



E-LAB Consulting
Level 11, 117 York Street
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1. Introduction

2. Proposed Updates

Figure 1 - Revised development application site plan

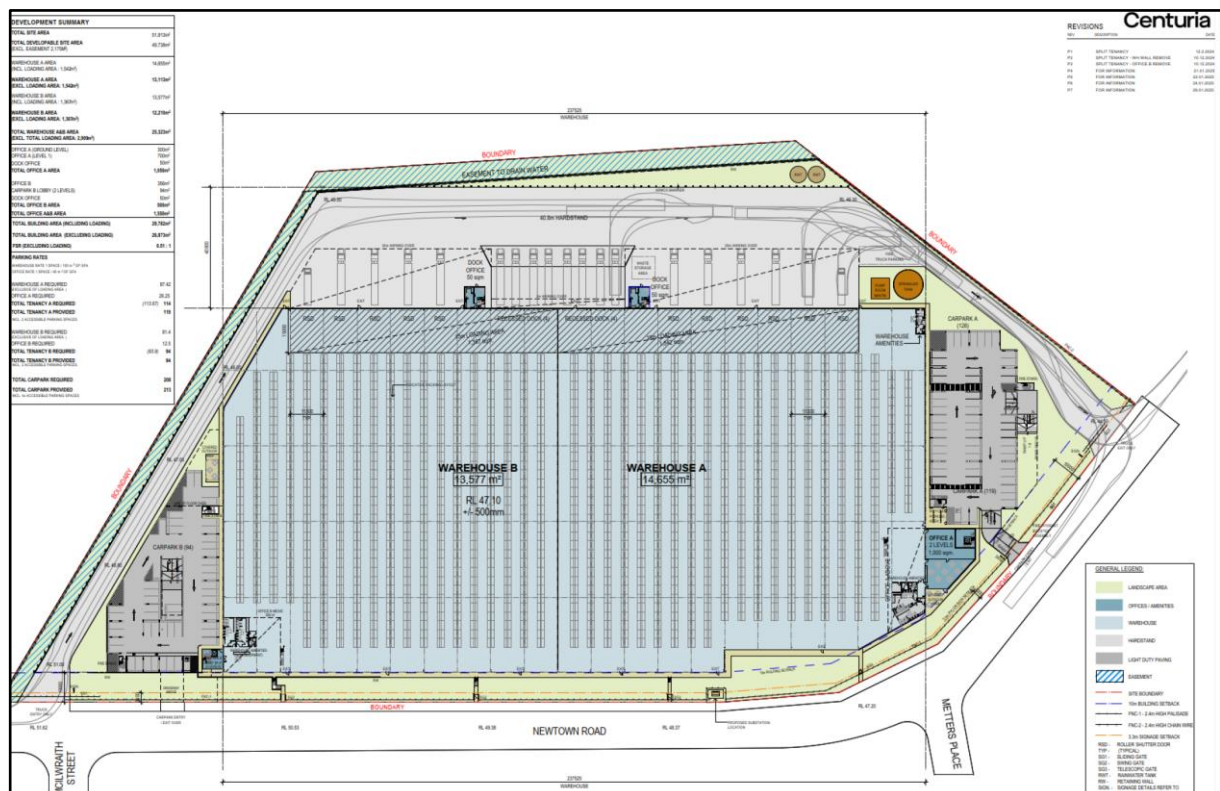


Table 1 - Proposed changes in revised development application

DEVELOPMENT USE/AREA	ORIGINAL DA LODGED IN JULY 2024 (DA205.1/2024)	REVISED DA
Gross Floor Area	27,710m ²	26,734m ²
Loading Bays	18	19
Parking Spaces	213	213

3. Noise Assessment

Based on the *Addendum Transport Assessment* by Ason Group dated 5th February 2025, we understand the following:

- Noise emissions from heavy vehicles: There will be no material change in the estimated traffic generation as a result of the revised DA, which we understand to include the number of vehicle movements in a peak hour and corresponding 15-minute period. The general layout and use of driveways (used by trucks) are also unchanged. On this basis, the assessment undertaken in the NVIA will remain valid.
- Noise emissions from light vehicles: The total number of parking spaces is unchanged, however the multi-level carpark has been split into separate carparks serving Warehouse A (east) and Warehouse B (west).
 - Noise emissions from the eastern carpark will be reduced relative to the original lodgement as there are now fewer cars using this area. Furthermore, noise emissions from the new western carpark to receivers situated east of the development will not contribute to receivers affected by the eastern carpark as the proposed building form will provide a significant level of noise screening.
 - The western carpark is located adjacent to the empty lot along the western property boundary, and will primarily affect industrial use development beyond the adjacent lot and across Newton Road (both over 40m away). These receivers are significantly shielded from other major noise sources on the development such as loading dock operations on the northern edge of the development, and the eastern carpark. Based on the proposed 94 total car spaces (less than 6 cars in a peak 15-minute period), noise emissions from the western carpark will satisfy noise emission targets for the development set out in the NVIA.

With regards to noise impacts from warehouse to warehouse within the project development, there are no mandatory requirements from the NSW EPA *Noise Policy for Industry* or Fairfield City Council DCP. It is expected that noise to areas within the site will be managed with standard conditions of consent relating to the management of operational noise and complaints handling. We understand this has been adopted in the recent SSDA approval (SSD-61383966), and the Applicant would not object to similar conditions of consent being applied to the revised development application.

4. Conclusion

In consideration of the above, the assumptions, assessments and outcomes of the NVIA remain valid for the revised development application based on the updated architectural set dated January 2025.

If you have any questions, please don't hesitate to contact the undersigned.

Kind Regards,

E-LAB Consulting

A handwritten signature in black ink, appearing to read 'Brandon', with a stylized flourish at the end.

Brandon Notaras | Director

Acoustics & Vibration