



Sydney Cricket Ground Trust

**NOISE MONITORING, NRL: ROOSTERS
VS DRAGONS 25 APRIL 2019**

April 2019



Report Prepared by: **EVENT NOISE MANAGEMENT**

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Executive Summary

Monitoring of noise levels at sensitive receptors in the area surrounding Sydney Cricket Ground was undertaken during the National Rugby League Roosters vs Dragons match held on 25 April 2019 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 2:30 pm though 6:10 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 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.

The event noise was audible:

- At various times at Position 1, and measured between 48 dBA and 54 dBA*
- At various times at Position 2, and measured less than 50 dBA*
- Occasionally at Position 3, and measured noise from the event was less than 50 dBA.*

Ambient levels as a result of vehicles, and birds in the local areas, were measured up to and above the criteria (60 dB(A)).

All positions were generally dominated by ambient activity such as vehicle noise, pedestrians, pub noise, birds, and the occasional aircraft. Event noise was generally audible during a break in or minimal ambient activity.

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 NRL Roosters vs Dragons match held on 25 April 2019 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 the Sydney Cricket Sports Ground on Thursday 25 April 2019. The gates opened at 2:30 pm, the game commenced at 4:05pm and concluded at approximately 6:05 pm. Amplified music, announcements and advertising occurring at various times between these periods, and after the game, continuing until 6:10 pm.

1.3 EVENT NOISE CRITERIA

Noise limits for sporting events held at Sydney Cricket Sports Ground 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;*

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 Leinster and Regent Streets, Paddington; and*
- *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 were undertaken at three 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)

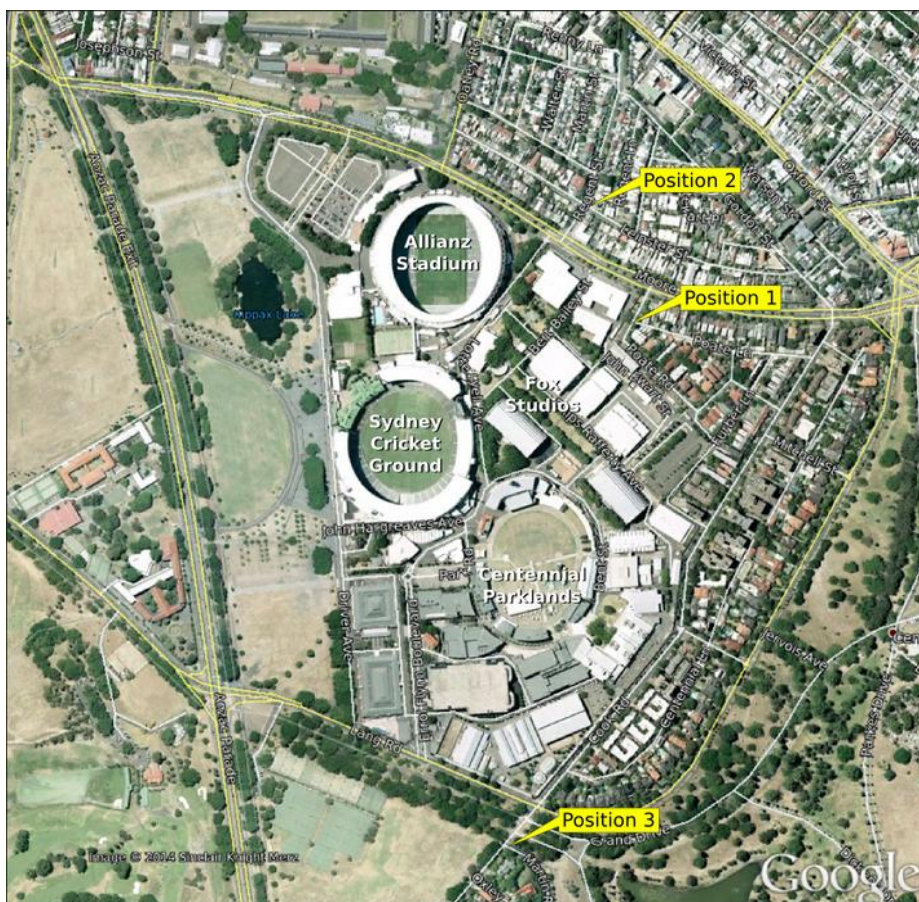


Figure 1: Noise Monitoring Positions (External Fixed Locations)

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: Roger Treagus: BA, MA Env. Stud, MAAS.
- Position 2: Oliver Dibley: Bachelor of Creative Technology (Audio Eng. and Sound Prod.)
- Position 3: James Daramola: BEng(Mech), AAS (Grad).

