



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

11/12/2020

Dear Mr Foster

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

The notification of the Response to Submissions (RtS) report for the ESR Horsley Logistics Park (SSD-10436) ended on 1 December 2020. All submissions received by the Department during the notification period are available on the Department's website at <https://www.planningportal.nsw.gov.au/major-projects/project/28256>

The Department requires you to provide a response to the issues raised in those submissions and the Department's comments regarding the noise impact assessment (see **Attachment 1**). Please provide the response to the Department by 1 February 2021. If you are unable to provide the requested information within this timeframe, you are requested to provide, and commit to, a timeframe detailing the provision of this information.

If you have any questions, please contact Bruce Zhang, Planning and Assessment who can be contacted on 9274 6137 or at bruce.zhang@planning.nsw.gov.au.

Yours sincerely,

A handwritten signature in blue ink that reads 'W Hodgkinson'.

William Hodgkinson
Team Leader
Industry Assessments

Attachment 1 Department's Comments on Noise and Vibration Impact Assessment

Issue 1

The effectiveness of noise mitigation measures described in points 1, 2 and 3 is not clearly identified in the Noise and Vibration Impact Assessment (NVIA).

Issue 2

Predicted operational noise levels are claimed to reflect the site when all stages of the masterplan are fully operational. However, the Department notes the outcome of the assessment is dependent upon the accuracy/correctness of modelled operational activities. In addition to rooftop mechanical plant, Table 24 of the NVIA as presented below shows the other noise generating sources included in the noise model.

The Department has made the following comments on modelling assumptions:

- Heavy vehicle sound power level is typical of trucks travelling at low speeds. This assumed source emission scenario does not appear to include noise from acceleration, reversing alarm and during idle.
- The NVIA assumed heavy vehicles would move at an average speed of 25 km/h. There is insufficient information in the EIS to verify this assumption. Source emission is sensitive to vehicle passage speed. For example, lowering heavy vehicle speed from 25 km/h to 10 km/h would increase the contribution of noise associated with heavy vehicles by around 4 dB.
- Forklift movements have been modelled in the at-grade dock areas of the hardstands. One forklift has been assumed for every two heavy vehicles onsite. Please justify this assumption.

Table 24 Sound Power Levels for Onsite Vehicle Movements

Noise Source	Sound Power Level (SWL), per vehicle	Average Speed
Heavy Vehicles	103 dBA ¹	25 km/h
Light Vehicles	96 dBA	40 km/h
Gas-powered Forklifts ²	93 dBA	n/a

Note 1: Based on SLR's noise measurement database, this sound power level is typical of trucks travelling at low speeds, such as within industrial estates.

Note 2: If electric forklifts are proposed for the development, noise emissions from forklifts would be considerably lower than gas-powered forklifts.

Issue 3:

The NIVA did not mention of corrections for annoying characteristics. Fact sheet C of the EPA's Noise Policy for Industry 2017 specify penalty factors for noise heard/predicted/measured at a receiver location with annoying characteristics such as tonality, intermittency, or dominant low-frequency content.

If the noise is likely to be intermittent and tonal, a correction of 10 decibels would need to be added to the predicted noise levels. Unless appropriately justified in the NVIA, the Applicant would need to implement best management practice and/or mitigation measures to minimise the prominence of intermittency and tonality of the sounds heard at noise affected residential receivers.