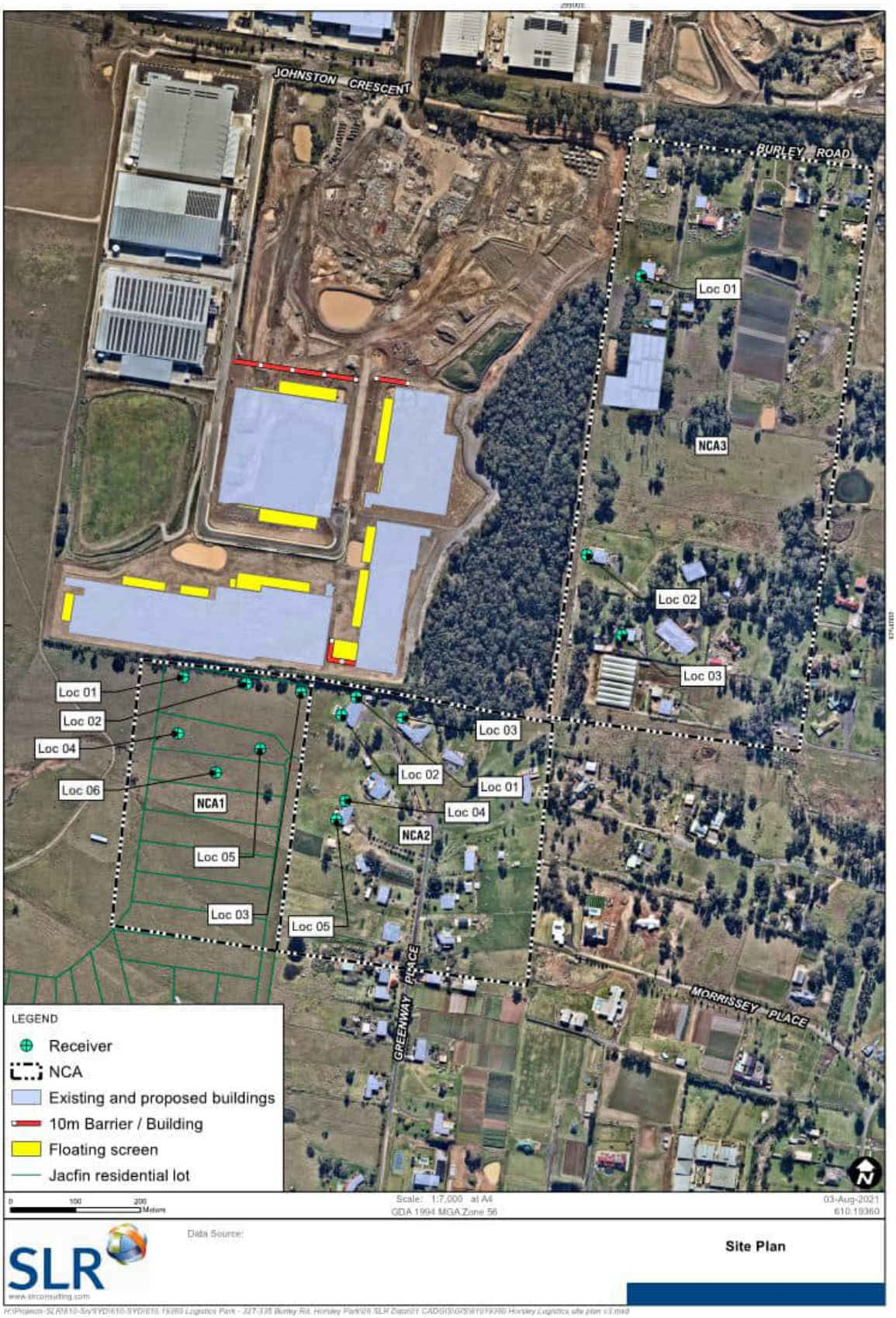
The MOD1 modification was originally assessed in SLR report 610.19360-R06-v0.2 dated 28 April 2021.

This assessment uses specific acoustic terminology. An explanation of common terms is included as **Appendix A**.

2 MOD1 Approved Development

Approval for development of the HLP was granted under the site Development Consent SSD 10436-Mod-1. The location of the development and surrounding receivers are shown in **Figure 1**.

