



Sydney Cricket Ground Trust

**NOISE MONITORING, AFL – SYDNEY
SWANS v FREMANTLE DOCKERS**

19 MAY 2018

May 2018

Report Prepared by:

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Executive Summary

Monitoring of noise levels at sensitive receptors in the area surrounding Sydney Cricket Ground was undertaken during the Sydney Swans v Freemantle Dockers AFL match held on 19 May 2018 to determine compliance with the following noise criteria defined in the site's Noise Management Plan (NMP):

'When measured at the specified monitoring locations, the L_{Amax} of noise emanating from any sound amplification equipment must not exceed 60 dB (A) during any sporting events.

This noise limit applies to wind speeds up to 5m/s, above which wind generated noise on the microphone limits measurement accuracy. During periods of wind greater than 5m/s this noise limit does not apply.

Noise levels measured when wind speed exceed 5 m/s (at microphone height) should not be used to measure compliance with noise limits, as wind generated noise may influence measurement accuracy. During periods of wind greater than 5 m/s the Trust must continue to take all reasonable and feasible actions to minimise noise.'

Noise levels were measured for the duration of the amplified activities associated with the event from 6:30 pm though 9:50 pm at the three positions required by the Noise Management Plan.

Throughout the monitoring, noise levels were recorded at each location every two minutes. During each two minute period notes were also made regarding the sources of noise in the area and the source of any potential exceedences of the noise criteria. The noise levels recorded represent the highest RMS noise level recorded during the two minute period.

During the AFL match it was identified that noise levels from the event PA system were within the criteria defined in the site's NMP throughout the noise monitoring. At Positions 1 and 2 the match was audible at times, but no exceedances were recorded. At Position 3, amplified sound was inaudible due to the high volume of road traffic near the monitoring position.

No noise complaints were received by the Trust or by Event Noise Management staff during the event.

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1 INTRODUCTION

1.1 SCOPE OF ASSESSMENT

Sydney Cricket Ground Trust (SCGT) commissioned Event Noise Management to conduct event noise monitoring during the Sydney Swans v Fremantle Dockers match held on 19 May 2018 as part of the requirements under the Noise Management Plan (NMP) for the facility¹. This report presents a summary of the results of the monitoring and a comparison with the noise criteria for the event as defined in the NMP.

1.2 EVENT DETAILS

The sporting event was held at Sydney Cricket Ground (SCG) on Saturday 19 May 2018. The gates opened at 6:00 pm and the event commenced at 7:30 pm. The AFL match ended at 9:30 pm and amplified music continued for a few minutes after the end of the game.

1.3 EVENT NOISE CRITERIA

Noise limits for sporting events held at the SCG are provided in the site's NMP as follows:

'When measured at the specified monitoring locations, the L_{Amax} of noise emanating from any sound amplification equipment must not exceed 60 dB (A) during any sporting events.'

This noise limit applies to wind speeds up to 5m/s, above which wind generated noise on the microphone limits measurement accuracy. During periods of wind greater than 5m/s this noise limit does not apply.

Noise levels measured when wind speed exceed 5m/s (at microphone height) should not be used to measure compliance with noise limits, as wind generated noise may influence measurement accuracy. During periods of wind greater than 5 m/s the Trust must continue to take all reasonable and feasible actions to minimise noise.'

Section 6.2.1 of the NMP details the monitoring positions that must be considered as follows:

'Monitoring Locations

For both sporting events and concerts attended monitoring locations will be as set out below.