2.3 MONITORING EQUIPMENT

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

The sound level meters and calibrator have been checked, adjusted and aligned to conform to the Type 1 specifications by a third party NATA accredited laboratory within the last 24 months and issued with a conformance certificate.

TABLE 2.2: SUMMARY OF MONITORING EQUIPMENT

Position	Instrument Model	Instrument Serial	Instrument Calibration Due Date	Field Pre-Calibration	Field Post-Calibration
1	Bruel & Kjaer 2250L	3006647	19/07/19	94.1	94.2
2	Bruel & Kjaer 2250L	2741105	16/01/21	94.0	94.0
3	Bruel & Kjaer 2250L	2741104	21/11/19	94.0	93.9
Field Calibrator	Svantek SV03A	358	27/11/19	-	-

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

For the duration of the game and amplified activities, it was generally east-south-easterly and south-south-easterly winds on Thursday 25th April. The weather was generally clear and sunny with light winds prevalent and reducing towards the evening, according to onsite observations.

The recorded wind direction had the potential to transport noise away from the compliance monitoring positions, leading to lower noise levels observations related to the event noise.

Table 2.3 presents a summary of the meteorological data from Sydney Airport during the event.

TABLE 2.3: SUMMARY OF METEOROLOGICAL DATA

Date/Time	Temp	Rain (mm)	Relative Humidity	Wind Direction	Wind Speed (km/hr)	Gusts (km/hr)
25/01:00pm	23.5	0	74	SSE	13	17
25/01:30pm	24.3	0	68	SE	19	24
25/02:00pm	24.3	0	71	ESE	20	26
25/02:30pm	24.1	0	72	SE	20	26
25/03:00pm	23.6	0	75	ESE	17	19
25/03:30pm	23	0	75	ESE	17	20
25/04:00pm	22.7	0	78	SSE	17	19
25/04:30pm	22.3	0	81	SE	17	20
25/05:00pm	22.1	0	81	E	13	17
25/05:30pm	21.6	0	84	ENE	13	17
25/06:00pm	21.3	0	85	E	11	13
25/06:30pm	21.5	0	85	ENE	9	11
25/07:00pm	21.8	0	83	NNE	9	11

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, observational 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 of the criteria are measured, no exceedances were identified as resulting from the amplified event noise (i.e. generally occurring from localised road traffic and bird noise).

3.2 MONITORING RESULTS

Noise monitoring results were recorded at each location every two minutes of amplification between 2:00 pm and 6:10 pm on Thursday 25th April 2019.

It is noted amplification at a low-volume was audible at 1:45 pm at Position 1, likely associated with a sound-check or 'soft open'. However, the observed noise was no louder than activities during the event periods.

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

The following event noise levels were observed:

- At P1: generally between 48 dB(A) and 54 dB(A)
- At P2: less than 50 dB(A)
- At P3: occasionally less than 50 dB(A) and inaudible for majority of the monitoring.

It is noted that all recorded L_{Amax} noise levels measured up to or greater than the noise criteria 60 dB(A) 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 the following: passing vehicles, aircraft overhead, pedestrians, birds, patron noise from the pub on Moore Park Road (only at P2), and passing horse riders (only at P3).

3.3 EVENT HOTLINE

During the event no noise complaint related calls were received on the event hotline established by the Sydney Cricket Ground Trust. No complaints were received by Event Noise Management staff for investigation.

4 CONCLUSIONS

Noise monitoring of amplified noise from Sydney Cricket Ground during the NRL Roosters vs Dragons match held on 25 April 2019 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 2:00 pm to 6:10 pm.

