

1. We request copies of the full report(s) that were used to produce NMP17. This will demonstrate a commitment to full transparency for residents and businesses affected by the noise levels especially given that it is expected these are likely to exceed safe limits as stated within the NMP7.
2. We ask for the names of the authors of the report and the names of the reviewers

There is a general concern that the exceedances cited in NMP17 are restricted to some very specific locations. Unless the general public in the racing precinct are kept a significant distance from the racing circuit then they too will be exposed to noise levels that exceed the safe limits of LAeq and LCPeak. Furthermore, such persons will NOT have any protection provided by being inside a sealed building, or behind temporary noise barriers.

Specific queries from NMP17:

Section 1.1 Background: there is reference to a "previous report" - please provide a copy of this to the community affected in the interests of transparency and full disclosure

Section 2.1.1: appears that barriers are restricted to private residences mainly? What does "Shortland Esplanade, northern side Watt Street mean" ? "Do noise barriers protect Liquid Gold and Estabar cafes on Shortland Esplanade? Sticky Thai in Scott Street?

Section 2.1.2: which specific events have been removed and/or shortened? Also what is the estimated error in the summary report predictions? They say they can point to 0.5 dB reductions arising from the aforementioned event removal and/or shortening - so is the error much less than 0.5dB?

Section 2.2: why has the LAeq been given as a 10 hour value of 84dB rather than the NSW legislated 85dB for 8 hours? These are equivalent but may confuse the uninitiated.

What quality control is involved in the mitigation measures? How does a person know that the mitigation measures work? Is there a test measurement that can be done prior to the event to check the mitigation measure's effectiveness? Will Supercars assist with these mitigation measure implementations? (Applies to section 2.3 also). How does one retain ear plugs for several hours in ear canals for children, the elderly and infirm etc, let alone for adults?

How has the stated 1dB to 7dB exceedances of the LCPeak level of 140dBC been estimated? What are the locations at which these exceedances are anticipated? Are they for a single moving vehicle? Are they for a cluster of moving vehicles, and is so, how many and at what separation distances? Why are these exceedances restricted to just eleven dwellings? What makes these dwellings prone to such exceedances

compared to other locations along the racing circuit? Are these exceedances expected every time a single vehicle goes past a given location on the track? That is, will the exceedance occur every lap for the planned 97 laps and for every vehicle? Or is this for a cluster of vehicles, and occurs each lap?

The noise barriers are said to enable an average noise reduction of 4dB with a maximum of 15dB. How have these values been determined? Have they been measured for Supercars vehicles under actual race conditions? Do these figures relate to a single moving vehicle or for multiple moving vehicles passing a fixed observer? How are these values modified by the frequency output of Supercars vehicles? How does the presence of reflecting surfaces (eg buildings on either side and at several storeys) affect the values stated?

Section 2.3: how have the internal noise levels been calculated? What are the main assumptions used? Do they assume perfect seals around building gaps and perfect ear plug installations? Note: queries for Section 2.2 apply to Section 2.3.

Section 2.4: how have the number of pass-bys been calculated for each day?? Is the maximum expected number 6500? For example, calculation for each 250km race is 97 laps for 26 cars so  $97 \times 26 = 2522$  pass-bys ? So for the whole 3 day event we may have say  $2 \times 2522 = 5044$  pass-bys. Can add another 1500 for all other small lap events which would yield a maximum of 6500 pass-bys.

Section 2.5: how can one truly expect adequate compliance in the use of ear plugs for children, the elderly and the infirm? Drivers have custom made ear plugs to seal their ear canals and others in the precinct should be similarly protected.

Section 3 Table 3.1: as mentioned how does anyone know they have implemented N1 correctly and assured that it will work?

How will the location for the N8 monitoring to be identified? How will we know it is representatives?

Section 4.1: what skills, experience and training in noise mitigation techniques will this person have to conduct this role effectively?

Section 4.3: To which part of Table 3.1 does this refer? Table 3 indicates just one monitoring location for each of internal affected, external affected and external unaffected. Unclear what is meant here.

Measured noise exceedances measured at say three locations does not enable exceedances elsewhere to be identified. How will such exceedances be dealt with? For example an individual resident or business may have their own certified readings during the event.

Section 4.4: What does it mean that non-conformance so will be "dealt with"? Need to be specific about the actions to be taken? For example if the dBC level exceeds

140dBC inside a residence or business, what will happen? Need much more detail on the worst case scenarios and the response planned in such an event.

Section 4.5: What is meant by "noise complaints will be responded to"?