For activities taking place at the SCG:

- *At a point within one (1) metre of the boundary nearest to the SCG, at the corner of Poate Road and Poate Lane, Centennial Park;*
- *At a point within one (1) metre of the boundary nearest to the SCG, at the corner of Leinster and Regent Streets, Paddington; and*

¹ Sydney Cricket Ground and Allianz Stadium, Noise Management Plan (NMP), prepared by ERM for Sydney Cricket and Sports Ground Trust (SCGT), April 2015

- *At a point within one (1) metre of the boundary nearest to the SCG, at the corner of Robertson Road and Martin Road (northern intersection), Moore Park.*

2 MONITORING METHODOLOGY

2.1 MONITORING POSITIONS

Monitoring during the match was undertaken at two fixed monitoring positions as required by the NMP. Table 2.1 presents a summary of the monitoring locations assessed during the event, with the monitoring positions identified on Figure 1.

TABLE 2.1: SUMMARY OF MONITORING POSITIONS

Position	Description
1	Fixed monitoring position located within 1 m of the front boundary at the corner of Poate Road and Poate Lane
2	Fixed monitoring position located within 1 m of the front boundary at the corner of Leinster and Regent Streets
3	Fixed monitoring position located within 1 m of the front boundary at the corner of Robertson Road and Martin Road (northern intersection)

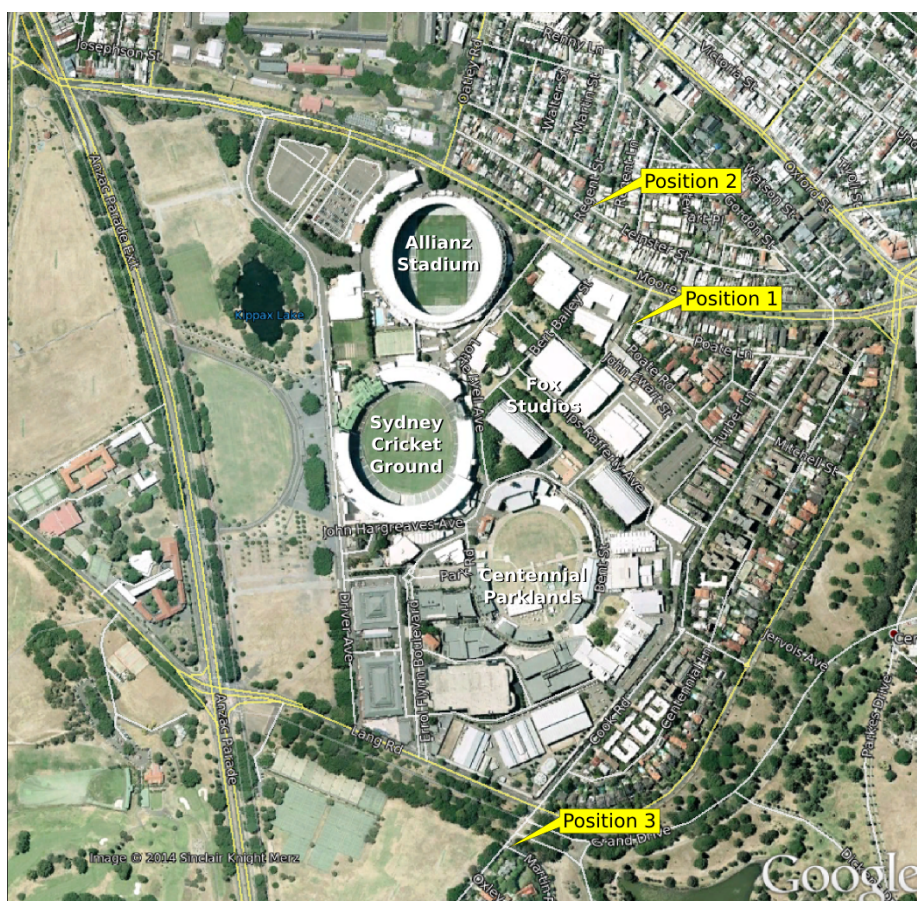


Figure 1: Noise Monitoring Positions (External Fixed Locations)

2.2 OPERATORS

During the monitoring, Event Noise Monitoring personnel were located at each position identified in Figure 1. The monitoring exercise was undertaken by the following personnel:

- Position 1: Glen Slough: MDSc – Audio & Acoustics, Bachelor of Creative Technology (Audio Eng. and Sound Prod.)
- Position 2: Oliver Dibley: Bachelor of Creative Technology (Audio Eng. and Sound Prod.)
- Position 3: Gary Hall: BSc(Hons)

2.3 MONITORING EQUIPMENT

Table 2.2 presents a summary of the equipment used to complete the monitoring. The monitoring instruments utilised conform to *Australian Standard 1259 "Acoustics - Sound Level Meters" (1990)* as Type 1 precision sound level meters and have an accuracy suitable for both field and laboratory use.

The sound level meters and calibrator used for the monitoring have been checked, adjusted and aligned to conform to the Type 1 specifications and issued with a conformance certificate (NATA).

TABLE 2.2: SUMMARY OF MONITORING EQUIPMENT

Position	Instrument Model	Instrument Serial	Instrument Calibration Due Date	Calibrator Model	Calibrator Serial	Calibrator Calibration Due Date
1	B&K 2250L	2741104	21/11/2019	SvanTek SV03A	358	21/11/18
2	Nor 140	1404663	29/6/2019	SvanTek SV03A	358	21/11/18
3	B&K 2250L	2741105	23/01/2019	SvanTek SV03A	358	21/11/18

Field calibrations of each of the instruments were also undertaken prior to and immediately after the monitoring was completed. Less than 0.5 dB drift occurred over the measurement periods. All instruments were fitted with a windshield and monitoring was completed at a height of 1.5 m above ground level.

2.4 WEATHER CONDITIONS DURING THE EVENT

During the monitoring period, wind conditions were calm and no rain occurred. These conditions are appropriate for noise monitoring.

3 RESULTS OF MONITORING

3.1 METHODOLOGY

Noise monitoring was completed continuously at each location with the maximum noise level recorded for every two minute period. During the monitoring, notes were also made regarding the sources of noise in the area and the source of any potential exceedances of the noise criteria. The noise levels represent the highest RMS noise level recorded during the two minute period. Hence, even where exceedances are identified, it is possible such exceedances are due to noise sources unrelated to amplified event noise (e.g. road traffic noise).

3.2 MONITORING RESULTS

The measured noise levels and associated notes that were recorded during the monitoring are presented in Appendix B. During the AFL match it was identified that noise levels from the event were within the criteria defined in the site's NMP throughout the noise monitoring.

At Position 1 and 2, amplified sound from the event PA was occasionally audible at times, but noise levels were less than 55 dB(A) (within the 60 dB(A) criteria). At Position 3, amplified sound from the venue was inaudible for the duration of the event.

It is noted that almost all the recorded L_{Amax} noise levels were greater than the noise criteria set in the NMP. However, these noise levels do not represent non-compliance with the NMP as the L_{Amax} levels recorded were attributable to extraneous noise sources and not the PA system. These sources included passing vehicles, pedestrians, and local street noises.

It is noted that a Super Rugby match was being held at the Allianz Stadium concurrently. Amplified sound from the Super rugby match was inaudible from Positions 3 and slightly audible at Positions 1 and 2 for the duration of the AFL match.

No complaints were received by the Sydney Cricket Ground Trust and Event Noise Management staff for investigation.

4 CONCLUSIONS

Noise monitoring of amplified noise from Sydney Cricket Ground during the Sydney Swans v Freemantle Dockers AFL match held on 19 May 2018 was completed at three positions as required by the site's Noise Management Plan. Noise levels were measured for the duration of the amplified activities associated with the event from 6:30 pm to 9:50 pm.

During the AFL match it was identified that noise levels from the event were within the criteria defined in the site's NMP throughout the noise monitoring. At Positions 1 and 2 the match was audible at times, but no exceedences were recorded. At Position 3, amplified sound was inaudible throughout the duration of the event.