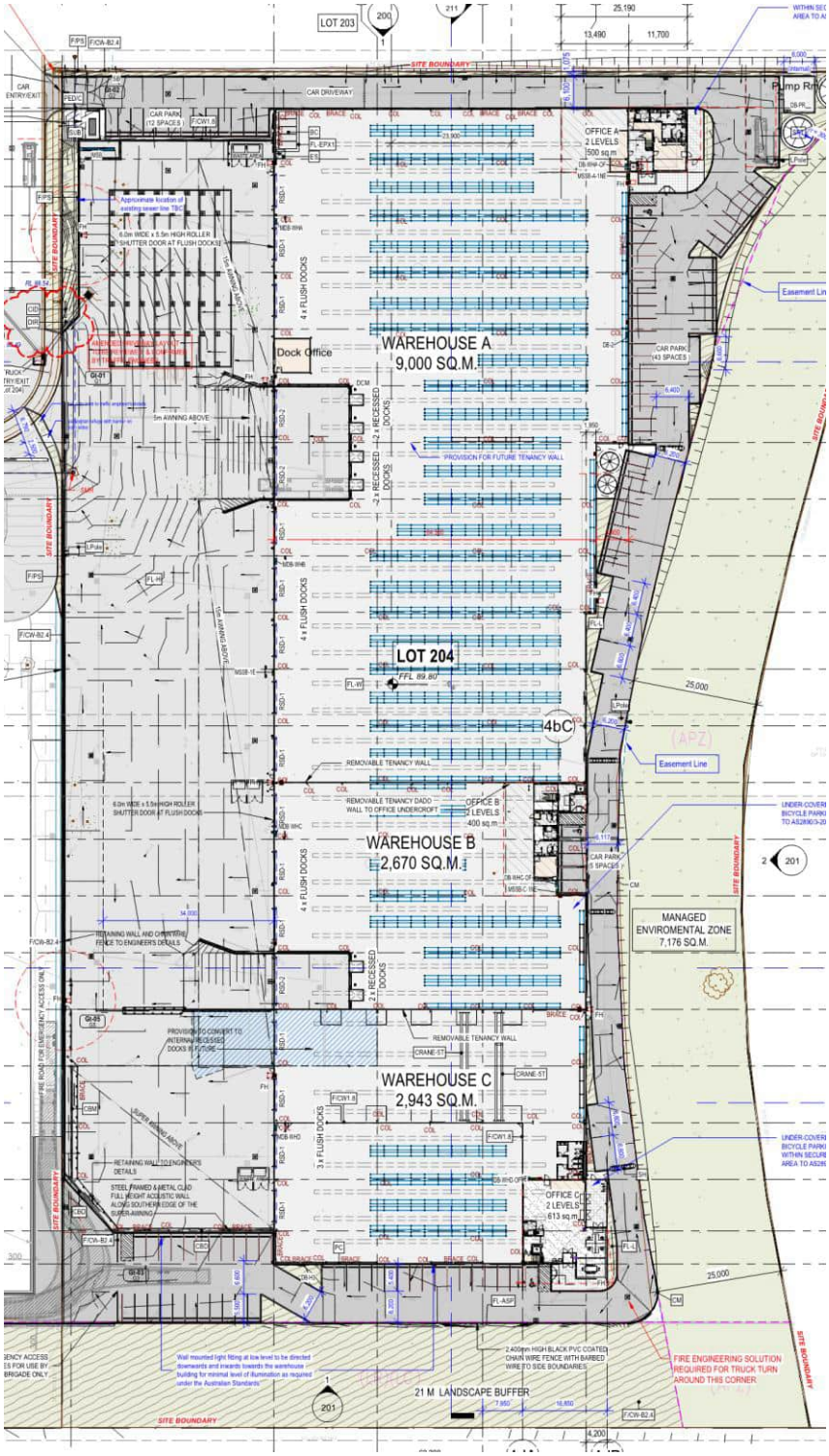
Figure 1 MOD1 Masterplan



3 Lot 202 NVR

The NVR is required to assess the operation of the HLP Lot 202 Site and Facility plan HLA-AR-200227-001 Rev 12 dated 31.1.22, shown in the plan detail in **Figure 2** (formerly identified as Lot 204).

Figure 2 Lot 202 Site and Facility Plan



The update to the approved Lot 202 facility includes noise source alterations to reflect the needs of the tenants of the site and broadly entails:

- Amending the external mechanical plant to reflect the needs of individual operators
- Adjustment of day and night-time vehicle movements based on updated operator information.

4 Operational Noise Limits

The operational noise limits applicable to the HLP are defined in Condition B11 of the Development Consent SSD 10436. The operational noise limits for each receiver Noise Catchment Area (NCA) are reproduced in **Table 1**.

Table 1 Operational Noise Limits

Location	Day $L_{Aeq(15minute)}$ (dBA)	Evening $L_{Aeq(15minute)}$ (dBA)	Night $L_{Aeq(15minute)}$ (dBA)	Night L_{AFmax} (dBA)
NCA1	44	43	38	52
NCA2	40	40	38	52
NCA3	44	43	38	52

5 Noise Verification Report Requirements

Development Consent Conditions B13 and B14 are reproduced below. It should be noted that reference to Lot 204 in the Consent should be read as Lot 202 (the new identification of this Lot).

B13. A Noise Verification Report must be prepared by a suitably qualified and experienced acoustic consultant and submitted to the satisfaction of the Planning Secretary at the following stages of the development:

(a) prior to issue of a Construction Certificate for the Lot 201 warehouse and Occupation Certificate for the Lot 204 warehouse to confirm the required noise mitigation measures;

(b) within three months of the commencement of operation of each warehouse; and

(c) within three months of the occupation of the warehouses by any new tenants for the life of the development.

B14. The Noise Verification Reports required by condition B13 must include:

(a) an analysis of compliance with noise limits undertaken in accordance with the NSW Noise Policy for Industry (EPA, 2017) and Australian Standard AS 1055:2018 Acoustics – Description and measurement of environmental noise (Australian Standard 2018);

(b) a detailed maximum noise level event assessment undertaken in accordance with the NSW Noise Policy for Industry (EPA, 2017);

(c) an assessment of the performance and effectiveness of applied noise mitigation measures together with a review and if necessary, re-assessment of mitigation measures identified; and

(d) identification of additional noise control measures, excluding at-receiver controls, to be implemented to address any exceedances of the limits specified in condition B12 and when these measures are to be implemented and how their effectiveness is to be measured and reported to the Planning Secretary.

The items in Condition B14 have been addressed in the following sections of this report:

Condition B14	Relevant Section of Report
(a) an analysis of compliance with noise limits undertaken in accordance with the NSW Noise Policy for Industry and Australian Standard AS 1055:2018	**Section 6** **Section 7.1** **Section 7.2**
(b) a detailed maximum noise level event assessment undertaken in accordance with the NSW Noise Policy for Industry	**Section 7.2.2**
(c) an assessment of the performance and effectiveness of applied noise mitigation measures together with a review and if necessary, re-assessment of mitigation measures identified	**Section 7.3**
(d) identification of additional noise control measures, excluding at-receiver controls, to be implemented to address any exceedances of the limits specified in condition B12	**Section 7.4**

6 Prevailing Weather Conditions

Certain meteorological/weather conditions can increase noise levels and are required to be considered in accordance with the NSW *Noise Policy for Industry* (NPfI) where they occur regularly. This can occur during temperature inversions (where temperatures increase with height above ground level), or where there is a wind gradient (where wind speed increases with height).

In order to determine the prevailing weather conditions for the development area, 12 months of weather data (January 2016 to December 2016) was obtained from the Bureau of Meteorology automatic weather station at Horsley Park, which is approximately 6 km to the east of the development. This data was analysed to determine the frequency of noise-enhancing wind and temperature inversion conditions which may affect noise levels at the site.

The analysis indicated that during the daytime and evening periods, winds of up to 3 m/s did not exceed the 30% threshold during any season. However, the 30% threshold was exceeded during the night-time period in autumn, in both the SW and WSW directions.

The analysis also indicated that temperature inversions of Class F or Class G are likely to occur for more than 30% of the night-time period during all four seasons. Therefore, noise-enhancing temperature inversions are required to be included in the assessment of noise impacts during the night-time period.

On this basis, assessment of noise-enhancing weather during the daytime and evening periods is not required. Noise-enhancing conditions (wind and temperature inversion) are required to be considered for night-time operations.

7 Operational Noise Impact Assessment

7.1 Operational Noise Modelling

Noise modelling of the development site was undertaken using the CONCAWE noise prediction algorithms in SoundPLAN modelling software.

A 3D digital noise model was constructed from a combination of aerial photography, existing ground topography, design ground topography, receiver buildings / structures and design plans for the development. Warehouse buildings and office buildings within the HLP have been modelled based on the design plans. The modelled MOD1 site layout is included in **Figure 1**.

In order to assess the operational noise impacts from the HLP, worst-case peak light and heavy vehicle movements have been modelled across the development. Light vehicles have been modelled on the estate roads and in the car parking areas. Heavy vehicles have been modelled on the estate roads and manoeuvring in the hardstand areas.

Supplied heavy and light vehicle volumes for Lot 202 Warehouse A, B and C are provided in **Table 2** and **Table 3**. All other Lots have been modelled with identical vehicle movements to the approved MOD1 development.

