

MEMO

Project:	Carpark New World Khandallah	Document No.:	Mm 001
To:	Foodstuffs (Wellington) Ltd	Date:	29 August 2022
Attention:	David Boersen	Project No.:	20211032
From:	Thomas Hulland	No. Pages:	3
		Attachments:	No
Subject:	Response to Council		

REQUEST NUMBER 1

please provide further assessment on the methodology and measurement methods used to derived at the sound power levels. The information must include (but not be limited to) what operations were measured and what specific activity was being conducted during the sampling

Assessment methodology: Noise levels have been predicted in general accordance with ISO 9613-2:1996¹ as implemented in SoundPLAN® environmental noise modelling software.

ISO 9613-2 considers a range of frequency- dependent attenuation factors, including spherical spreading, atmospheric absorption, and ground absorption.

Measurement Methods: Measurements no longer used in scope of the report.

REQUEST NUMBER 2

Please also provide the measured LAFmax limits for each specific operation you measured

No longer in scope of consent application.

REQUEST NUMBER 3

please clarify the nature and scale of the activity the noise assessment has covered and clarify if ‘heavy vehicle loading or unloading’ actually forms part of the current assessment and Application.

No longer in scope of consent application.

¹ ISO 9613-2: 1996 “Acoustics – Attenuation of sound during propagation outdoors – Part 2: General method of calculation”

REQUEST NUMBER 4

please provide further assessment and supporting evidence explaining why Special Audible Character was not present during the measurements and how this was specifically mitigated from sound sources (including but not limited to) reversing beepers, impact sounds (crates, tailgate, ballet jack impacts (metal on metal) etc. Please also advise provide further information as to why it would not be present once the development is operational

No longer in scope of consent application.

REQUEST NUMBER 5

Please provide further assessment and supporting evidence supporting the MDA comment (page 9, Section 4.2) that “The penalty for SAC would not be applicable to vehicles driving on site”

See updated report.

REQUEST NUMBER 6

please confirm that there will be only one truck delivery within any 15 minute period and how the Applicant will manage this limit.

No longer included in the consent application.

REQUEST NUMBER 7

please provide further assessment and supporting evidence identifying the reductions applied for each of the adjacent noise sensitive sites for both ground floor and first floor levels or above. Please confirm and provide the construction and specifications of the acoustic barrier that is proposed

Up to 14dB of barrier attenuation for ground floor receivers, depending on the location of the noise source.

Up to 3dB of barrier attenuation for first floor receivers, depending on the location of the noise source.

See updated report for construction specifications.

REQUEST NUMBER 8

Please where relevant provide the updated predicted levels at any adjacent sites that have two levels or more.

Please see updated report.

REQUEST NUMBER 9

please provide further assessment and supporting evidence identifying each relevant sound source that produces impact sounds that would be detected off site and please update the assessment for each receiver site with respect to the worse case LAFmax limits

No longer included in consent application.

REQUEST NUMBER 10

please provide an assessment of construction noise and vibration effects and set out any further related noise control measures (other than CNVMP) that will be adopted. Please further set out any assumptions relied on if the final methodology is not available at the time of preparing the review

See updated report.

REQUEST NUMBER 11

please provide further information and assessment detailed what operational noise and management noise control measures will be adopted in line with s.16 RMA, with a focus / breakdown of early morning management prior to 7.00am also, including how the Application will managed/ensure car parks for staff arriving prior to 7.00am achieve a 10m buffer from the boundary

The only noise source prior to 7am is staff arriving on site. The 10 metre buffer is no longer required, provided that staff are trained not slam car doors.

REQUEST NUMBER 12

please provide further information with respect to the operating hours of the car parking area for the public and operator

Gates and signage will be installed that limit customer access to match the opening hours of the store.