No noise complaints were received by the Trust or by Event Noise Management staff during the event.

APPENDIX A

ACOUSTIC GLOSSARY

APPENDIX A: GLOSSARY OF ACOUSTIC TERMINOLOGY

A-Weighting	A response provided by an electronic circuit which modifies sound in such a way that the resulting level is similar to that perceived by the human ear.
dB (decibel)	This is the scale on which sound pressure level is expressed. It is defined as 20 times the logarithm of the ratio between the root-mean-square pressure of the sound field and the reference pressure (0.00002N/m ²).
dB(A)	This is a measure of the overall noise level of sound across the audible spectrum with a frequency weighting (i.e. 'A' weighting) to compensate for the varying sensitivity of the human ear to sound at different frequencies.
dB(C)	This is a standard weighting of the audible frequencies, commonly used for the measurement of Peak Sound Pressure level.
Facade Noise Level	Refers to a sound pressure level determined at a point close to an acoustically reflective surface (in addition to the ground). Typically a distance of 1 metre is used.
Free Field	Refers to a sound pressure level determined at a point away from reflective surfaces other than the ground with no significant contribution due to sound from other reflective surfaces; generally as measured outside and away from buildings.
Hertz (Hz)	A measure of the frequency of sound. It measures the number of pressure peaks per second passing a point when a pure tone is present.
L_{Aeq} Equivalent Continuous Sound Level	This is the equivalent steady sound level in dB(A) containing the same acoustic energy as the actual fluctuating sound level over the given period. For a steady sound with small fluctuations, its value is close to the average sound pressure level.
L_{A90,T}	This is the dB(A) level exceeded 90% of the time, T.
L_{A10,T}	This is the dB(A) level exceeded 10% of the time, T.
L_{Amax}	is the maximum A-weighted sound pressure level recorded over the period stated.
L_{Cmax}	is the maximum C-weighted sound pressure level recorded over the period stated.

APPENDIX B

DETAILED MONITORING DATA (FIXED POSITIONS)

EVENT NOISE MANAGEMENT

Project Number:	5386	Date:	19/5/18
Project Description:	SCGT – AFL Sydney Swans v Fremantle Dockers		
Monitoring Location:	Martin Road		
Operator:	Hall		
Weather Description:	Clear skies, calm , cool.		
Instrument:	B&k 2	Calibrator Model:	SvanTek SV03A
Instrument Serial:	2741105	Calibrator Serial:	358
Instrument NATA Calibration Date:	23/01/2017	Calibrator NATA Calibration Date:	21/11/18
Pre-calibration:	93.9	Post calibration:	93.6

Noise criteria is **L_{Amax} 60 dB(A)**.

Time	L_{Amax} dB(A)	<u>Description of Noise and/or Changes to Weather</u>
18:14	-	Setting Up
18:16	-	Traffic Dominant + Local Traffic
18:18	66.3	Traffic Dominant
18:20	63	Traffic + Local Traffic
18:22	60.9	Traffic Dominant
18:24	63.1	Traffic
18:26	67.6	Traffic Dominant No Music Audible From Venue
18:28	70.7	Traffic + Sirens (66db)
18:30	76	Traffic + People Talking
18:32	71.6	Traffic + People Talking
18:34	64	Traffic
18:36	62.4	Traffic + Local Traffic
18:38	59.7	Traffic
18:40	63.1	Traffic

Time	L _{Amax} dB(A)	Description of Noise and/or Changes to Weather
18:42	58	Traffic
18:44	58.8	Traffic
18:46	80	Traffic + People Talking
18:48	71.5	Traffic + Talking
18:50	70.6	Traffic + Talking
18:52	71.2	Traffic + People Talking
18:54	67.7	Traffic + People Talking
18:56	62	Traffic
18:58	67.7	Traffic
19:00	63.7	Traffic
19:02	66.7	Traffic
19:04	67.5	Traffic
19:06	68.2	Traffic
19:08	68.6	Traffic
19:10	68.5	Traffic
19:12	62	Traffic
19:14	59.7	Traffic
19:16	58	Traffic
19:18	62.1	Traffic
19:20	59.3	Traffic
19:22	63.9	Traffic
19:24	63.3	Traffic
19:26	62	Traffic
19:28	66.8	Traffic