Table 2 Lot 202 Daytime Vehicle Movements – Tenant Specific

Warehouse	Vehicle Type	Number of Vehicles (two way)
A - Holman	B-Double	2
	Semi	2
	Light vehicle	20
B - Tennant	B-Double	1
	Semi	2
	Rigid truck	5
	Light vehicle	30
C - Rhomberg	Semi	1
	Rigid truck	4
	Light vehicle	120

Table 3 Lot 202 Night-time Vehicle Movements – Tenant Specific

Warehouse	Vehicle Type	Number of Vehicles (two way)
A - Holman	Semi	1 (up to 2 per month)
	Light vehicle	30
B - Tennant	Heavy vehicle	0
	Light vehicle	30
C - Rhomberg	Heavy vehicle	0
	Light vehicle	30

The modelling inputs and source Sound Power Levels (SWL) for each component of the vehicle access road, manoeuvring and loading are summarised below.

7.1.1 Lot 202 Vehicle Numbers

The modelled line sources for all Lots were subdivided into the following sections:

- Access road movements at 25 km/h, 20% accelerating driving condition
- Loading and hardstand areas at 5 km/h.

The updated vehicle numbers for Lot 202 are included in **Table 4.**

Table 4 Lot 202 Daytime Vehicle Movements - Modelled

Source	Source SWL, dBA	Number of Vehicles (two way)
202 (1) HV Day Loading	105	1
202 (1) HV Day Road	105 (80%) 111 (20%)	1
202 (2) HV Day Loading	105	2
202 (2) HV Day Road	105 (80%) 111 (20%)	2
202 (3) HV Day Loading	105	1
202 (3) HV Day Road	105 (80%) 111 (20%)	1
202 (1) LV Day Carpark	96	20
202 (1) LV Day Road	96	20
202 (2) LV Day Carpark	96	15
202 (2) LV Day Road	96	15
202 (3) LV Day Carpark	96	30
202 (3) LV Day Road	96	30

Table 5 Lot 202 Night-time Vehicle Movements - Modelled

Source	Source SWL, dBA	Number of Vehicles (two way)
202 (1) HV Day Loading	105	1
202 (1) HV Day Road	105 (80%) 111 (20%)	1
202 (2) HV Day Loading	105	0
202 (2) HV Day Road	105 (80%) 111 (20%)	0
202 (3) HV Day Loading	105	0
202 (3) HV Day Road	105 (80%) 111 (20%)	0
202 (1) LV Day Carpark	96	10
202 (1) LV Day Road	96	10
202 (2) LV Day Carpark	96	10
202 (2) LV Day Road	96	10
202 (3) LV Day Carpark	96	10

Source	Source SWL, dBA	Number of Vehicles (two way)
202 (3) LV Day Road	96	10

7.1.2 Area Sources

Table 6 L_{Aeq} Sound Power Levels – Area Sources

Noise Source	Source SWL, dBA	Duration of Use in Peak 15-minute Period, s	Comment
Truck Reversing Alarm	107[1]	60	Applicable to 50% of two way truck movements
Forklift Reversing Alarm	102[1]	90	-
Gas Forklift	93	900	-

Note 1. LAeq sound power level 3 dBA lower than the maximum sound power level

7.1.3 Point Sources

Rooftop smoke exhaust fan locations for Lot 202 are shown in **Figure 3.**

Fan sound power levels are detailed in **Table 7**.

Table 7 Rooftop Plant Sound Power Levels

Location	Noise Source	Outlet SWL, dBA
Warehouse A (SSF-1 to SSF-4)	Pacific Ventilation VD10JA35A-4HFF	91
Warehouse B SSF-1 Warehouse C SSF-1	Pacific Ventilation VD10JF37A-4KFF	95

Maximum noise level events are modelled to occur anywhere within the area sources at each hardstand with the SWLs shown in **Table 8**.

Table 8 L_{Amax} Sound Power Levels – Hardstand, Loading Areas and Car Parks

Noise Source	Source SWL, dBA
Air brake	118
Truck Reversing Alarm	110
Forklift Reversing Alarm	105
Car Peak Events	100

It is anticipated that the L_{Aeq} noise contribution from occasional impact sounds due to loading activities would not be significant compared to the dominant sources included in **Table 6**.

The maximum SWL of occasional impact sounds is also considered unlikely to exceed the air brake SWL 118 dB in **Table 8** for the sleep disturbance screening assessment.

Figure 3 Lot 202 Rooftop Plant Locations

7.1.4

7.1.4 Nearest Sensitive Receivers

The area surrounding the development has been divided into three Noise Catchment Areas (NCAs). The NCAs and sensitive receivers in the area around the development are shown in **Figure 1**. NCA1 includes nominal locations of future receivers to the south of the development. NCA2 and NCA3 includes existing receivers to the south and east of the development respectively.

In accordance with the procedures in the NPfI for individual residential dwellings, compliance with the operational noise limits and maximum noise levels have been assessed at the most-affected point at each residential property and at a height of between 1.2–1.5 m above ground level, as indicated in **Figure 1**.

7.2 Predicted Operational Noise Impacts

7.2.1 Compliance with Operational Noise limits

Operational noise levels for the HLP were predicted for the MOD1 Masterplan design. The indicative 10m barriers/buildings representing future Stage 3 development were included in the noise model as indicated in **Figure 1** (also included in the approved SSDA).

The predicted operational noise levels at the most affected receiver in each catchment for the Lot 202 NVR design are summarised in **Table 9**.

Table 9 Lot 202 NVR Operational Scenario with Indicative 10 m Building/Barrier to Stage 3 Boundary

NCA	Period (weather)	$L_{Aeq(15\ minutes)}$ Noise Level (dBA)			L_{Amax} Noise Level (dBA)		
		Operational Noise Limit	Predicted	Compliance	Sleep Disturbance Screening Noise Level	Predicted	Compliance
NCA1	Daytime (neutral)	44	38	Yes	n/a[2]	n/a[2]	n/a[2]
	Evening (neutral)	43	38	Yes	n/a[2]	n/a[2]	n/a[2]
	Night-time (noise-enhancing)	38	38	Yes	52	46	Yes
NCA2	Daytime (neutral)	40	40	Yes	n/a[2]	n/a[2]	n/a[2]
	Evening (neutral)	40	40	Yes	n/a[2]	n/a[2]	n/a[2]
	Night-time (noise-enhancing)	38	38	Yes	52	48	Yes
NCA3	Daytime (neutral)	44	39	Yes	n/a[2]	n/a[2]	n/a[2]
	Evening (neutral)	43	39	Yes	n/a[2]	n/a[2]	n/a[2]
	Night-time (noise-enhancing)	38	38	Yes	52	52	Yes

Note 1: **Bold** text indicates an exceedance of the operational noise limit.

Note 2: L_{Amax} criteria are not applicable during this time period.

7.2.2 Lot 202 Maximum Noise Level Event Assessment

The maximum noise level contributions for the Lot 202 noise sources included in **Table 8** were predicted at the nearest receivers in NCA1, NCA2 and NCA3 as required by Consent Condition B14 item (b). The location of each receiver is indicated in **Figure 1**.

