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ENFIELD
ACOUSTICS
NOISE
VIBRATION

147-149 BELLARINE HIGHWAY, NEWCOMB

Acoustic Report for Town Planning Application

For

KETAN & KINAL PROPERTY PTY LTD C/- AURORA PROJECT MANAGEMENT

DOC. REF: V2324-01-P ACOUSTIC REPORT (R2)
23 JUNE 2026

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Project	147-149 Bellarine Highway, Newcomb
Subject	Acoustic Report for Town Planning Application
Client	Ketan & Kinal Property Pty Ltd c/- Aurora Project Management
Document Reference	V2324-01-P Acoustic Report (r2)
Date of Issue	23 June 2026

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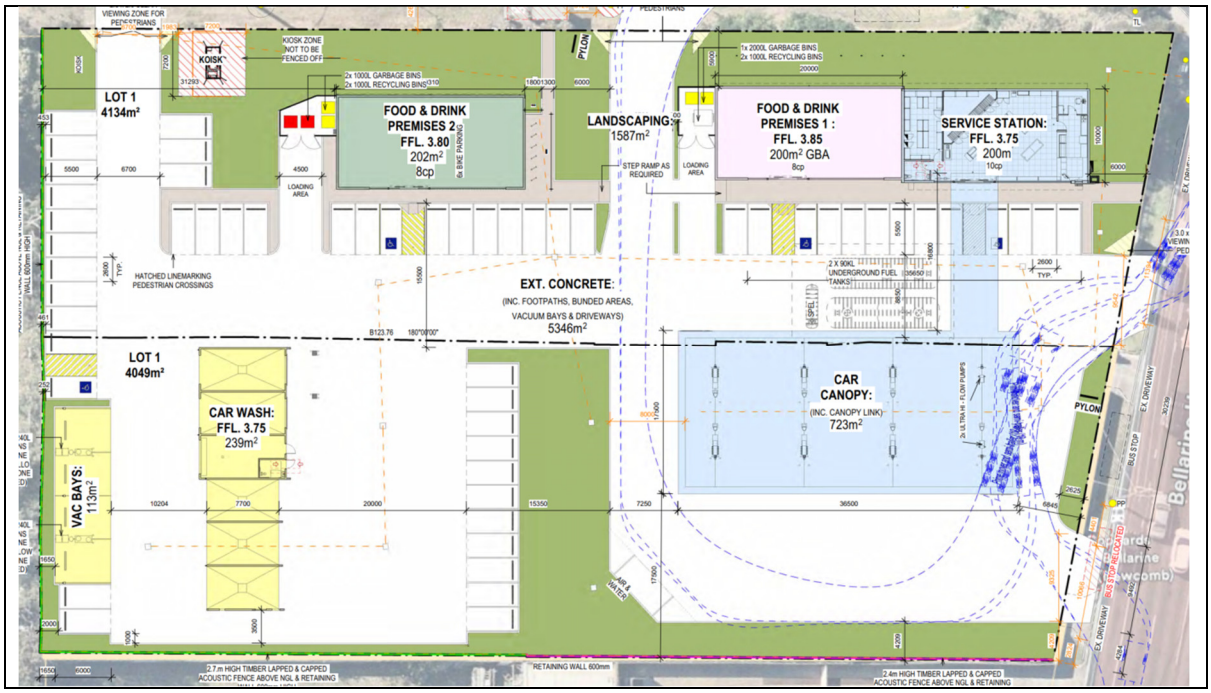
1 Introduction and Scope

Enfield Acoustics has been engaged by Ketan & Kinal Property Pty Ltd c/- Aurora Project Management to assess potential noise impacts relating to the proposed commercial use at 147-149 Bellarine Highway, Newcomb (Subject Land).

The Subject Land is proposed to be developed for the following uses:

- Service station and associated fuel shop
- Carwash
- Two (2) food and drink premises

A site plan of the proposal is shown below:



It is understood that the following hours of operation are proposed:

Item	Hours
Service station and fuel shop	24-hours daily
Carwash	7am to 7pm daily
Food and drink premises	24-hours daily

To this end, Enfield Acoustics has:

1. Confirmed proximities to existing and potential residential dwellings and interfaces surrounding the Subject Land;
2. Visited the Subject Land to carry out background noise measurements and determine applicable noise limits; and

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3. Assessed potential noise emissions from the proposed use against relevant noise policies and identified noise mitigation and/or controls that may be required.

Our assessment has been conducted in reference to Plans dated 14 May 2026.

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This version of the acoustic report has been updated in response to Council RFI Item 10 and 19 dated 17 March 2026, as follows:

10. The following points in the Acoustic report require clarification:

    a. The hours of use within the acoustic report, do not match the proposed hours of use specified in the planning report.

Use:	Planning Report hours:	Acoustic Report hours:
Service station	24hours, 7 days	24hrs, 7 days
Car wash	7am-10pm, 7days	7am-7pm, 7 days
Food and drink	24 hours, 7 days	Up to 7pm Sunday to Wednesday Up to 9pm Thursday to Saturday

    The Planning report should be updated to match the assessed hours of use in the Acoustic Report. Alternatively, a revised Acoustic Report clarifying the hours of use matching that proposed in the Planning report.

    b. The acoustic report recommends that the future operator of the car wash ensures that the selected automatic car wash bay system does not exceed a sound pressure level of 84dB $L_{Aeq\text{-}30min.}$ Specifications of a selected automatic car wash bay system achieving this should be provided.

    c. On page 8 the acoustic report does not appear to take into consideration the automatic wash bays (if proposed) as part of the noise source. However reference to Auto Wash bays are included at section 4.3 of the same report. this should be clarified.

    d. Confirm if the acoustic report considered the design of the proposed car wash building which appears to show cut-out holes within the side elevations.

    e. Confirm if fuel delivery times are proposed to be restricted to as per recommendations contained at page 15.

19. The Acoustic report specifies that the required acoustic fencing must be constructed with no gaps or holes, the fence and abutting landscaping must be designed and built in an acceptable manner so that noise will not pass underneath it. This is an issue as the whole of the site is within the Special Building Overlay. Fences will be required to be constructed with a minimum 150mm ground clearance to allow for the passage of flood waters.