Time	L _{Amax} dB(A)	Description of Noise and/or Changes to Weather
19:30	58.8	Traffic
19:32	58.8	Traffic Only – Nothing Heard From SCG
19:34	73.1	Traffic – Local Noisy Car
19:36	70	Traffic – Local Noisy Car
19:38	56.6	Traffic
19:40	59.7	Traffic
19:42	57.8	Traffic
19:44	56.9	Traffic
19:46	65.4	Traffic
19:48	61.8	Traffic
19:50	73.9	Traffic + People Talking
19:52	59.1	Traffic + People Talking
19:54	63.2	Traffic + People Talking
19:56	58.6	Traffic + People Talking
19:58	67	Local Traffic
20:00	61	Traffic
20:02	59.3	Traffic
20:04	58.5	Traffic
20:06	57	Traffic
20:08	58.1	Traffic
20:10	63	Traffic
20:12	57.6	Traffic
20:14	54.8	Traffic
20:16	53.7	Traffic

Time	L _{Amax} dB(A)	Description of Noise and/or Changes to Weather
20:18	57.3	Traffic
20:20	68.5	Traffic
20:22	61.4	Traffic
20:24	66.5	Traffic
20:26	60	Traffic
20:28	56.2	Traffic
20:30	61.5	Traffic
20:32	56	Traffic
20:34	58.5	Traffic
20:36	64.6	Traffic
20:38	55.1	Traffic
20:40	54.7	Traffic
20:42	54.1	Traffic
20:44	69.1	Traffic
20:46	72.7	Traffic – Motor Bikes
20:48	51.1	Traffic
20:50	66.5	Traffic – Lamborghini
20:52	63.8	Traffic
20:54	53.2	Traffic
20:56	52.9	Traffic
20:58	53.2	Traffic
21:00	59.8	Traffic
21:02	54.1	Traffic
21:04	62.3	Traffic

Time	L _{Amax} dB(A)	Description of Noise and/or Changes to Weather
21:06	52.2	Traffic
21:08	60	Traffic
21:10	61.9	Traffic
21:12	65.3	Traffic
21:14	52.2	Traffic
21:16	66.6	Traffic
21:18	59.2	Traffic
21:20	63.6	Traffic
21:22	62	Traffic
21:24	67.1	Traffic
21:26	70	Traffic
21:28	70.8	Traffic + Local Car
21:30	75.1	People Talking
21:32	61	Traffic
21:34	68	Traffic + Local Motor Bike
21:36	67.2	Traffic
21:38	80.1	Local Cars
21:40	79.1	Local Cars – Doors Slam
21:42	58	Traffic
21:44	64.7	Traffic
21:46	69.3	Traffic – No Music Audible From Venue
21:48	65.1	Traffic – No PA Audible
21:50	60.8	Traffic
21:52	66.7	Traffic

EVENT NOISE MANAGEMENT

Project Number:	5386	Date:	19/5/18
Project Description:	SCGT – AFL Sydney Swans v Fremantle Dockers		
Monitoring Location:	Cnr Poate Road & Poate Lane		
Operator:	Glen Slough		
Weather Description:	16 Degrees, Humid, Still, 0/8 Cloud Cover		
Instrument:	2250	Calibrator Model:	SvanTek SV03A
Instrument Serial:	2741104	Calibrator Serial:	358
Instrument NATA Calibration Date:	21/11/2017	Calibrator NATA Calibration Date:	21/11/18
Pre-calibration:	93.9	Post calibration:	93.7

Noise criteria is **L_{Amax} 60 dB(A)**.