The results for night-time (noise enhancing) conditions are summarised in the following tables. Due to the limited amount of night-time activity at Lot 202, the most significant maximum noise events for other Lots are also included for context below.

Table 10 NCA1 Location 3 – Maximum Noise Source Contributions

Noise Source	Maximum Source Noise Level L_{Amax} (dBA)
Loading 202 (Warehouse A)	46 (air brake)
Loading 203 (Warehouse B)	40 (air brake)
Loading 204	38 (air brake)
Loading 201 (Warehouse 3)	35 (air brake)
202 LV Night Carpark (Warehouse C)	32 (car)
Highest Receiver Maximum Noise Level (Lot 202 Sources)	**46**
Sleep Disturbance Screening Criterion	**52**

Table 11 NCA2 Location 1 – Maximum Noise Source Contributions

Noise Source	Maximum Source Noise Level L_{Amax} (dBA)
Loading 202 (Warehouse A)	46 (air brake)
Loading 203 (Warehouse B)	40 (air brake)
202 LV Night Carpark (Warehouse C)	38 (car)
Loading 204	37 (air brake)
Loading 201 (Warehouse 3)	32 (air brake)
Highest Receiver Maximum Noise Level (Lot 202 Sources)	**46**
Sleep Disturbance Screening Criterion	**52**

Table 12 NCA2 Location 2 – Maximum Noise Source Contributions

Noise Source	Maximum Source Noise Level L_{Amax} (dBA)
Loading 202 (Warehouse A)	48 (air brake)
Loading 203 (Warehouse B)	40 (air brake)
202 LV Night Carpark (Warehouse C)	32 (car)
Loading 204	36 (air brake)
Loading 201 (Warehouse 3)	35 (air brake)

Noise Source	Maximum Source Noise Level L_{Amax} (dBA)
Highest Receiver Maximum Noise Level (Lot 202 Sources)	**48**
Sleep Disturbance Screening Criterion	**52**

Table 13 NCA3 Location 1 – Maximum Noise Source Contributions

Noise Source	Maximum Source Noise Level LAmax (dBA)
Loading 203 (Warehouse A)	52 (air brake)
Loading 201 (Warehouse 3)	47 (air brake)
Loading 201 (Warehouse 2b)	47 (air brake)
Loading 201 (Warehouse 2a)	43 (air brake)
203 LV Night Carpark	35 (car)
Highest Receiver Maximum Noise Level (Lot 203 Sources)	**52**
Sleep Disturbance Screening Criterion	**52**

Table 14 NCA3 Location 2 – Maximum Noise Source Contributions

Noise Source	Maximum Source Noise Level LAmax (dBA)
202 LV Night Carpark (Warehouse C)	38 (car)
202 LV Night Carpark (Warehouse A)	38 (car)
203 LV Night Carpark	37 (car)
Loading 201 (Warehouse 1)	34 (air brake)
Loading 203 (Warehouse B)	32 (air brake)
Highest Receiver Maximum Noise Level (Lot 202 Sources)	**38**
Sleep Disturbance Screening Criterion	**52**

The noise predictions in **Table 10** to **Table 14** confirm that compliance with the night-time Operational Noise Limits and sleep disturbance screening criterion is predicted at the nearest receiver locations in all catchments.

7.2.3 Screening Test for Annoying Characteristics

As defined in Fact Sheet C of the NPfI, non-tonal reversing alarms may be considered intermittent during the night-time period, in the event that noise from this source is sufficiently dominant above the ambient noise level to result in a 5 dB change in level at the receiver.

To assess the potential for individual reversing alarms to be perceived as intermittent at the nearest receivers in the absence of other significant activity occurring on site, an intermittency screening test has been conducted by comparing the maximum noise level of a non-tonal truck reversing alarm (SWL 110 dB) at any point within the Lot 202 hardstand/loading area to the established Rating Background Level (RBL) for the receiver. This enables a prediction of the emergence of an individual reversing alarm noise level that would be measured at the receiver location compared to the prevailing night-time background noise level.

The Lot 202 reversing alarm maximum noise level intermittency screening test is provided for the nearest receiver in each noise catchment NCA1 (in **Table 15**) and NCA2 (in **Table 16**), with weather enhancing conditions. Rating Background Levels for each noise catchment are taken from the NVIA report (SLR report 610-19360-R02-v2.1 dated 2 November 2020).

Table 15 NCA1 Location 3 – Lot 202 Reversing Alarm Intermittency Screening Test

Scenario	Receiver Maximum Noise level LAmax	Rating Background Level (RBL) dBA	Emergence above RBL dBA	Perceived Intermittency Likely at Receiver?
Loading 202 (Warehouse A)	38	38	0	No

Table 16 NCA2 Location 1 – Lot 202 Reversing Alarm Intermittency Screening Test

Scenario	Receiver Maximum Noise level LAmax	Rating Background Level (RBL) dBA	Emergence above RBL dBA	Perceived Intermittency Likely at Receiver?
Loading 202 (Warehouse A)	38	35	+3	No

The screening test for the most affected receiver in each noise catchment indicates that the maximum Lot 202 reversing alarm noise level would not be considered intermittent at the nearest receivers.

7.3 Effectiveness of Noise Mitigation Measures

As indicated in **Figure 1** and **Figure 3**, there are specific noise mitigation measures associated with verification of the Lot 202 design, summarised below:

- Infill noise wall to Southern and Western eave height of Lot 202 super canopy (shown in **Figure 1)**
- Two-sided solid screening to one smoke spill fan, minimum height 1.0m above top of unit height (Warehouse C-SSF-1 only, location shown in **Figure 3**) to permit daytime use of all of the smoke spill fans (Warehouse A, B and C).

The operational noise levels in **Table 9** confirm that the above mitigation measures are required in order to comply with the Operational Noise Limits during all time periods.

7.4 Discussion of Noise Impacts

The results in **Table 9** indicate that operational noise levels for Lot 202 are predicted to comply with the residential noise limits at all identified residential receivers under both neutral and noise-enhancing weather conditions during the applicable periods.

The L_{Amax} noise emissions from Lot 202 sources are predicted to comply with the sleep disturbance screening level at all identified receivers under both neutral and noise-enhancing conditions during the applicable periods as indicated in **Table 10** to **Table 14**.

As such, with consideration of the above, operational noise emissions from Lot 202 are considered to be compliant with the mitigation measures included in **Section 7.3**.

7.5 Comparison with Approved Development Impacts

Compared to the approved MOD1 development, operational noise impacts at the identified residential receivers are generally predicted to be consistent with the updated Lot 202 sources.

8 Conclusion

An operational noise verification assessment has been conducted for Lot 202 (formerly Lot 204) at Horsley Logistics Park (HLP). The SSDA approved development was assessed in SLR report 610.19360-R02-v2.1 dated 2 November 2020. The MOD1 modification was originally assessed in SLR report 610.19360-R06-v0.2 dated 28 April 2021.