During the NRL 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 various times, and occasionally audible at Position 3. No exceedances due to the event noise were recorded. The majority of the noise levels measured at all three positions were dominated by extraneous noise sources, and all periods measured above the criteria were as a result of extraneous noise sources. Event noise levels were obtained during a break in traffic, or during periods of minimal extraneous noise.

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.
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_{A50, T}	This is the dB(A) level exceeded 50% of the time, T.
L_{WA}	The A-weighted sound power level in dB.



APPENDIX B

DETAILED MONITORING DATA



EVENT NOISE MANAGEMENT

Project Number:	5701	Date:	25 April 2019
Project Description:	NRL		
Monitoring Location:	Position 1 – Corner of Poate Lane and Poate Street		
Operator:	RT		
Weather Description:	clear and sunny with light winds		
Instrument:	Bruel & Kjaer 2250L	Calibrator Model:	Svantek SV03A
Instrument Serial:	3006647	Calibrator Serial:	358
Instrument NATA Calibration Validity:	19/07/19	Calibrator NATA Calibration Validity:	27/11/19
Pre-calibration:	94.1	Post calibration:	94.2

Time	L_{Amax} dB(A)	Description of Noise and/or Changes to Weather
14:32	74.7	Road noise
14:34	80.4	Road noise
14:36	92.4	Road noise
14:38	77.4	Road noise
14:40	67.1	Road noise
14:42	74.4	Road noise + aircraft
14:44	76.9	Road noise
14:46	71.3	Road noise
14:48	71.3	Road noise
14:50	67.3	Road noise
14:52	71.4	Road noise dominant. PA system 50 dBA
14:54	68.7	Road noise
14:56	70.1	Road noise
14:58	76.0	Road noise

Time	L _{Amax} dB(A)	<u>Description of Noise and/or Changes to Weather</u>
15:00	77.9	Road noise + loud conversation
15:02	82.4	Road noise
15:04	83.5	Road noise
15:06	70.4	Road noise dominant. PA system 48 dBA
15:08	70.3	Road noise dominant. PA system 48 dBA
15:10	76.1	Road noise
15:12	79.7	Road noise dominant. PA system 51 dBA
15:14	69.3	Road noise dominant. PA system 50 dBA
15:16	70.8	Road noise dominant. PA system 48 dBA
15:18	75.5	Road noise
15:20	75.2	Road noise dominant. PA system < 48 dBA
15:22	98.0	Road noise
15:24	69.1	Road noise dominant. PA system < 48 dBA
15:26	68.8	Road noise
15:28	71.6	Road noise
15:30	73.6	Road noise + aircraft
15:42	70.5	Road noise
15:44	72.1	Road noise
15:46	68.7	Road noise
15:48	73.0	Road noise dominant. PA system 50 dBA
15:50	76.1	Road noise dominant. PA system 51 dBA
15:52	72.1	Road noise
15:54	81.4	Road noise dominant. PA system 48 dBA
15:56	72.5	Road noise dominant. PA system 48 dBA

Time	L _{Amax} dB(A)	<u>Description of Noise and/or Changes to Weather</u>
15:58	85.5	Road noise dominant. PA system 48 dBA
16:00	73.5	Road noise dominant. PA system 50 dBA
16:02	69.7	Road noise dominant. PA system 50 dBA
16:04	74.7	Road noise
16:06	63.7	Road noise dominant. PA system 50 dBA
16:08	83.4	Road noise dominant. PA system 50 dBA
16:10	61.8	Road noise dominant. PA system 50 dBA
16:18	66.0	Road noise
16:20	74.5	Road noise + helicopter
16:22	72.5	Road noise
16:24	72.8	Road noise
16:26	66.8	Road noise
16:28	72.5	Road noise + crowd noise
16:30	70.1	Road noise + crowd noise
16:32	65.3	Road noise
16:34	68.6	Road noise
16:36	70.6	Road noise + crowd noise
16:38	66.6	Road noise
16:40	63.3	Road noise
16:42	86.5	Road noise
16:44	64.9	Road noise dominant. PA system < 50 dBA
16:46	67.6	Road noise
16:48	72.5	Road noise + crowd noise
16:50	65.9	Road noise