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We provide the following responses to the RFI:

Item 10(a) – It is understood that the car wash will operate between 7am and 7pm daily, consistent with the previous acoustic report. The operating hours for the food and drink premises have been updated to align with those outlined in the planning report. A revised sleep disturbance assessment (refer to Section 4.4) has also been undertaken to include vehicle related noise (e.g. car door slams) associated with the food and drink premises during night hours.

Item 10(b) – Specifications of the automatic car wash system are not available at this stage, noting that it is uncommon for a specific system to be determined at planning stages. We consider it reasonable for the car wash use to be approved based on the recommended noise level. To mitigate the risk of non-compliance, it is recommended that the final system is reviewed by a suitably qualified acoustic consultant prior to installation of any system.

Item 10(c) – Section 4.3 has been updated to incorporate the automatic car wash bay into the table as a noise source.

Item 10(d) – The noise model adopts a conservative approach by assuming no screening or attenuation from the manual car wash bay walls. Any cut-out openings in the side elevation have therefore been considered in the assessment.

Item 10(e) – It is understood that fuel delivery times will be restricted as per the recommendation in Section 4.2.

Item 19 – A revised acoustic fence detail has been provided in Section 4.2 to address floodwater requirements.

2 Site Inspection

Enfield Acoustics visited the Subject Land on 1 July 2025 to survey surrounding sensitive uses and to install an unattended long-term noise monitor. The noise monitor was retrieved on 8 July 2025.

The nearest sensitive uses adjacent to the site were identified as follows:

Tag	Location of Sensitive Use	Direction	Type
R1	145 Bellarine Highway	West	Single-storey
R2	143 Bellarine Highway	West	Single-storey
R3	50 Coppards Road	North	Single-storey
R4	63 Coppards Road	Northeast	Single-storey

Refer to the site map below for locations of nearby sensitive uses and noise monitoring.

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Given that the above dwellings identified are the closest to the Subject Land, it is intrinsic that compliance at these locations would also result in compliance at all other sensitive uses proximate to the Subject Land.

The following period average background noise levels were recorded from the unattended background noise monitoring:

Date	'Day' Sound Pressure Level, L_{A90} *Between 7am to 6pm*	'Evening' Sound Pressure Level, L_{A90} *Between 6pm to 10pm*	'Night' Sound Pressure Level, L_{A90} *Between 10pm to 7am*
1 July 2025 – Tuesday	Incomplete	52 dB(A)	44 dB(A)
2 July 2025 – Wednesday	53 dB(A)	49 dB(A)	41 dB(A)
3 July 2025 – Thursday	48 dB(A)	52 dB(A)	46 dB(A)
4 July 2025 – Friday	48 dB(A)	47 dB(A)	40 dB(A)
5 July 2025 – Saturday	48 dB(A)	47 dB(A)	41 dB(A)
6 July 2025 – Sunday	48 dB(A)	51 dB(A)	43 dB(A)
7 July 2025 – Monday	48 dB(A)	46 dB(A)	Incomplete
8 July 2025 – Tuesday	Incomplete	Incomplete	Incomplete
Minimum period average	**48 dB(A)**	**46 dB(A)**	**40 dB(A)**

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It was observed that the background noise environment was generally elevated at the site, noting that there were appreciable road traffic volumes observed on Bellarine Highway during our site inspections.

3 Policy Requirements

3.1 Noise Protocol

Noise from any commercial use must comply with the *Environment Protection Regulations 2021* (Regulations) and *Publication 1826: Noise Limit and Assessment Protocol for the Control of Noise from Commercial, Industrial and Trade Premises and Entertainment Venues* (Noise Protocol).

It is noted that noise from passenger vehicles is not considered a prescribed noise source under the Noise Protocol and is therefore exempt from the assessment. In effect, passenger vehicles travelling at low speeds on a commercial site would not be expected to generate material noise emissions relative to vehicles travelling at much greater speeds on Bellarine Highway.

While not relevant to the Noise Protocol, passenger vehicle noise is still assessed for sleep disturbance impacts given that 24-hour use of the service station is proposed (discussed later).

Zoning levels and resulting noise limits at identified sensitive uses have been calculated in accordance with the methodologies under the Noise Protocol, as follows:

Receiver R1

Period	Zoning Level	Background noise level	Noise Limit
'Day' Period 7am to 6pm (Monday to Saturday)	60 dB(A)	48 dB(A) 'Neutral'	60 dB(A)
'Evening' Period 6pm to 10pm (Monday to Saturday) 7am to 10pm (Sundays)	53 dB(A)	46 dB(A) 'Neutral'	53 dB(A)
'Night' Period 10pm to 7am (All days)	48 dB(A)	40 dB(A) 'Neutral'	48 dB(A)

Receiver R2

Period	Zoning Level	Background noise level	Noise Limit
'Day' Period 7am to 6pm (Monday to Saturday)	53 dB(A)	48 dB(A) 'High'	54 dB(A)
'Evening' Period 6pm to 10pm (Monday to Saturday) 7am to 10pm (Sundays)	47 dB(A)	46 dB(A) 'High'	49 dB(A)
'Night' Period 10pm to 7am (All days)	42 dB(A)	40 dB(A) 'High'	43 dB(A)

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Receiver R3

Period	Zoning Level	Background noise level	Noise Limit
'Day' Period 7am to 6pm (Monday to Saturday)	54 dB(A)	48 dB(A) 'Neutral'	54 dB(A)
'Evening' Period 6pm to 10pm (Monday to Saturday) 7am to 10pm (Sundays)	47 dB(A)	46 dB(A) 'High'	49 dB(A)
'Night' Period 10pm to 7am (All days)	42 dB(A)	40 dB(A) 'High'	43 dB(A)

Receiver R4

Period	Zoning Level	Background noise level	Noise Limit
'Day' Period 7am to 6pm (Monday to Saturday)	56 dB(A)	48 dB(A) 'Neutral'	56 dB(A)
'Evening' Period 6pm to 10pm (Monday to Saturday) 7am to 10pm (Sundays)	50 dB(A)	46 dB(A) 'Neutral'	50 dB(A)
'Night' Period 10pm to 7am (All days)	45 dB(A)	40 dB(A) 'Neutral'	45 dB(A)

Based on the table above, the background noise environment was found to be a mixture of 'High' and 'Neutral' during all periods, which is common for areas sited next to busy roads.