The operational noise modelling of the MOD1 Masterplan design found no exceedances of the noise limits at any sensitive receivers under both neutral (day, evening and night periods) and noise-enhancing (night period) weather conditions.

The L_{AMax} noise emissions from Lot 202 sources are predicted to comply with the sleep disturbance screening level at all identified receivers under both neutral and noise-enhancing weather conditions during the applicable periods.

The Lot 202 noise mitigation measures (super canopy infill wall and Warehouse C rooftop plant screening) have been re-evaluated and confirmed to be required to ensure compliance with the Operational Noise Limits during all time periods.

Overall, the predicted operational noise impacts of Lot 202 are considered to be consistent with those of the approved MOD1 development.

APPENDIX A

Acoustic Terminology

1. Sound Level or Noise Level

The terms 'sound' and 'noise' are almost interchangeable, except that 'noise' often refers to unwanted sound.

Sound (or noise) consists of minute fluctuations in atmospheric pressure. The human ear responds to changes in sound pressure over a very wide range with the loudest sound pressure to which the human ear can respond being ten million times greater than the softest. The decibel (abbreviated as dB) scale reduces this ratio to a more manageable size by the use of logarithms.

The symbols SPL, L or LP are commonly used to represent Sound Pressure Level. The symbol LA represents A-weighted Sound Pressure Level. The standard reference unit for Sound Pressure Levels expressed in decibels is 2×10^{-5} Pa.

2. 'A' Weighted Sound Pressure Level

The overall level of a sound is usually expressed in terms of dBA, which is measured using a sound level meter with an 'A-weighting' filter. This is an electronic filter having a frequency response corresponding approximately to that of human hearing.

People's hearing is most sensitive to sounds at mid frequencies (500 Hz to 4,000 Hz), and less sensitive at lower and higher frequencies. Different sources having the same dBA level generally sound about equally loud.

A change of 1 dB or 2 dB in the level of a sound is difficult for most people to detect, whilst a 3 dB to 5 dB change corresponds to a small but noticeable change in loudness. A 10 dB change corresponds to an approximate doubling or halving in loudness. The table below lists examples of typical noise levels.

Sound Pressure Level (dBA)	Typical Source	Subjective Evaluation
130	Threshold of pain	Intolerable
120	Heavy rock concert	Extremely noisy
110	Grinding on steel	
100	Loud car horn at 3 m	Very noisy
90	Construction site with pneumatic hammering	
80	Kerbside of busy street	Loud
70	Loud radio or television	
60	Department store	Moderate to quiet
50	General Office	
40	Inside private office	Quiet to very quiet
30	Inside bedroom	
20	Recording studio	Almost silent

Other weightings (eg B, C and D) are less commonly used than A-weighting. Sound Levels measured without any weighting are referred to as 'linear', and the units are expressed as dB(lin) or dB.

3. Sound Power Level

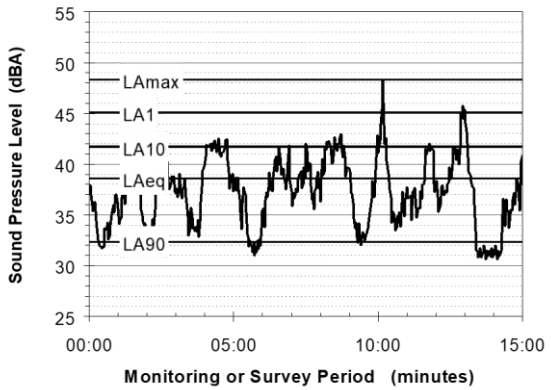
The Sound Power of a source is the rate at which it emits acoustic energy. As with Sound Pressure Levels, Sound Power Levels are expressed in decibel units (dB or dBA), but may be identified by the symbols SWL or LW, or by the reference unit 10^{-12} W.

The relationship between Sound Power and Sound Pressure is similar to the effect of an electric radiator, which is characterised by a power rating but has an effect on the surrounding environment that can be measured in terms of a different parameter, temperature.

4. Statistical Noise Levels

Sounds that vary in level over time, such as road traffic noise and most community noise, are commonly described in terms of the statistical exceedance levels LAN, where LAN is the A-weighted sound pressure level exceeded for N% of a given measurement period. For example, the LA1 is the noise level exceeded for 1% of the time, LA10 the noise exceeded for 10% of the time, and so on.

The following figure presents a hypothetical 15 minute noise survey, illustrating various common statistical indices of interest.



Of particular relevance, are:

LA1 The noise level exceeded for 1% of the 15 minute interval.

LA10 The noise level exceeded for 10% of the 15 minute interval. This is commonly referred to as the average maximum noise level.

LA90 The noise level exceeded for 90% of the sample period. This noise level is described as the average minimum background sound level (in the absence of the source under consideration), or simply the background level.

LAeq The A-weighted equivalent noise level (basically, the average noise level). It is defined as the steady sound level that contains the same amount of acoustical energy as the corresponding time-varying sound.

5. Frequency Analysis

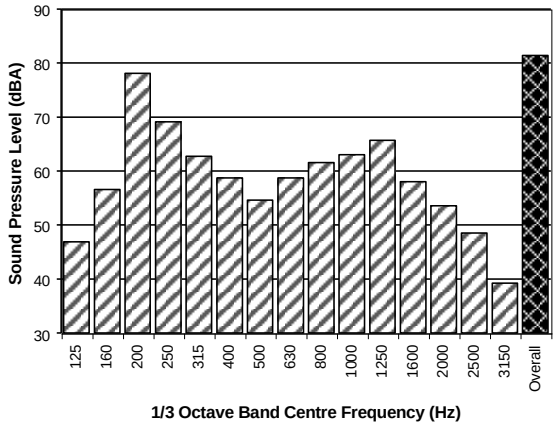
Frequency analysis is the process used to examine the tones (or frequency components) which make up the overall noise or vibration signal.

The units for frequency are Hertz (Hz), which represent the number of cycles per second.

Frequency analysis can be in:

- Octave bands (where the centre frequency and width of each band is double the previous band)
- 1/3 octave bands (three bands in each octave band)
- Narrow band (where the spectrum is divided into 400 or more bands of equal width)

The following figure shows a 1/3 octave band frequency analysis where the noise is dominated by the 200 Hz band. Note that the indicated level of each individual band is less than the overall level, which is the logarithmic sum of the bands.



6. Annoying Noise (Special Audible Characteristics)

A louder noise will generally be more annoying to nearby receivers than a quieter one. However, noise is often also found to be more annoying and result in larger impacts where the following characteristics are apparent:

- **Tonality** - tonal noise contains one or more prominent tones (ie differences in distinct frequency components between adjoining octave or 1/3 octave bands), and is normally regarded as more annoying than 'broad band' noise.
- **Impulsiveness** - an impulsive noise is characterised by one or more short sharp peaks in the time domain, such as occurs during hammering.
- **Intermittency** - intermittent noise varies in level with the change in level being clearly audible. An example would include mechanical plant cycling on and off.
- **Low Frequency Noise** - low frequency noise contains significant energy in the lower frequency bands, which are typically taken to be in the 10 to 160 Hz region.