Time	L _{Amax} dB(A)	<u>Description of Noise and/or Changes to Weather</u>
16:52	68.4	Road noise
16:54	70.4	Road noise + crowd noise
16:56	66.6	Road noise dominant. PA system 48 dBA
16:58	94.4	Road noise dominant. PA system 50 dBA
17:00	82.3	Road noise dominant. PA system 50 dBA
17:02	69.7	Road noise dominant. PA system 50 dBA
17:04	64.4	Road noise dominant. PA system 52 dBA
17:06	66.7	Road noise dominant. PA system 52 dBA
17:08	67.6	Road noise dominant. PA system 52 dBA
17:10	68.5	Road noise dominant. PA system 54 dBA
17:12	68.3	Road noise + crowd noise
17:14	69.2	Road noise + crowd noise
17:16	71.0	Road noise dominant. PA system 52 dBA
17:24	77.4	Road noise
17:26	69.7	Road noise
17:28	66.1	Road noise
17:30	76.3	Road noise dominant. PA system 48 dBA
17:32	82.8	Road noise dominant. PA system 48 dBA
17:34	78.9	Road noise
17:36	76.9	Road noise dominant. PA system 50 dBA
17:38	67.4	Road noise dominant. PA system 48 dBA
17:40	69.8	Road noise
17:42	68.5	Road noise dominant. Crickets audible. PA system 48 dBA
17:44	67.5	Road noise dominant. Crickets audible. PA system 48 dBA

Time	L _{Amax} dB(A)	<u>Description of Noise and/or Changes to Weather</u>
17:46	65.1	Road noise dominant. Crickets audible. PA system 48 dBA
17:48	66.4	Road noise, crickets, crowd noise
17:50	65.2	Road noise, crickets, crowd noise
17:52	68.0	Road noise dominant. Crickets audible. PA system 48 dBA
17:54	72.2	Road noise dominant. Crickets audible. PA system 48 dBA
17:56	68.1	Road noise dominant. Crickets audible. PA system 48 dBA
17:58	70.9	Road noise dominant. Crickets audible. PA system 48 dBA
18:00	94.9	Road noise dominant. Crickets audible. PA system 48 dBA
18:02	77.1	Road noise dominant. Crickets audible. PA system < 48 dBA
18:04	74.7	Road noise dominant. Crickets audible. PA system < 48 dBA
18:06	65.0	Road noise
18:08	69.2	Road noise
18:10	69.3	Road noise



EVENT NOISE MANAGEMENT

Project Number:	5701	Date:	25 April 2019
Project Description:	NRL		
Monitoring Location:	Position 2 – Corner of Robertson and Lienster Street		
Operator:	OD		
Weather Description:	clear and sunny with light winds		
Instrument:	Bruel & Kjaer 2250L	Calibrator Model:	Svantek SV03A
Instrument Serial:	2741105	Calibrator Serial:	358
Instrument NATA Calibration Validity:	16/01/21	Calibrator NATA Calibration Validity:	27/11/19
Pre-calibration:	94.0	Post calibration:	94.0

Time	L_{Amax} dB(A)	Description of Noise and/or Changes to Weather
14:30	67.6	Road noise
14:32	67.5	Road noise
14:34	70.0	Road noise
14:36	78.6	Road noise
14:38	69.5	Road noise
14:40	82.8	Pedestrian shouting
14:42	76.8	Road noise
14:44	79.1	Road noise
14:46	74.5	Road noise
14:48	93.4	Passing truck
14:50	92.1	Pedestrian clapping
14:52	66.9	Road noise
14:54	85.1	Passing motorbike
14:56	76.3	Road noise

Time	L _{Amax} dB(A)	<u>Description of Noise and/or Changes to Weather</u>
14:58	70.1	Road noise
15:02	63.6	Road noise
15:04	67.1	Road noise
15:06	75.9	Road noise
15:08	93.4	Pedestrian shouting
15:10	71.4	Road noise
15:12	74.0	Road noise
15:14	78.2	Road noise
15:16	76.2	Road noise
15:18	78.1	Road noise
15:20	85.3	Road noise
15:22	78.0	Road noise
15:31	78.8	Road noise
15:33	79.4	Road noise
15:35	76.3	Road noise
15:37	71.2	Road noise
15:39	70.0	Road noise
15:41	71.6	Road noise
15:43	66.5	Road noise
15:46	75.4	Road noise
15:48	69.2	Road noise
15:50	75.2	Road noise
15:52	83.6	Road noise
15:54	67.3	Road noise

