



Our ref: PS227318-SYD-ACO-LTR-01

Your ref: PS227318

By email
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29 July 2026

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Divyaa Sundaravadivel
Senior Planner, Energy Assessment
State Planning Major Projects
Department of Transport & Planning

Dear Divyaa

Gippsland BESS - Noise Impact Assessment - Response to DTP Comments

This letter responds to comments provided by the Department of Transport and Planning (DTP) regarding the Noise Impact Assessment prepared by WSP for the Gippsland Battery Energy Storage System (BESS) Project (the Project). The purpose of this letter is to provide clarification regarding the assessment assumptions and proposed noise mitigation measures.

Table 1 presents each comment received from DTP together with WSP's corresponding response.

The responses provided have been prepared with reference to:

- Correspondence received 17 July 2026 containing DTP comments on the Noise Impact Assessment; and
- WSP's Noise Impact Assessment Report - *PS227318-WSP-ACO-REP-01 Gippsland BESS Noise Impact Assessment (Rev 3)_Issue*, dated 19 June 2026.

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Table 1 Responses to DTP comments

DTP Comment	WSP Response
5. Provide a Noise Impact Assessment, prepared by a suitably, qualified acoustic engineer or consultant, that address the following: c. assessment must match the infrastructure shown on plans, including noise modelling assumptions and whether the infrastructure is operating at full capacity (100%) (e.g. cooling fans etc.)	The noise assessment has been developed based on the latest project infrastructure plans provided by the Client and is consistent with the infrastructure currently proposed as part of the Project. All operational noise sources shown on the submitted plans have been included in the noise model. Operational parameters for the equipment have been provided by the equipment manufacturer and project design team. The manufacturer has confirmed that 79.5% fan speed represents the maximum operational speed that can be achieved without overheating. Accordingly, the noise model has been developed using the maximum operational fan speed expected during day and evening periods, rather than an assumed 100% fan speed that cannot be achieved in practice. For the night period, a 50% fan speed has been adopted as an operational noise mitigation measure to minimise night-time noise emissions and support compliance with EPA Victoria noise requirements.
Furthermore, I encourage you to engage with the CFA as early as possible regarding any proposed noise barriers on site (if relevant), as issues may arise relating to constraints on emergency vehicle access and firefighting operations.	Noise barriers have not been incorporated into the current proposal. The acoustic assessment (refer to Section 4.1.2.3 of the Noise Impact Assessment Report) indicates that, noise barriers would provide limited additional noise attenuation. As such, noise barriers are not considered a reasonably practicable noise mitigation measure for the current proposal. If future operational requirements or detailed design assessments demonstrate that noise barriers are warranted, they would be developed in consultation with the CFA and designed in accordance with applicable CFA requirements and guidelines.

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We trust the above information satisfactorily addresses DTP's comments. Please do not hesitate to contact us should any further information or clarification be required.

Yours sincerely



Guy Hopkins
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MAAS, MDesSc (Acoustics & Audio)

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