7. Vibration

Vibration may be defined as cyclic or transient motion. This motion can be measured in terms of its displacement, velocity or acceleration. Most assessments of human response to vibration or the risk of damage to buildings use measurements of vibration velocity. These may be expressed in terms of 'peak' velocity or 'rms' velocity.

The former is the maximum instantaneous velocity, without any averaging, and is sometimes referred to as 'peak particle velocity', or PPV. The latter incorporates 'root mean squared' averaging over some defined time period.

Vibration measurements may be carried out in a single axis or alternatively as triaxial measurements (ie vertical, longitudinal and transverse).

The common units for velocity are millimetres per second (mm/s). As with noise, decibel units can also be used, in which case the reference level should always be stated. A vibration level V, expressed in mm/s can be converted to decibels by the formula 20 log (V/Vo), where Vo is the reference level (10^{-9} m/s). Care is required in this regard, as other reference levels may be used.

8. Human Perception of Vibration

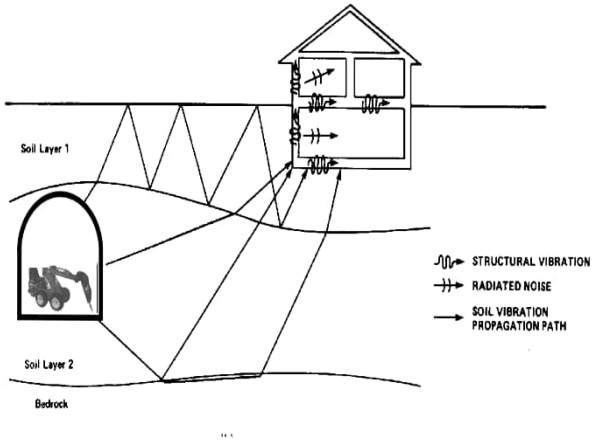
People are able to 'feel' vibration at levels lower than those required to cause even superficial damage to the most susceptible classes of building (even though they may not be disturbed by the motion). An individual's perception of motion or response to vibration depends very strongly on previous experience and expectations, and on other connotations associated with the perceived source of the vibration. For example, the vibration that a person responds to as 'normal' in a car, bus or train is considerably higher than what is perceived as 'normal' in a shop, office or dwelling.

9. Ground-borne Noise, Structure-borne Noise and Regenerated Noise

Noise that propagates through a structure as vibration and is radiated by vibrating wall and floor surfaces is termed 'structure-borne noise', 'ground-borne noise' or 'regenerated noise'. This noise originates as vibration and propagates between the source and receiver through the ground and/or building structural elements, rather than through the air.

Typical sources of ground-borne or structure-borne noise include tunnelling works, underground railways, excavation plant (eg rockbreakers), and building services plant (eg fans, compressors and generators).

The following figure presents an example of the various paths by which vibration and ground-borne noise may be transmitted between a source and receiver for construction activities occurring within a tunnel.



The term 'regenerated noise' is also used in other instances where energy is converted to noise away from the primary source. One example would be a fan blowing air through a discharge grill. The fan is the energy source and primary noise source. Additional noise may be created by the aerodynamic effect of the discharge grill in the airstream. This secondary noise is referred to as regenerated noise.

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Appendix D. Horsley Park Community Consultation Plan

URBIS

COMMUNITY CONSULTATION PLAN

ESR Horsley Logistics Park

Prepared for
ESR AUSTRALIA
28 April 2021

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Associate Director	Stephanie Potter
Senior Consultant	Alisha Filmer
Project Code	P0033382
Report Number	Final

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

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1. INTRODUCTION

This Community Consultation Plan (the plan) has been prepared in line with the requirements of Development Consent Condition B56 and B57 for ESR Horsley Logistics Park (SSD 10436). This Strategy has been prepared by Urbis Pty Ltd, a consultant engaged by ESR Developments (Australia) Pty Ltd (ESR).

This Plan will be implemented and maintained throughout the development by ESR. This plan covers a period no later than two weeks before the commencement of site preparation works and for the life of the development.

1.1. CROSS-REFERENCE OF CONSENT REQUIREMENTS

Table 1 identifies the reference/s within this Strategy as they relate to the requirements under Development Consent Condition B56 and B57 – Community Consultation Plan.

Table 1 Consent requirements

Consent condition Reference	Consent condition	Report reference
B56	The Applicant must consult with the community regularly throughout the development, including consultation with the nearby sensitive receivers identified on Figure 7, relevant regulatory authorities and other interested stakeholders.	Sections 3 and 5
B57	The Applicant must prepare a Community Consultation Plan for the development, to the satisfaction of the Planning Secretary. The Plan must:	This document
a)	be approved by the Planning Secretary prior to the commencement of site preparation works;	Noted
b)	be implemented for the life of the development, or as otherwise agreed by the Planning Secretary;	Noted
c)	assign a central contact person to keep the nearby sensitive receivers regularly informed throughout the development;	Section 5.2
d)	detail the mechanisms for regularly consulting with the local community throughout the development, such as holding regular meetings to inform the community of the progress of the development and report on environmental monitoring results;	Section 5
e)	detail a procedure for consulting with nearby sensitive receivers to schedule high noise generating works, vibration intensive activities or manage traffic disruptions;	Section 5.3
f)	include contact details for key community groups, relevant regulatory authorities, Registered Aboriginal Parties and other interested stakeholders; and	Section 4
g)	include a complaints procedure for recording, responding to and managing complaints, including:	Section 5.4

Consent condition Reference	Consent condition	Report reference
	email, toll-free telephone number and postal address for receiving complaints; advertising the contact details for complaints prior to and during operation, via the local newspaper and through on-site signage; a complaints register to record the date, time and nature of the complaint, details of the complainant and any actions taken to address the complaint; and procedures to resolve any disputes that may arise during the course of the development.	
B58	The Applicant must: not commence construction until the Community Consultation Plan is approved by the Planning Secretary; and implement the approved Community Consultation Plan for the duration of the development.	Noted

2. PROJECT OVERVIEW

ESR Horsley Logistics Park (the project) involves the construction, fit-out and operation of eight warehouse and distribution tenancies in four buildings with a total gross floor area (GFA) of 112,819m2 including offices, loading docks, hardstand areas, truck and car parking areas, landscaping, associated infrastructure and signage.

2.1. THE SITE

The site is located at 6 Johnston Crescent, Horsley Park (Figure 1, site shown in red). It is 35 kilometres (km) west of the Sydney CBD and 18 km west of the Parramatta CBD. The site is located within the Fairfield City Council (Council) Local Government Area (LGA) and situated within the Western Sydney Employment Area.