The Noise Protocol considers 30-minute average energy noise emissions, meaning that the relevant assessment metric being considered is $L_{Aeq\text{-}30min}$, dB(A).

3.2 Sleep Disturbance

Given that the service station and food and drink premises are proposed to operate 24-hours, it is appropriate that sleep disturbance impacts are also considered.

No specific policy exists in assessing the risk of sleep disturbance of carparks, however 'Sleep Disturbance' criteria derived from the NSW Road Traffic Policy can be used as a method of assessing the likelihood of noise impacts for short duration or transient events.

The Sleep Disturbance assessment trigger of $\mathbf{L_{max}}$ **65dB(A)** outside habitable room windows is often used to determine if noise emissions are likely to cause adverse impacts during the most sensitive 'Night' period (10pm to 7am). However, for very infrequent events of 1-2 during the 'Night' period, it is generally accepted that outdoor noise levels of up to 80dB(A), L_{max} do not impact on health and wellbeing.

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4 Assessment

4.1 Noise Modelling

In our experience, service stations emit relatively low noise levels. This is intrinsic given:

- Fuel stations are commonly located at residential interfaces
- Complaints from such sites are not common

Observations from other similar service stations indicate that noise emissions from petrol bowsers and air compressors (from tyre pressure gauges) are barely audible at adjoining residential properties. Further, their infrequent use during the sensitive hours of the 'Night' period infers that the risk of adverse noise impacts from these sources is low.

With regards to fuel deliveries, unleaded and diesel fuel deliveries do not typically emit appreciable levels of noise where they are gravity fed (i.e., truck engines are turned off during filling). LPG is typically pumped into storage tanks using the truck's onboard pumps, which can generate appreciable levels of noise; however, LPG is not proposed on this site.

To this end, potential noise sources from the proposal that requires noise modelling include:

1. Commercial vehicles and loading activities
2. Waste collection and waste trucks
3. Fuel deliveries
4. Carwash and vacuums
5. Mechanical plant and equipment
6. Carpark noise (sleep disturbance impacts)

The Sound Power Levels (SWL) used in our assessment are summarised in the table below, based on previous measurements conducted by our office:

Noise Source	Assumptions	Sound Power Level
Waste collection	Up to 1 waste collection vehicles per 30 min	82 dB(A) $L_{eq\text{-}30min}$
Commercial deliveries including loading activity noise	Up to 3 deliveries per 30 min (2 food & drink premises and fuel shop)	80 dB(A) $L_{eq\text{-}30min}$ 98 dB(A) $L_{max\text{-}passby}$
Fuel deliveries	Up to 1 delivery per 30 min	103 dB(A) $L_{max\text{-}passby}$
Manual car wash	All manual wash bays operating at 100% capacity	86 dB(A) $L_{eq\text{-}30min}$
Automatic car wash	Automatic car wash bays operating at 100% capacity	TBC
Vacuums	All vacuum bays operating at 100% capacity	86 dB(A) $L_{eq\text{-}30min}$
Passenger vehicles (mildly accelerating)	Located throughout the carpark	85 dB(A) $L_{max\text{-}passby}$
Car door slams	Located throughout carpark bay and fuel station	93 dB(A) L_{max}

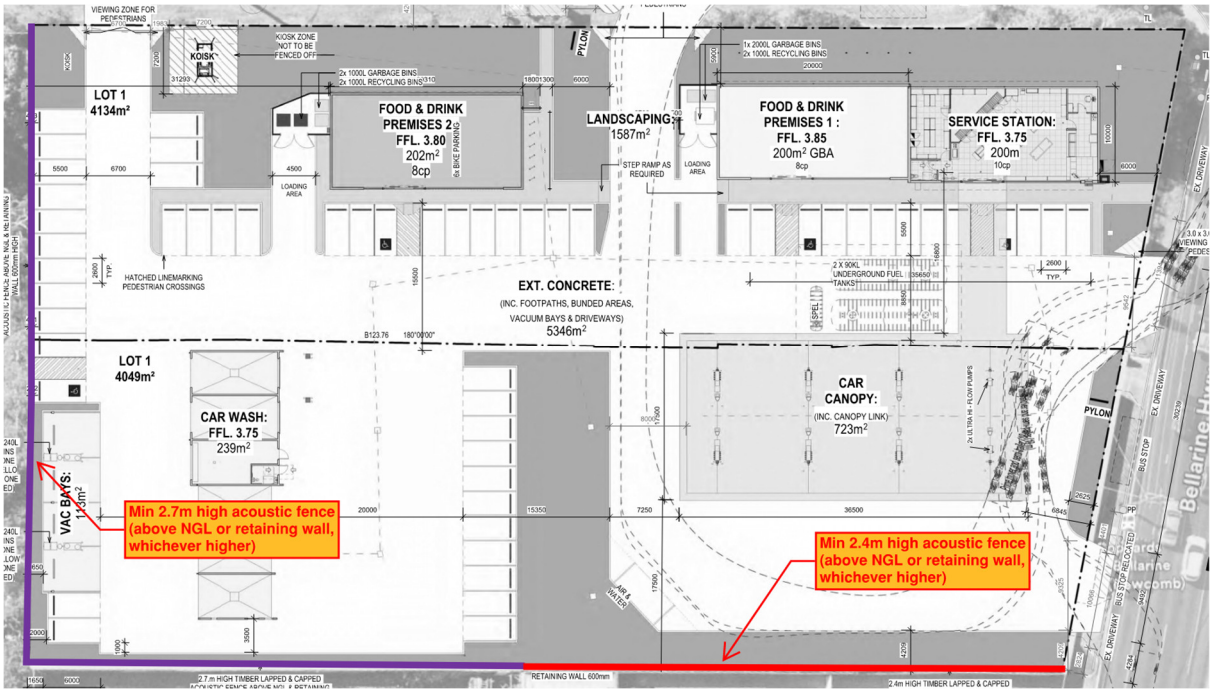
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A SWL has not been assigned to the automatic car wash in the table above, as a sensitivity analysis will be undertaken to determine the maximum allowable noise emission from the automatic wash bays that would achieve compliance with the Noise Protocol (discussed later).