Time	L_{Amax} dB(A)	<u>Description of Noise and/or Changes to Weather</u>
18:00	-	Setting up
18:02	69.4	Taxi 3 Point Turn In Front Of Meter
18:04	67.5	People Walking Past
18:06	71.2	Local Traffic
18:08	69.7	Car Stopped In Front Of Meter
18:10	70	Moore Park Road (MPR) Traffic
18:12	68.5	Local Traffic
18:14	79.8	People Talking Loudly
18:16	71.5	Motor Bike MPR (18:17 – Can Hear Short Stabs Of Brassy Music non event, 64dB)
18:18	78.8	Local Traffic
18:20	69	Sirens – MPR (Moore Park Road)
18:22	58.5	Very Quiet 2 Mins, Music Barely Audible – (Poate Road = 1-2 Cars Per Min)
18:24	68	Local Traffic

Time	L _{Amax} dB(A)	Description of Noise and/or Changes to Weather
18:26	78.2	People Walking Past
18:28	76.6	Car Passed By - Loud
18:30	70.8	Local Traffic
18:32	70.5	Local Traffic
18:34	68.8	Local Traffic – Lots Of Cars U-Turn On Poate Rd
18:36	67.9	Music Barely Audible – Lmax – Local Traffic
18:38	65.6	Local Traffic
18:40	66.7	People Talking
18:42	70.3	Local Person Singing – Announcer vaguely Audible
18:44	66.7	Local Traffic
18:46	78.7	People Talking
18:48	67.1	Local Traffic
18:50	73.1	Motorbike - Announcer Vaguely Audible
18:52	71.5	People Talking
18:54	79.7	Traffic Manoeuvring - (18:55 Sudden Rush Of Traffic)
18:56	67.7	Pedestrians
18:58	68.7	Car Horn – (Stadium Is Very Quiet Compared With Local Traffic)
19:00	70.4	Motorbike
19:02	69.7	Local Traffic
19:04	78.5	Car Door – In Front Of Meter
19:06	69.8	Local Traffic
19:08	70.2	Pedestrians
19:10	75.4	Motorbike
19:12	67.4	Local Traffic – (19:13 Cheer + Announcement 52ish)

Time	L _{Amax} dB(A)	Description of Noise and/or Changes to Weather
19:14	76.4	Brake Squeal On Poate
19:16	74.2	Local Traffic
19:18	69.3	Local Traffic – (Horn From Game 62-61)
19:20	69.8	Local Traffic
19:22	67.3	Pedestrians – (Game Horn 63)
19:24	68.2	Pedestrians
19:26	68.2	Traffic MPR – (Cheers 61)
19:28	70.5	Local Traffic – (Cheers 63)
19:30	72.7	People Talking – (Cheer 64)
19:32	69.1	Local Traffic – (Music Sting About 54)
19:34	67.3	Dominant Game When Audible Is NRL, Can Tell By The Tone Of The Announcers Voice
19:36	66.9	Dominant Game When Audible Is NRL, Can Tell By The Tone Of The Announcers Voice
19:38	78.8	People talking - "What's That For"
19:40	60.9	MPR
19:42	69.6	MPR
19:44	70.3	Music Vol = 54
19:46	67.1	Local Traffic – (Cheer 62)
19:48	67.6	MPR
19:50	66.2	MPR
19:52	64	Horn 64 – (Opening To 'Jump Around' - By House Of Pain)
19:54	63.4	MPR
19:56	82.1	Motorbike – (Horn 61-63)
19:58	62.7	MPR – (Horn 63)

