



MEMORANDUM

DATE:	13 April 2022	RWDI REFERENCE #: 2101343
TO:	Grace Macdonald	EMAIL: Grace.Macdonald@esr.com
FROM:	Peter Thang	Email: Peter.Thang@rwdi.com
RE:	Westlink ESR – Response to Submissions	

Dear Grace Macdonald

RWDI Australia Pty Ltd submitted a Noise and Vibration Impact Assessment (NVIA) and an Air Quality Impact Assessment (AQIA) in support of the proposed Westlink ESR industrial estate (SSD-9138102) located at 290-308 Aldington Road, 59-62 Abbots Road, and 63 Abbots Road, Kemps Creek.

This memo has been prepared to respond to matters raised by the Department of Planning and Environment, during the exhibition stage.

Comment	Response
Noise and Vibration	
As the development application is for construction and operation of all seven warehouse building and café (rather than a Concept proposal), this is to be reflected in the assessment of both the construction and operational noise and vibration impacts. For example, the construction noise and vibration assessment only relates to the Stage 1 works as outlined in Section 7.2.1.	The NVIA has been revised to incorporate the construction of all lots and warehouses. Section 7.2 of the NVIA provides details.
While it is noted that some of the dwellings in close proximity to the site are on land that has been rezoned for industrial purposes and could be redeveloped in the future, an assessment of impacts during construction and operation should be provided for these existing residential receivers.	The NVIA has included the dwellings in close proximity to the site in the operational and construction noise assessments.
Ensure the traffic generation identified in the NVIA is consistent with the EIS and TMAP. For example, Table 6-1 does not correlate with Appendix A.	Traffic generation information has been revised in line with inputs from Ason (traffic consultants)
Update the NVIA to include a noise emission inventory that accurately describes how noise would be generated by the operation development. The NVIA must clearly state how the variation in noise emissions for the different truck types	Section 6.2 to 6.2 outlines the details of noise modelling methodology. Appendix B of the





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<p>(rigid trucks, semi-trailers, and B-doubles) under steady driving, reversing, accelerating and deceleration conditions have been taken into account in the operational noise modelling. Furthermore, non-steady noise sources should include loading/unloading activities, including but not limited to, intermittent reversing noise from forklifts. Steady noise sources should include mechanical plant/equipment and refrigeration trailers (if there is the potential for any warehouse to be temperature controlled). All assumptions must be substantiated with reference to verifiable data. Ensure source emissions levels be reported as follows:</p> <ul style="list-style-type: none"> - Sound power level for point sources - Sound power level per metre for line sources - Sound power level per square metres for area sources. 	<p>report presents locations of modelled noise sources.</p>
<p>Provide justification for the assumption that 103 dB(A) is a representative value of sound power level for large truck prime movers, substantiated with reference to verifiable data. The Department notes that the US FHWA TNM model referenced in the NSW Road Noise Policy uses the following sound power levels to compute motor vehicles noise levels:</p> <ul style="list-style-type: none"> - 100 dB(A) for medium trucks (two axles) travelling at speeds of lower than 20km/h during normal pass-by - 106 dB(A) for medium truck travelling at speeds lower than 20km/h during acceleration - 106 dB(A) for heavy trucks (three or more axles) travelling at speeds of lower than 20 km/h during normal pass-by - 111 dB(A) for heavy trucks travelling at speeds of lower than 20km/h during acceleration <p>The representative speed profiles for each heavy vehicle type and for each distinct operation also need to be specified, noting that heavy vehicles are unlikely to travel at 25km/h consistently across the site during all manoeuvres corresponding to passing-by, turning, reversing and accelerating.</p>	<p>Noise source sound power levels have been revised to be in line with recommendations from DPIE.</p>
<p>Provide further detail regarding how the prevailing meteorological conditions in the locality were incorporated in the assessment, in accordance with NPfI.</p>	<p>Section 4.4 of the NVIA discusses the meteorological conditions adopted for noise assessment.</p>
<p>Provide noise contours with sufficient granularity to establish compliance locations at the boundary of the site.</p>	<p>Operational noise contours are provided in Figures 6.1 to 6.4</p>
<p>As required in the SEARs issued for this application, provide a cumulative impact assessment having regard to Section 2.4.2 of the Noise Policy for Industry, inclusive of impacts from existing and future developments within the Mamre Road Precinct and Western Sydney Employment Area. Application of Section 2.4.2 of the NPfI would ensure the number of individual allotments in the Mamre Road</p>	<p>The methodology in Section 2.4.2 of the NPfI relies on all industrial premises in the area to apply the same approach. Furthermore, it is not stipulated</p>

Comment	Response
<p>Precinct is considered when deriving project amenity noise levels. The number of individual allotments should be derived from cadastral boundary of lots within the Mamre Road Precinct and nearby employment areas, assuming the precinct area will be fully developed for industrial purposes. Long-term cumulative impacts need to be assessed at the most-affected receivers in Mount Vernon, Horsley Park, Kemps Creek, Luddenham (near Twin Creeks Golf & Country Club), including nearby schools, retirement villages, places of worship and residential receivers.</p>	<p>that the number of individual allotments should be derived from cadastral boundary of lots within the Mamre Road Precinct and nearby employment areas. Nonetheless, the Recommended Amenity Noise Level in the NPfl is the main mechanism in controlling impacts from cumulative industrial noise. Section 6.7 of the revised NVIA provides further analysis into the contribution of the Project on the amenity noise level at the residential receivers outside of the MRP.</p>
<p>It is noted that for most locations background noise levels are lower at night than during the day. Please clarify why the measured background level measured at Noise Logger L01 is higher at night than during the day or evening periods.</p>	<p>The revised NVIA has provided further clarification on this matter.</p>
<p>Odour and Air Quality</p>	
<p>Ensure the air quality assessment reflects correct traffic generation from the development and within the Mamore Road Precinct identified in the TMAP.</p>	<p>Traffic generation information has been revised in line with inputs from Ason (traffic consultants)</p>
<p>While it is noted that some of the dwellings in close proximity to the site are on land that has been rezoned for industrial purposes and could be redeveloped in the future, an assessment of impacts should be provided for these existing residential receivers, particularly for potential construction impacts, which will likely occur prior to any development on these properties.</p>	<p>The AQIA has been revised to include the receptors within the MRP.</p>

Regards



Peter Thang
Project Engineer