Based on the assumptions above, 3D noise computational model has been generated using the software package CadnaA. The model considers acoustic propagation factors including attenuation from screening and buildings. The propagation distances here are too short that weather effects do not require consideration.

4.2 Deliveries and Waste Collection

To assist in mitigating noise from the Subject Land, the following acoustic fencing is recommended:



The acoustic fencing recommended above is in part to mitigate noise impacts from the proposed carwash (discussed later).

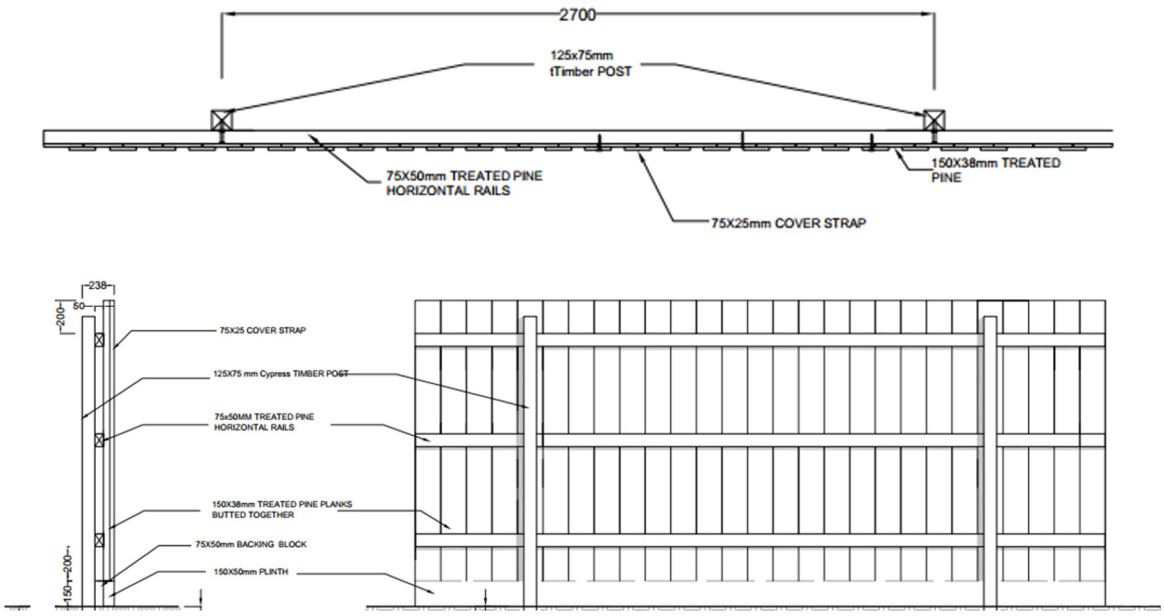
All acoustic fencing shall be constructed as follows:

1. Using fibre cement sheeting, treated timber, concrete, transparent acrylic panels, glass, profiled sheet cladding or any cladding material as long the selected material (or combined skins) has a mass of at least 15kg/m^2;
2. The fence shall have no gaps or holes in it, or the likelihood of such occurring through natural causes or deformations, thus allowing noise to pass through;
3. The fence and abutting landscaping must be designed and built in an acceptable manner so that noise will not pass underneath it;

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4. Any butt joints shall be sealed with a fire-rated weather proof mastic or an overlapping piece of material meeting the mass requirements of 15kg/m² (minimum 35mm each side of the butt joint); and
5. Where multiple cladding layers are used (e.g. FC sheeting over timber paling fence), joints in the cladding materials shall not coincide.

An example detail for an acoustic-grade timber paling fence is shown below:

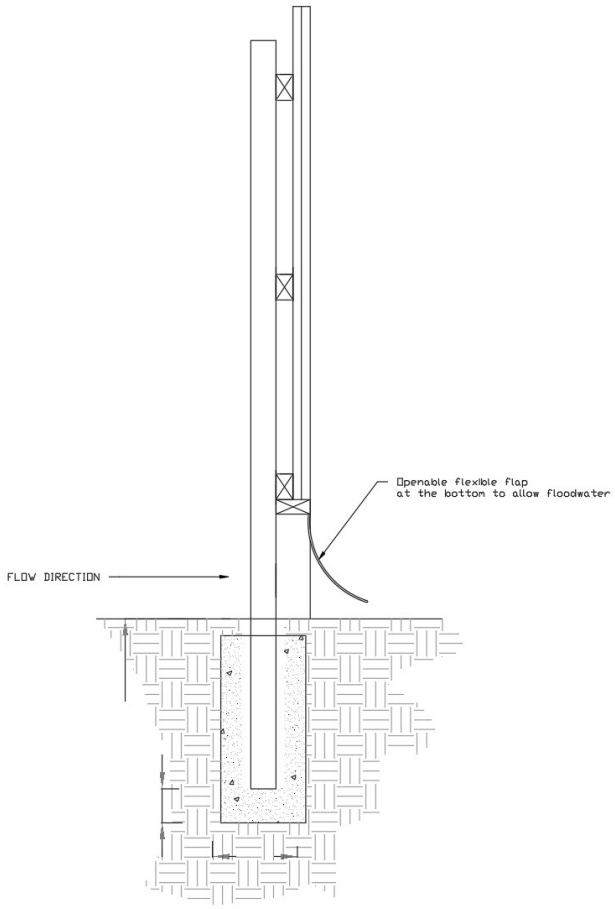


Flood Relief Acoustic Fence

In accordance with RFI Item 19, it is understood that a fully solid fence will not be permitted due to flood water requirements.