Time	L _{Amax} dB(A)	Description of Noise and/or Changes to Weather
20:00	68.1	Cheer 62 – Goal Music 51
20:02	82.1	Deliveroo Scooter
20:04	69.6	Cheer 69
20:06	65.2	MPR
20:08	66.2	Local Traffic – MPR Quiet, Stadium Dominates bg
20:10	64.2	MPR
20:12	66.9	Big Cheer + Car Pass
20:14	64.7	MPR
20:16	76.8	People talking "Do You Work For Council? I Can Never Get Parking On Game Day"
20:18	69.9	MPR
20:20	64.4	MPR
20:22	63.9	MPR
20:24	69.6	Pedestrians
20:26	64	Horn 64
20:28	68.5	Possum In Tree
20:30	67.6	Fireworks?
20:32	62	MPR
20:34	62.4	MPR
20:36	60.5	Very Little Street Activity
20:38	60	Very Little Street Activity
20:40	65.5	Music 54 Lmax
20:42	62.9	MPR, Loud Cheer
20:44	67.6	MPR
20:46	64.9	Local Traffic

Time	L _{Amax} dB(A)	Description of Noise and/or Changes to Weather
20:48	62.1	Local Traffic
20:50	68.1	Local Traffic
20:52	66.1	MPR, Picking Up Again
20:54	69.8	MPR, Picking Up Again
20:56	65	MPR, Picking Up Again
20:58	57	Occasional Roar From The Stadium
21:00	59.2	MPR,
21:02	62.6	MPR,
21:04	65.7	MPR,
21:06	69.1	Local Traffic
21:08	64.5	MPR,
21:10	74.4	Loud Truck – (Cheers 63)
21:12	62	MPR,
21:14	64	MPR,
21:16	73.7	Local Traffic
21:18	66.7	MPR
21:20	70.5	Somebody Singing
21:22	66.2	MPR,
21:24	59.2	MPR,
21:26	74.4	Motorbike – Swans Game Ended
21:28	62.2	MPR,
21:30	62.9	MPR,
21:32	73.6	Local Traffic
21:34	82	Brake Squeal – (Siren 63)

Time	L_{Amax} dB(A)	<u>Description of Noise and/or Changes to Weather</u>
21:36	69.1	MPR,
21:38	71.4	MPR,
21:40	73.3	Car Doors
21:42	72	MPR,
21:44	72.4	Patrons Leaving
21:46	76.7	People shouting,
21:48	67.2	Announcements Etc
21:50	69.5	Local Traffic
21:52	70.8	Scooter

EVENT NOISE MANAGEMENT

Project Number:	5386	Date:	19/5/18
Project Description:	SCGT – AFL Sydney Swans v Fremantle Dockers		
Monitoring Location:	Regent Street		
Operator:	Oliver Dibley		
Weather Description:	Clear		
Instrument:	Norsonic	Calibrator Model:	SvanTek SV03A
Instrument Serial:	1404663	Calibrator Serial:	358
Instrument NATA Calibration Date:	29/6/2017	Calibrator NATA Calibration Date:	21/11/18
Pre-calibration:	93.9	Post calibration:	93.8

Noise criteria is **L_{Amax} 60 dB(A)**.

Time	L_{Amax} dB(A)	Description of Noise and/or Changes to Weather
18:00	82	Traffic
18:02		Traffic
18:04		Traffic
18:06	73.4	Traffic
18:08	79.8	Traffic + Motorbike
18:10	74.9	Traffic
18:12		Traffic
18:14	75.8	Traffic + Beep/Horn
18:16	70.4	Traffic
18:18	73	Traffic + Laughing
18:20		Traffic
18:22	76.1	Traffic
18:24	73.5	Traffic
18:26	70.3	Traffic