Time	L _{Amax} dB(A)	<u>Description of Noise and/or Changes to Weather</u>
15:56	81.0	Road noise
15:58	85.1	Road noise
16:00	71.6	Road noise
16:02	70.8	Road noise
16:04	72.2	Road noise
16:06	76.2	Road noise
16:08	67.8	Road noise
16:10	65.8	Road noise
16:12	76.2	Road noise
16:15	66.6	Road noise
16:17	69.8	Road noise
16:19	65.2	Road noise
16:21	70.1	Road noise
16:23	67.3	Road noise
16:25	72.7	Road noise
16:27	65.2	Road noise
16:29	69.2	Road noise
16:31	68.2	Road noise
16:33	64.9	Road noise
16:35	73.8	Road noise
16:37	72.0	Road noise
16:39	65.2	Road noise
16:41	64.8	Road noise
16:43	72.5	Road noise

Time	L _{Amax} dB(A)	<u>Description of Noise and/or Changes to Weather</u>
16:47	72.7	Road noise
16:49	79.9	Road noise
16:51	64.2	Road noise
16:53	67.2	Road noise
16:55	71.9	Road noise
16:57	78.9	Road noise
16:59	66.6	Road noise
17:01	71.8	Road noise
17:03	78.7	Passing truck
17:05	70.8	Road noise
17:07	69.9	Road noise
17:09	69.5	Road noise
17:11	68.8	Road noise
17:13	69.9	Road noise
17:16	74.8	Road noise
17:18	67.8	Road noise
17:20	70.0	Road noise
17:22	76.3	Road noise
17:24	80.4	Passing motorbike
17:26	77.4	Road noise
17:28	72.6	Road noise
17:30	68.7	Road noise
17:32	67.1	Road noise
17:34	76.3	Road noise

Time	L_{Amax} dB(A)	<u>Description of Noise and/or Changes to Weather</u>
17:36	65.0	Road noise
17:38	71.0	Road noise
17:40	80.1	Passing motorbike
17:42	75.8	Road noise
17:49	79.4	Road noise + children shouting
17:51	84.5	Road noise
17:53	80.6	Pub music
17:55	76.1	Road noise
17:57	82.0	People shouting
17:59	83.3	People shouting
18:01	85.4	Road noise
18:04	81.2	People shouting
18:06	77.7	Road noise
18:08	80.5	Road noise
18:10	91.8	People shouting



EVENT NOISE MANAGEMENT

Project Number:	5701	Date:	25 April 2019
Project Description:	NRL		
Monitoring Location:	Position 3 – Martin Road		
Operator:	JD		
Weather Description:	Clear and sunny with light ESE winds		
Instrument:	Bruel & Kjaer 2250L	Calibrator Model:	Svantek SV03A
Instrument Serial:	2741104	Calibrator Serial:	358
Instrument NATA Calibration Validity:	21/11/19	Calibrator NATA Calibration Validity:	27/11/19
Pre-calibration:	94.0	Post calibration:	93.9

Time	L_{Amax} dB(A)	Description of Noise and/or Changes to Weather
14:46	61.6	Vehicles local and main road
14:48	72.0	Vehicles local and main road
14:50	61.2	Vehicles local and main road
14:52	70.4	Vehicles local and main road
14:54	67.5	Vehicles local and main road
14:56	63.3	Passing child shouting
14:58	69.5	Loud motorbike
15:00	74.2	People getting in car
15:02	73.8	Bird
15:04	73.5	Bird
15:06	84.2	Passing child stomping on the ground
15:08	91.8	Passing child shouting
15:10	69.7	Birds
15:12	65.1	Vehicles local and main road