To overcome this, we recommend that the boundary acoustic fencing recommended above is installed with a minimum 150mm flexible flap at the bottom to allow for the passage of flood waters, as follows:

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The flap shall be designed to achieve a minimum surface density of 15kg/m² (refer Pyrotek Wavebar)

Inclusive of the acoustic fencing recommended above, worst-case noise levels from deliveries and waste collection have been modelled as follows:

Noise Protocol Assessment – Deliveries and Waste Collection

Location	Effective Noise Level $L_{Aeq\text{-}30\ min}$	Noise Protocol Limit $L_{Aeq\text{-}30\ min}$	Exceedance/comply?
R1	44 dB(A)	60 dB(A) – Day 53 dB(A) – Evening 48 dB(A) - Night	✓ All periods
R2	38 dB(A)	54 dB(A) – Day 49 dB(A) – Evening 43 dB(A) - Night	✓ All periods
R3	42 dB(A)	54 dB(A) – Day 49 dB(A) – Evening 43 dB(A) - Night	✓ All periods
R4	46 dB(A)	56 dB(A) – Day 50 dB(A) – Evening 45 dB(A) - Night	✓ Day and Evening only

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A map of the noise modelling is shown in Appendix A.

Inclusive of the acoustic screening shown above, the results of the modelling indicate that deliveries and waste collection can comply with the Noise Protocol limits for all periods and Receivers R1, R2 and R3, but would marginally exceed the 'Night' period limit at Receiver R4.

To this end, it is appropriate in our view to restrict deliveries and waste collection to the 'Day' and 'Evening' hours only.

This is generally consistent with the recommended waste collection and delivery hours under *EPA Publication 1254.2 – Noise Control Guidelines dated May 2021* (Publication 1254), as follows:

Schedule: Deliveries to shops, supermarkets & service stations
7 am – 10 pm Monday to Saturday
9 am – 10 pm Sundays and public holidays

Schedule: Industrial waste collection
One collection per week
6:30 am – 8 pm Monday to Saturday
9 am – 8 pm Sunday and public holidays
Two or more collections per week
7 am – 8 pm Monday to Saturday
9 am – 8 pm Sunday and public holidays

To that end, it is recommended that the following controls apply on the permit:

Deliveries

All deliveries to the Subject Land shall only be permitted to occur between the hours of:

- 7am to 10pm – Monday to Saturday
- 9am to 10pm – Sundays and Public Holidays

Waste Collection

All waste collection on the Subject Land shall only be permitted to occur between the hours of:

- 7am to 8pm – Monday to Saturday
- 9am to 8pm – Sundays and Public Holidays

On this basis, we are satisfied that delivery and waste collection noise emissions will not result in adverse noise impacts at all identified sensitive uses, providing the acoustic mitigation and controls recommended in this report are adopted.

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4.3 Carwash

The same 3D model was used to assess noise emissions from the proposed carwash.

Our modelling assumes vacuum and manual wash bay noise levels derived from previous car wash measurements (refer to Section 4.1), as these sources are generally consistent across different sites and operators.

Automatic car wash bays, however, tend to vary in noise emissions and are generally the dominant noise source that influences compliance requirements. On this basis, our office has conducted a sensitivity analysis to determine the maximum allowable noise level that the automatic wash bays may emit that would result in compliance with the Noise Protocol.

Our sensitivity analysis suggests the following noise level for the automatic car wash bays could be supported while retaining compliance with the Noise Protocol for the hours proposed:

Description	Noise Level, $L_{Aeq\text{-}30\ min}$
Automatic car wash bay	84dB(A), SPL, 1m from entry/exit door

It is recommended that the future operator ensure that the selected automatic car wash bay system does not exceed a sound pressure level of **84dB $L_{Aeq\text{-}30min}$** when measured 1m from the entry/exit door.

Inclusive of the acoustic fencing recommended in Section 4.2 and the maximum allowable automatic carwash bay noise level, worst-case noise levels from the carwash have been modelled as follows:

Noise Protocol Assessment – Carwash – Day/Evening Period

Location	Effective Noise Level $L_{Aeq\text{-}30\ min}$	Noise Protocol Limit $L_{Aeq\text{-}30\ min}$	Exceedance/comply?
R1	46 dB(A)	60 dB(A) – Day 53 dB(A) – Evening	✓
R2	44 dB(A)	54 dB(A) – Day 49 dB(A) – Evening	✓
R3	49 dB(A)	54 dB(A) – Day 49 dB(A) – Evening	✓
R4	45 dB(A)	56 dB(A) – Day 50 dB(A) – Evening	✓

A map of the noise modelling is shown in Appendix A.

Inclusive of the acoustic screening shown in Section 4.2 and the assumed car wash sound pressure levels, the results of the modelling indicate that the car wash can comply with the Noise Protocol limits for the hours proposed.

The proposed hours of operation are considered reasonable and do not extend into the more sensitive 'Night' period. Given that receptors are already subject to elevated ambient traffic noise levels, meaning that any intrusive nature of the operation will likely be 'masked' by existing road traffic noise.

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On this basis, we are satisfied that carwash noise emissions will not result in unreasonable noise impacts at all identified sensitive uses, providing the acoustic treatment and controls recommended are adopted.

4.4 Sleep Disturbance

To assess potential noise impacts from 24-hour use of the service station and food and drink premises, the same 3D model was used to predict whether sleep disturbance is likely to occur at all identified sensitive uses. Noise emissions (as maximum event levels) from door slams and passenger vehicle passbys have been included in our noise model.

Inclusive of the acoustic fencing recommended in Section 4.2, maximum noise levels have been modelled, as follows:

Location	Noise Level, L_{Amax}	Sleep Disturbance Threshold, L_{Amax}	Exceedance/comply?
R1	45 dB(A)	65 dB(A)	✓
R2	38 dB(A)		✓
R3	42 dB(A)		✓
R4	46 dB(A)		✓

A map of the noise model is presented in Appendix A.

Inclusive of the acoustic fencing recommended in Section 4.2, the results of the noise modelling indicate that the Subject Land is expected to comply with the sleep disturbance threshold at all identified sensitive uses by significant margins, indicating a satisfactory outcome.

It is noted that the Subject Land and nearby sensitive uses are sited next to a busy arterial road and already exposed to elevated traffic volumes and noise. In effect, carpark noise emissions from the Subject Land will likely be 'masked' or tempered by road traffic from Bellarine Highway.

4.5 Mechanical Plant

Carwash plant room

The Plans indicate a dedicated enclosed plant room for the carwash located in between the automatic and manual car wash bays. Qualitatively, mechanical plant being enclosed infers a low risk of adverse noise impacts.