Time	L _{Amax} dB(A)	Description of Noise and/or Changes to Weather
18:28	73.7	Traffic Lmax db (A) 73.7
18:30	73	Traffic
18:32	77.2	People talking, Laughing
18:34	72.4	Traffic
18:36	60.6	Traffic
18:38	77.5	Traffic
18:40		Traffic
18:42	74.3	Traffic
18:44	75.4	Traffic
18:46	71.3	Traffic
18:48	63.1	Traffic
18:50	70.4	Traffic
18:52	70.8	Traffic
18:54	72.8	Traffic
18:56	73.6	Traffic
18:58	70.3	Traffic + Horn 78.3
19:00	74	Traffic + Talking
19:02	85.9	People talking, Cough
19:04	71.2	Traffic
19:06	74.1	Traffic
19:08	76.6	Traffic + Yelling
19:10	83.2	Loud Talking 83.2
19:12	77.5	Dog Barking
19:14	77.8	Traffic

Time	L _{Amax} dB(A)	Description of Noise and/or Changes to Weather
19:16	76.5	Traffic + Talking
19:18	80.4	Traffic + Yelling
19:20	79	Traffic
19:22	82.6	Traffic + Horn
19:24	75.8	Traffic
19:26	74.8	Traffic
19:28	76.4	Traffic
19:30	82.6	People talking, Yelling
19:32	72.8	Cars
19:34	91.3	People talking - Yelling Right Next To Meter
19:36	71.8	Traffic
19:38	73.1	Traffic
19:40	71.6	Traffic
19:42	78	Traffic
19:44	76.5	Traffic + Tyre Screech 83.3
19:46	73	Loud Talking
19:48	72.4	Traffic
19:50	74.8	Traffic + Door Salm
19:52	69.1	Traffic
19:54	72	Traffic
19:56		Traffic
19:58		Traffic
20:00	74.6	Traffic
20:02	73.7	Traffic + Crowd

Time	L _{Amax} dB(A)	Description of Noise and/or Changes to Weather
20:04	70.8	Traffic
20:06	73.5	Traffic
20:08	72.7	Traffic + Crowd
20:10	67.7	Traffic + Car Passing
20:12	70.8	Traffic
20:14	65	Cars
20:16	68.3	Traffic
20:18	75.9	Traffic
20:20	65.8	Traffic
20:22	70.1	Traffic
20:24	74.5	Traffic + Car Passing 74.5
20:26	71	Car + Laugh Of Passer By
20:28	64.5	Cars
20:30	79.6	Laugh 79.6
20:32	69.4	Cars
20:34	69.8	Traffic
20:36	72.7	Traffic + Talking
20:38	71.9	Traffic
20:40	71.7	Traffic + Cars
20:42	72	Traffic + Passers By
20:44	76.1	Traffic
20:46	68.3	Cars
20:48	75	Car Horn
20:50	86.8	Car Horn

Time	L _{Amax} dB(A)	Description of Noise and/or Changes to Weather
20:52	72.7	Car Horn
20:54	71.2	Car Passing By
20:56	74.8	Car Passing By
20:58	77.4	Car Horn
21:00	74.2	Car Passes By
21:02	72.1	Traffic
21:04	64.4	Traffic
21:06	68.4	Crowd + Cars
21:08	69	Cars
21:10	69.1	Traffic
21:12	75.7	Motorbike
21:14	-	-
21:16	86.6	Yelling
21:18	65.3	Cars
21:20	64	Motorbike 65.2
21:22	79.3	Shouting + Passers By
21:24	-	Traffic
21:26	65.8	Traffic
21:28	84.5	Yelling
21:30	72.9	Traffic + Talking
21:32	90.8	Yelling Into The Meter
21:34	83.5	Car Horn
21:36	72.7	Traffic
21:38	79.7	People Talking

Time	L _{Amax} dB(A)	Description of Noise and/or Changes to Weather
21:40	83.1	Yelling From Passers By
21:42	92.9	Yelling From Passers By
21:44	87.5	Yelling From Passers By
21:46	84.1	Yelling From Passers By
21:48	-	-
21:50	76.6	Passers By
21:52	71.9	Traffic + Passers By
21:54	72.8	Talking
21:56	76.7	Traffic
21:58	108.8	Street Rapping (They Were Rather Obnoxious)
22:00	78.2	People talking, Yelling