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2 December 2022

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ESR
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Re: Westlink ESR Stage 1 – Response to Additional Comments from DPE 25 November 2022
RWDI Project Number: 2101343

Dear Grace Macdonald

RWDI Australia Pty Ltd submitted a Noise and Vibration Impact Assessment (NVIA) in support of the proposed Westlink ESR Stage 1 industrial estate (SSD-9138102) located at 290-308 Aldington Road, 59-62 Abbotts Road, and 63 Abbotts Road, Kemps Creek.

This letter has been prepared to respond to additional comments rained by the Department of Planning and Environment (DPE).

DPE Comment

The NIA states it has relied upon an assessment of prevailing meteorological conditions done by SLR Consulting (SLR) and reported in their NIA (ref. 610.19127-R2) for another development in the MRP. It notes that "Outcomes of the metrological analysis determined that standard weather conditions should be used during the daytime and evening periods, with noise-enhancing weather conditions during the night-time period. The night-time noise-enhancing weather conditions defined as F-class temperature inversion with a 2 m/s source to receiver drainage flow." As the nearest receiver in Mount Vernon is uphill from the site, please clarify whether air movement modelled during temperature inversions was source to receiver for all receptors or modelled as a drainage flow downslope. A prevailing night period wind of 3 m/s from the southwest and west-southwest has also not been modelled.

RWDI Response

Predictions were presented for worst case weather conditions, that is, source to receiver for all receptors. A prevailing night period wind of 3 m/s was not modelled. Noise enhancements from this situation is typically similar to noise enhancements generated in the F-class with 2 m/s wind scenario, when applying CONCAWE. As such, the NPfI notes that either scenarios can be used with the phrasing "and/or".

DPE Comment

Confirm the vehicle movement numbers in Table 5-2 are accurate with expected traffic generation.

RWDI Response

The vehicle movement numbers in Table 5-2 are based on information provided by the expected operators of the warehouses.

DPE Comment

Clarify how noise from vehicle movements and other activity within the multi-storey car park on Lot 1 were considered.

RWDI Response

The Lot 1 car park was modelled as light vehicles travelling at 40 km/h within an open car park. It is expected that noise emissions from the car park would be negligible in comparison to heavy vehicle movements and be unlikely to impact the noise level at the receiver and this is confirmed when reviewing partial noise levels.

For example, during the night period:

- Receiver N15, overall level 35 dBA, Lot 1 car park contribution 6 dBA.
- Receiver N35, overall level 38 dBA, Lot 1 car park contribution 16 dBA.

Regards

Peter Thang
Project Engineer