

**Woolworths CFC and Warehouse, Marrickville (SSD-10468)
Request for Additional Information – Acoustic Assessment**

1. Noise criteria for non-residential receiver types are presented in Table 6-3 of the acoustic report. Noise criteria apply during business hours (i.e. when in use) for commercial and industrial premises. The acoustic report does not provide information on the time of use of nearby non-residential receivers. Please provide clarity around whether operational noise should be assessed at non-residential receivers across all time periods (day, evening and night).
2. Based on the architectural plans, the development comprises 32 loading bays, including 10 large articulated vehicle loading bays and 22 small rigid truck loading bays. However, this level of detail is not reflected in the acoustic report as all truck types were assumed to be acoustically similar under Section 7.3 of the report. In addition, assumptions made for carpark noise in Section 7.2 of the acoustic report appear to have only considered passenger vehicles, despite there being two separate parking areas for both passenger vehicles and small rigid trucks.

Furthermore, although the Environmental Impact Statement outlines that the proposal seeks to operate 24 hours a day, seven days a week, Section 7.3 of the acoustic report is unclear about the hours of operation and the assumptions made around typical truck movements, which creates uncertainty in the noise management and mitigation measures needed to address night-time noise impacts.

Please provide clarity around how vehicle related noise has been modelled, and how the night time noise criteria would be achieved (details and effectiveness of noise management and mitigation measures need to be clearly identified).

3. Section 7.3 of the acoustic report (Loading Dock and Waste Collection) assumed a single sound power level value of 100 dB(A) to represent noise emissions from a variety of scenarios corresponding to heavy vehicle movements, loading activities and waste collection. The oversimplification of modelling parameters is unlikely to result in accurate operational noise predictions. Further, there is insufficient information in the acoustic report to verify if heavy vehicle movements have been modelled appropriately. For example, the duration of noise exposure at a receiver location is sensitive to vehicle passage speed. However, there is no mention of heavy vehicle speed in the acoustic report, nor a delineation between large articulated vehicles and small rigid trucks.

Please clarify the reference source for this assumed sound power level and provide supporting evidence if derived from measurements. The acoustic report must objectively account for acceleration, reversing, materials delivery, handling and processing as separate noise sources in the operational noise model. The acoustic report must also specify the assumed passage speeds for all heavy vehicle manoeuvres.

4. There appears to be no evidence of an objective assessment that demonstrates the modifying factors outlined in Factsheet C of the *Noise Policy for Industry* (EPA, 2017) have been considered in the acoustic report.

The acoustic report needs to include tests for low frequency content, tonality and impulsivity for all assessment time periods as well as the intermittency test for activities undertaken during the night-time period and apply any relevant modifying factors to assess operational noise impacts in accordance with the *Noise Policy for Industry*.