Figure 1 Aerial photograph of the site

Source: Urbis

2.2. THE SURROUNDING COMMUNITY

The project is located within the former CSR quarry lands. It sits south of the Sydney Water Pipeline within the western extent of the Western Sydney Employment Area (WSEA). The project is currently undergoing earthworks to support future industrial development. The project is immediately bordered to the north by the remainder of the original CSR quarry site. The remainder of the CSR quarry has been excised from Horsley Logistics Park and subdivided into future Stage 3 as part of DA 893.1/2013. Beyond the immediate vicinity, the surrounding land uses include:

- **North:** The Oakdale Central Business Hub (SSD-6078)
- **East:** Land zoned RU4 – Primary Production which includes a number of rural residential lots
- **South:** Land zoned RU4 – Primary Production and a rural residential subdivision fronting Greenway Place
- **West:** The Horsley Park Warehousing Hub (MP10_0129 and MP10_0130)

3. PEOPLE TO BE CONSULTED DURING THE DEVELOPMENT

The sensitive receivers, relevant regulatory authorities and other interested stakeholders who will be informed and consulted are outlined in Table 2. The table also outlines communication mechanisms and potential stakeholder concerns. Section 5 describes the mechanisms in detail. This table will be reviewed and updated as needed by ESR.

Table 2 Stakeholders, activities, and concerns

People to be consulted (Stakeholders)	**Communication mechanisms (see Section 5)**	**Concerns**
Individual households and businesses within a 500m radius of the project including: - Greenway Place - Old Wallgrove Rd and - Burley Rd, Horsley Park - Jacfin Industrial Estate.	Enquires and feedback response Issues resolution and mediation of disputes Notifications Signage	Traffic management, truck noise and movements View impacts and privacy Vegetation and landscaping Noise management and minimisation Light spill Impacts of construction activities including noise, dust and vibrations 24-hour operation impacts
Sensitive receivers in three identified noise catchment areas (NCAs) outlined in Figure 2. - NCA01 – South - NCA02 – South - NCA03 – East.	Enquires and feedback response Issues resolution and mediation of disputes Sensitive receiver consultation	Traffic management Noise management and minimisation Lighting Impacts of construction activities including noise, dust and vibrations
Regulatory agencies and utilities: - Fairfield City Council - New South Wales Environment Protection Authority - Endeavour Energy - Transport for NSW - Sydney Water - New South Wales Rural Fire Service	Communication is covered by relevant approvals	Traffic management Visual impacts Construction activities Environmental impacts

People to be consulted (Stakeholders)	Communication mechanisms (see Section 5)	Concerns
- Fire and Rescue New South Wales		
Department of Planning, Industry and Environment	Communication is covered by relevant approvals.	Regulatory oversight of Development Consent for SSD-10436

Figure 2 Sensitive receivers

Source: Development Consent SSD-10436

4. STAKEHOLDER CONTACTS

Table 3 Stakeholder contacts

Stakeholder	Contact details
Department of Planning, Industry and Environment	Bruce Zhang Senior Environmental Assessment Officer T +612 9274 6137 E Bruce.Zhang@planning.nsw.gov.au
Department of Planning, Industry and Environment – Biodiversity and Conservation Division	Bronwyn Smith Senior Conservation Planning Officer T +612 9873 8604 E Bronwyn.smith@environment.nsw.gov.au
Penrith City Council	Robert Craig Acting Development Assessment Coordinator T +612 4732 7593 E Robert.Craig@penrith.city
Fairfield City Council	Kerren Ven Strategic Planner T +612 9725 0878
New South Wales Environment Protection Authority	Kyle Browne Operations Officer T +612 9995 6107 E kyle.browne@epa.nsw.gov.au.
Endeavour Energy	Cornelis Duba Development Application Specialist Network Environment & Assessment E property.development@endeavourenergy.com.au E Construction.Works@endeavourenergy.com.au
Heritage NSW	Senior Team Leader Aboriginal Cultural Heritage Regulation - South T +612 6229 7089 E jackie.taylor@environment.nsw.gov.au.
Transport for NSW	Robert Rutledge Principal Transport Planner Land Use Planning and Development E robert.rutledge@transport.nsw.gov.au.
Sydney Water	Growth Planning Team T 13 20 92 E urbangrowth@sydneywater.com.au

Stakeholder	Contact details
WaterNSW	Justine Clarke T +612 9865 2402 E justine.clarke@waternsw.com.au. E Environmental.Assessments@waternsw.com.au
New South Wales Rural Fire Service	Kalpana Varghese Team Leader, Development Assessment & Planning Planning and Environment Services T +612 8741 5555
Resident	30-32 Greenway Place, Horsley Park
Resident	38-40 Greenway Place, Horsley Park
Resident	33-35 Greenway Place, Horsley Park
Resident	41-43 Greenway Place, Horsley Park
Resident	44-46 Greenway Place, Horsley Park
Resident	47-48 Greenway Place, Horsley Park
Resident	49-53 Greenway Place, Horsley Park
Resident	54-56 Greenway Place, Horsley Park
Jacfin Pty Ltd	HWL Ebsworth Lawers on behalf of Jacfin Pty Ltd Paul Lalich T +612 9334 8830 E plalich@hwle.com.au
Registered Aboriginal Parties	There was no requirement for Aboriginal consultation in the project's SEARs and as such no RAPs were identified.

5. MECHANISMS AND PROCEDURES

5.1. CONSULTATION MECHANISMS

Information about the Project will be provided to residents in line with the requirements of Development Consent Condition B56 and B57 through the mechanisms outlined in Table 4 Consultation me

Table 4 Consultation mechanisms

Activity	Description	Stakeholder	Timing
Enquires and feedback response	The community will use a project contact point (See Section 5.2) to provide feedback or make enquiries and complaints. This contact point will also be the central contact person for nearby sensitive receivers. The process for responding is outlined in Sections 5.2, 5.3 and 5.4.	Individual households and businesses within a 500m radius of the project Sensitive receivers in Figure 2	Ongoing
Signage	Signage at the front of the site will include details for providing feedback or making enquires and complaints.	Individual households and businesses within a 500m radius of the project	Ongoing
Notifications	At the start of construction and at key development milestones, ESR will place an ad in the local newspaper and send a letter to neighbours outlining construction timeline, impacts and mitigations, and the project contact point	Individual households and businesses within a 500m radius of the project	No less than 14 days before start of construction
Sensitive receiver consultation procedure	For high noise generating works, vibration intensive activities or potential manage traffic disruptions sensitive receivers will be informed ahead of time. See Section 5.3 for more detail.	Sensitive receivers in Figure 2	No less than 7 days before works planned, or when reasonably practical
Community meetings	Depending on the level of stakeholder interest and feedback in the first three months of construction, ESR will consider the establishment of regular community meetings to inform the community of the progress of the development and report on environmental monitoring results.	Individual households and businesses within a 500m radius of the project	As required

5.2. ENQUIRIES AND FEEDBACK RESPONSE

As outlined in Table 4, a project contact point will be established and maintained for the project.