As a sensitivity analysis, our office has determined that an internal noise level of approximately **92dB(A) $L_{eq\text{-}30min}$** could be supported within the car wash plant room, with minimum forms of building construction (i.e., corrugated steel), while retaining compliance with the 'Evening' period of the Noise Protocol. This is a significant level, noting that plant rooms of similar carwashes measured by our office typically have an internal noise level of approximately 85dB(A) L_{eq}.

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Based on our experience and assessment above, specific mitigation is unlikely required for the car wash plant room.

Regardless and to mitigate the risk of non-compliance, specific assessments can be conducted at fit-out stages, once mechanical plant and equipment specifications are known to confirm if any additional plantroom mitigation is required.

Fuel shop and food and drink premises

Mechanical plant and/or equipment will likely also be required for the fuel shop and food and drink premises, however, this is typically assessed during detailed design or construction phases of the development once all requirements and specifications are known.

The most common sources of mechanical plant noise for fuel shops and food and drink premises include:

- Air conditioning (AC) equipment
- Kitchen exhaust fans
- Refrigeration plant

Generally, we consider the risk of adverse noise impacts from the above mechanical plant and equipment to be low, for the following reasons:

- Mechanical plant and/or equipment that is located internally is appreciably mitigated by regular forms of building envelope construction.
- There are sufficient opportunities to mitigate mechanical plant noise, as follows:
    - Installation of duct attenuators
    - Localised plant screening
    - Selection of quieter equipment
    - Effective positioning of equipment (where not within line-of-sight and/or screened by the built form)

Appropriately, specific assessments can be carried out during later stages once mechanical plant and equipment specifications are known to determine the extents of mitigation to be provided (if required).

Overall, we are satisfied that noise emissions from mechanical plant and equipment can be mitigated to comply with the Noise Protocol, noting that compliance is mandatory and is enforceable by the EPA, regardless of planning controls.

4.6 Fuel Shop and Food & Drink Premises

Generally, fuel shop and food and drink premises uses do not generate material noise emissions apart from mechanical plant and equipment (as discussed in Section 4.5).

From our experience, minimum forms of building envelope construction are typically sufficient in mitigating any general internal activity noise emissions, such that it would be inaudible outside the building.

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As the proposed food and drink premises do not include any drive-through facilities or outdoor dining areas, the potential for patron-related and customer ordering noise is expected to be minimal.

Overall, we are satisfied that there is little risk of on-going noise impacts given the general nature of fuel shops and food and drink premises being low-impact for this size and scale of use.

5 Conclusion

Enfield Acoustics has assessed potential noise impacts resulting from the proposed commercial development at 147-149 Bellarine Highway, Newcomb and is satisfied that a planning permit can be approved.

Acoustic fencing has been recommended (refer Section 4.2) to mitigate noise impacts from the proposal and reduce the likelihood of adverse noise impacts occurring.

Noise from deliveries and waste collection can comply with the Noise Protocol for the 'Day' and 'Evening' periods.

Noise from car wash operations can also comply with the hours proposed, provided the recommendations in this report are adopted.

We are also satisfied that 24-hour use of the service station and food and drink premises can be supported, given that sleep disturbance impacts are unlikely to occur.

Noise from mechanical plant and equipment does not present a material risk of non-compliance with the Noise Protocol. To mitigate any risk of non-compliance, it is recommended that mechanical plant be assessed at a later stage when all requirements are known to determine the extent of noise mitigation required (if any). In principle however, there are sufficient opportunities to mitigate mechanical plant noise to ensure compliance with the Noise Protocol.

Further, surrounding sensitive uses are adjacent to a busy arterial road, meaning that any vehicular noise impacts generated on the Subject Land would be tempered or 'masked' by existing ambient road traffic noise. In effect, the siting of a service station, car wash and food and drink premises on the Subject Land is considered acoustically appropriate. We expect that vehicular noise emissions on the Subject Land would be indistinguishable from what already occurs from Bellarine Highway.

On this basis, Enfield Acoustics is satisfied that the proposal can be approved where the recommendations in this report are adopted.

Our recommendations and controls are summarised below:

