

To: Lloyd Henderson

From: Brandon Nguyen Khuong

Company: DHL

SLR Consulting Australia

Date: 10 March 2025

Project No. 610.V30951.00303

RE: Acoustic Assessment Methodology Memorandum

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1.0 Document References

The following documents are referenced in this memorandum:

- Burrah Park Masterplan and SSDA Stage 1 Noise Planning Assessment (dated 16 August 2024) prepared by EMM Consulting hereby referred to as EMM's report.
- Badgerys Creek DHL Development Stage 2 Noise Impact Assessment (610.30951.00000, dated 10 October 2024) prepared by SLR Consulting hereby referred to as SLR's report.

2.0 Purpose of Memorandum

This memorandum has been prepared by SLR Consulting at the request of DHL to clarify the methodology adopted to determine the operational noise impact assessments from the Stage 1 and Stage 2 DHL warehouses within the Burra Park masterplan.

The purpose of the memorandum is to respond to Test Of Adequacy (ToA) comments by the Department of Planning, Housing and Infrastructure (DPHI) through a comparative study against the approach undertaken in EMM's report for DPHI's consideration.

The ToA comment provided by DPHI is included below:

Noise – the assessment approach and noise limits are different in the report prepared by EMM for Burrah Park and the report prepared by SLR for this EIS.

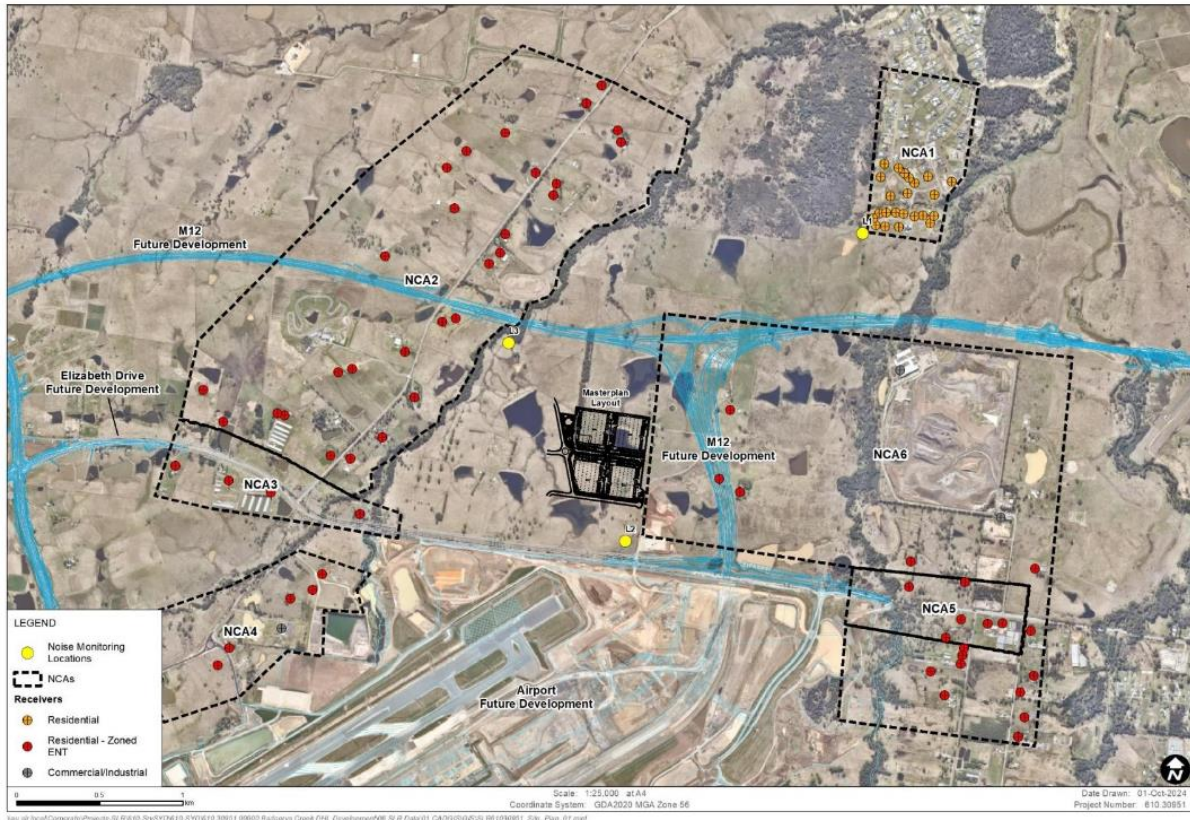
3.0 Methodology

SLR's assessment of construction and operational noise considers the DHL warehouses in isolation and does not factor in any additional shielding or noise contributions that may occur from the operation of any future surrounding tenancies within the Burra Park precinct. This was done to reflect the onerous situation where the DHL warehouses are the first to be constructed and operating prior to the development of the surrounding tenancies.

Regarding the surrounding sensitive receivers, it is understood that the Aerotropolis area is currently undergoing significant changes with the construction of Western Sydney International Airport and the M12 motorway which will transition the acoustic environment from a rural to urban amenity for future receivers to be developed. However, as mentioned above, this assessment considers the onerous scenario where the DHL warehouses are operational during the transition process and sensitive receivers may still exist within a relatively quiet rural amenity – hence SLR's assessment considers both the 'existing rural amenity' and 'future urban amenity' scenarios in the assessment.

As a result, the noise catchment areas (NCAs) proposed within SLR's assessment depicted in **Figure 1**, capture all residential receivers north-east of the site that are to be retained once the Aerotropolis transition is complete, but also includes existing residential receivers east and west of the site that are likely to be removed once the transition is complete. The permanency of sensitive receivers should be considered to best optimise the recommended acoustic mitigation measures where required.

Figure 1 Site Location, Surrounding Receivers and Noise Monitoring Locations



4.0 Comparative Assessment

It is understood that EMM Consulting's assessment of the Burra Park masterplan have only considered the residential receivers within the Twin Creeks estate northeast of the site, depicted as NCA1 in **Figure 1** and have not considered the remaining residents located east and west of the site within land zoned as Enterprise.

This approach by EMM Consulting assumes that these residents are temporary and will be demolished as part of the Aerotropolis precinct upgrades once Burra Park is operational. However, DPHI's review of EMM's report have indicated that these temporary residential receivers will need to be assessed. In relation to this, SLR's approach satisfies these requirements as previously discussed in **Section 3.0**.