Time	L _{Amax} dB(A)	<u>Description of Noise and/or Changes to Weather</u>
15:14	69.1	birds
15:16	71.4	birds
15:18	67.5	Passing child talking loud
15:20	70.3	Vehicle horn
15:22	64.8	Vehicles local and main road
15:24	66.4	Passing child shouting
15:26	71.9	Passing child shouting
15:28	65.1	Passing vehicles and aircraft overhead
15:30	73.7	Vehicle horn
15:32	68.4	Vehicles local and main road
15:34	72.8	Passing child playing with a plastic bottle
15:36	68.8	Driver in vehicle passing by sneezed
15:38	75.3	Vehicles local and main road
15:40	63.0	Vehicles local and main road
15:42	67.2	Vehicles local and main road
15:44	65.7	Vehicles local and main road
15:46	60.9	Vehicles local and main road
15:48	66.2	Vehicles local and main road
15:50	55.2	Vehicles local and main road
15:50	64.4	Vehicles local and main road
15:52	69.2	Helicopter overhead
15:54	69.9	Vehicles local and main road
15:56	74.6	Vehicles local and main road
15:58	66.8	Passing pedestrians

Time	L _{Amax} dB(A)	<u>Description of Noise and/or Changes to Weather</u>
16:00	74.9	Passing children talking loud
16:02	84.7	Pedestrians stopped and talking near the sound meter
16:04	80.0	Pedestrians stopped and talking near the sound meter
16:06	65.1	Vehicles local and main road
16:08	75.3	Vehicles local and main road
16:10	64.8	Vehicles local and main road
16:12	67.1	Vehicles local and main road
16:14	70.0	Vehicles local and main road
16:16	80.2	Passing child talking loud
16:18	66.6	Vehicles local and main road
16:20	63.0	Vehicles local and main road
16:22	65.4	Vehicles local and main road
16:24	62.2	Vehicles local and main road
16:26	63.3	Car door closure
16:28	69.5	Car door closure
16:30	74.7	Passing skateboard on Martin Road
16:32	65.5	Passing pedestrians, dog barking (distant)
16:34	74.9	Birds
16:36	72.6	Birds
16:38	72.2	Birds
16:40	62.1	Vehicles local and main road
16:42	61.2	Vehicles local and main road
16:44	61.9	Dog barking (distant)
16:46	63.9	Dog barking (distant)

Time	L _{Amax} dB(A)	Description of Noise and/or Changes to Weather
16:48	62.0	Vehicles local and main road
16:50	63.0	Vehicles local and main road
16:52	67.1	Pedestrian talking on the phone
16:54	61.8	Vehicles local and main road
16:56	64.4	Vehicles local and main road
16:58	64.9	Vehicles local and main road
17:00	67.8	Ambient dominant. PA faintly audible 49 to 50 dBA.
17:02	75.1	Passing truck
17:04	64.2	Ambient dominant. PA just audible 49 to 50 dBA.
17:06	63.3	Ambient dominant. PA just audible
17:08	69.8	Ambient dominant. Low venue music just audible
17:10	64.0	Vehicles local and main road
17:12	68.0	Birds
17:14	64.7	Birds
17:16	59.1	Reduced ambient activity. No event noise audible.
17:18	72.1	Birds
17:20	61.3	Passing motorbike
17:22	61.9	Passing roller blader
17:24	68.7	Operator clipboard
17:26	69.8	Passing pedestrians
17:28	61.8	Vehicles local and main road
17:30	61.9	Vehicles local and main road
17:32	64.5	Vehicles local and main road
17:34	70.2	Bird

Time	L _{Amax} dB(A)	Description of Noise and/or Changes to Weather
17:36	62.9	Vehicles local and main road
17:38	72.8	Bird
17:40	73.1	Conversation with pedestrian
17:42	59.9	Vehicles local and main road
17:44	64.3	Vehicles local and main road
17:46	58.7	Ambient only and insects
17:48	80.2	Passing military truck
17:50	65.0	Ambient dominant. PA just audible 50 dBA
17:52	66.5	Conversation with pedestrian
17:54	63.4	Ambient only. Informed match finished but interviews and music likely until 6:30pm
17:56	69.9	Vehicles local and main road
17:58	61.1	Ambient dominant. PA just audible
18:00	60.0	Patron conversation via car Bluetooth system.
18:02	61.7	Ambient only: pedestrians, passing vehicles local and main road
18:04	71.2	Vehicle leaving street parking
18:06	74.7	New vehicle entering street parking
18:08	64.9	Ambient dominant. Sound management confirmed all amplification off