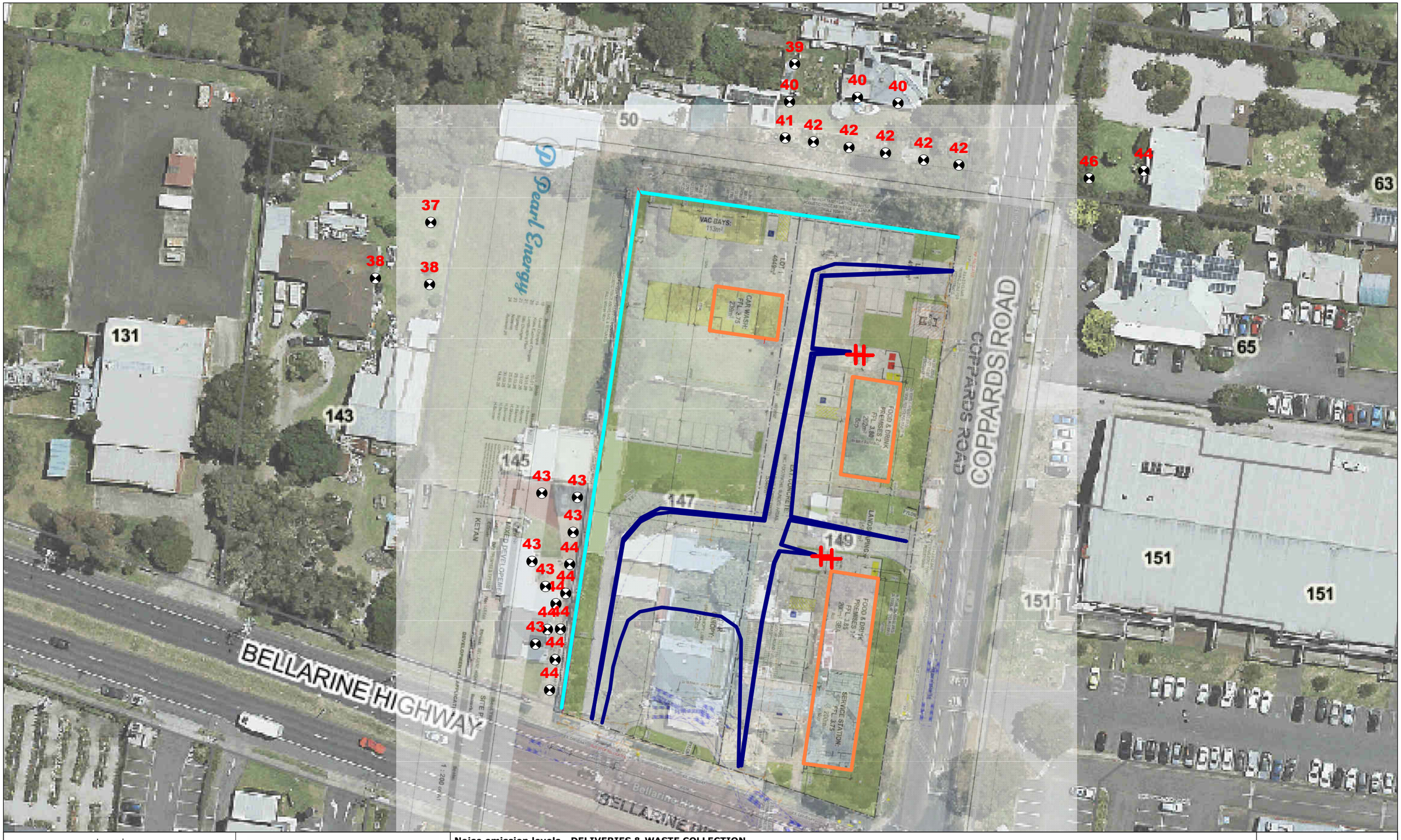
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Item	Recommendations / Controls
Acoustic Fencing	In accordance with the markups provided in Section 4.2.
Deliveries and Waste Collection	*Deliveries* • 7am to 10pm – Monday to Saturday • 9am to 10pm – Sundays and Public Holidays *Waste Collection* • 7am to 8pm – Monday to Saturday • 9am to 8pm – Sundays and Public Holidays
Automatic car wash	The automatic car wash shall be selected to not exceed a sound pressure level of **84dB $L_{Aeq\text{-}30min}$** when measured 1m from the entry/exit door. It is recommended that the selected automatic car wash system is reviewed by a suitably qualified acoustic consultant prior to installation.
Mechanical plant	Mechanical plant noise emissions should be assessed by a qualified acoustic consultant during later stages to determine the extents of noise mitigation to be provided (if required).

City of Greater Geelong, Statutory Planning - Date Received 28/7/2026

Appendix A: Noise Modelling Maps

City of Greater Geelong, Statutory Planning - Date Received 28/7/2026



Legend:

- Point Source
- Line Source
- Area Source
- vert. Area Source
- Crossing
- Building
- Barrier
- Receiver