Table 5 Project contact point

Channel	Details
Point of contact	Grace Macdonald, Senior Planner
Mailing address	Level 29, 20 Bond Street Sydney, NSW 2000
Phone number	+612 9186 4759
Email	developmentAU@esr.com

All feedback and enquires will be answered in accordance with the timeframes below:

Table 6 Response times

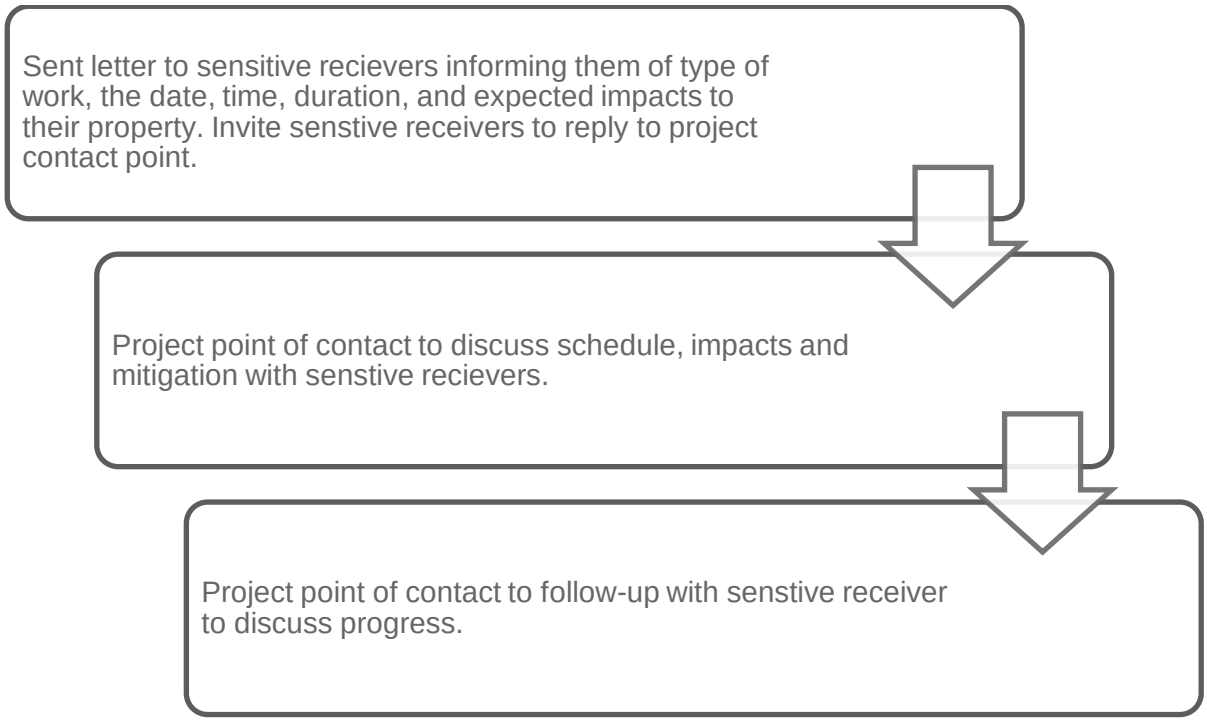
Channel	Response time
Email	Two business days
On-site inquiry or mail	Five business days
Phone	Thirty minutes (during business hours)

5.3. SENSITIVE RECEIVER CONSULTATION PROCEDURE

ESR will consult with nearby sensitive receivers to schedule high noise generating works, vibration intensive activities and management of any potential traffic disruptions. This includes ensuring the community is informed of disruptive works in advance. This mechanism is outlined in

Figure 3 Sensitive receivers consultation procedure.

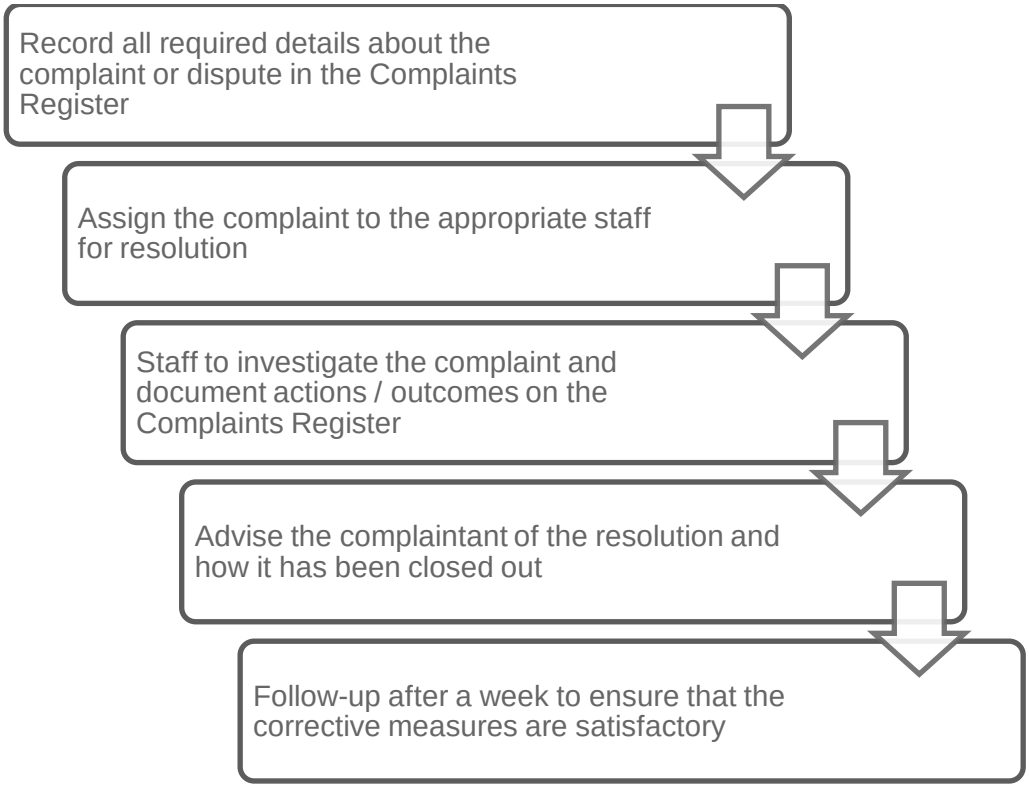
Figure 3 Sensitive receivers consultation procedure



5.4. COMPLAINTS AND DISPUTES RESOLUTION PROCEDURE

The mechanism in Figure 4 Complaints and disputes resolution procedure outlines the procedure for complaints and disputes raised through the project contact point. The required details to be recorded in the complaints register include the date, time and nature of the complaint, details of the complainant and any actions taken to address the complaint.

Figure 4 Complaints and disputes resolution procedure



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