Scale: 1: 729 @ A3

ENFIELD ACOUSTICS NOISE VIBRATION

PO Box 920
North Melbourne, VIC 3051
P: 03 9111 0090

Noise emission levels - DELIVERIES & WASTE COLLECTION

LAeq30min Noise Levels

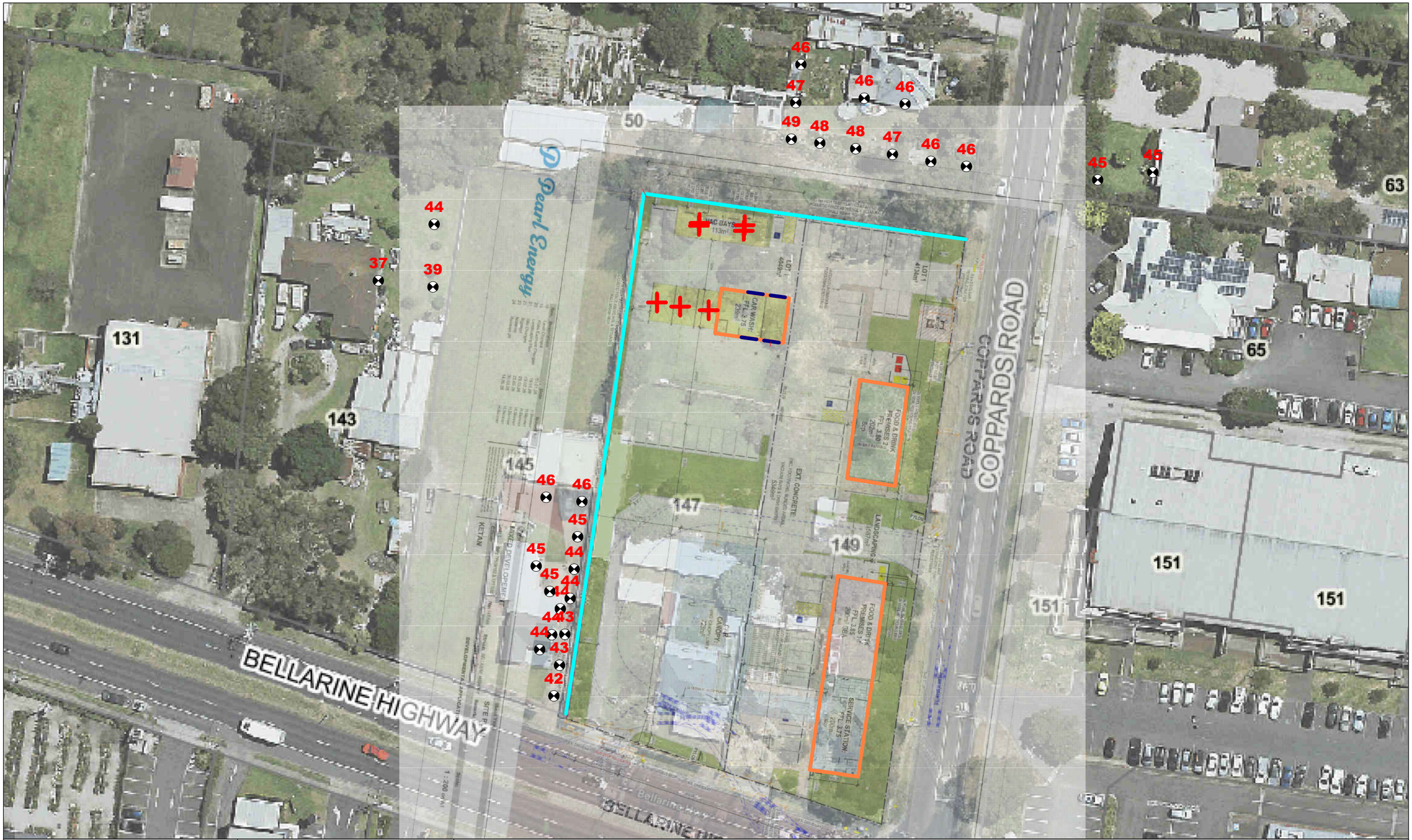
Noise Protocol Assessment

Project No: V2324 Drawing No: MAP-01 Date: 23.06.2026

NOTES:

*Propagation in accordance with ISO9613

City of Greater Geelong, Statutory Planning - Date Received 28/7/2026



Legend:

- Point Source
- Line Source
- Area Source
- vert. Area Source
- Crossing
- Building
- Barrier
- Receiver

Scale: 1: 729 @ A3

ENFIELD ACOUSTICS NOISE VIBRATION

PO Box 920
North Melbourne, VIC 3051
P: 03 9111 0090

Noise emission levels - CAR WASH

LAeq30min Noise Levels

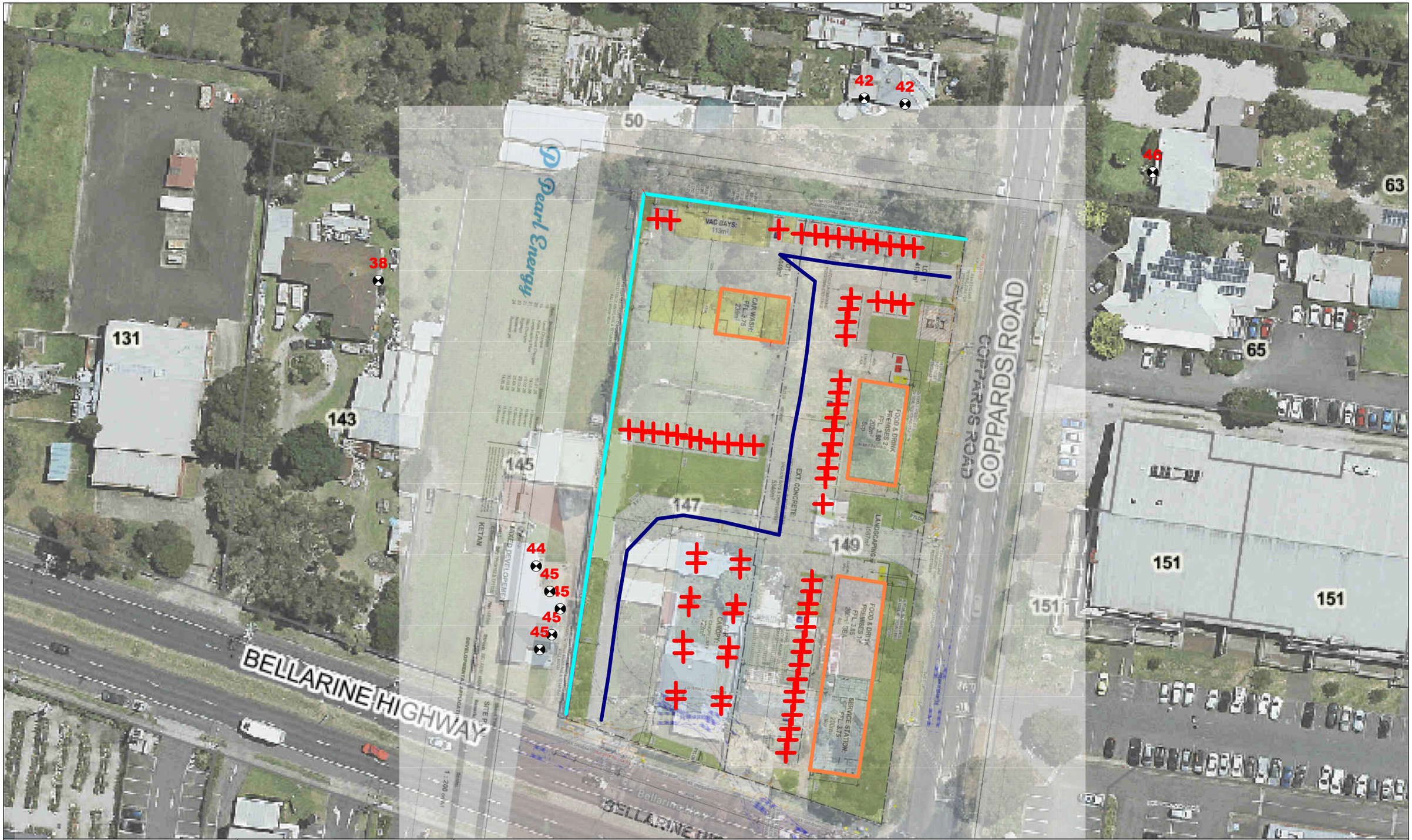
Noise Protocol Assessment

Project No: V2324 Drawing No: MAP-02 Date: 23.06.2026

NOTES:

*Propagation in accordance with ISO9613

City of Greater Geelong, Statutory Planning - Date Received 28/7/2026



Legend:

- Point Source
- Line Source
- Area Source
- vert. Area Source
- Crossing
- Building
- Barrier
- Receiver

Scale: 1: 729 @ A3

ENFIELD ACOUSTICS NOISE VIBRATION

PO Box 920
North Melbourne, VIC 3051
P: 03 9111 0090

Noise emission levels - PASSENGER VEHICLES & CAR DOOR SLAMS

LAmax Noise Levels

Sleep Disturbance Assessment

Project No: V2324 Drawing No: MAP-03 Date: 23.06.2026

NOTES:

*Propagation in accordance with ISO9613