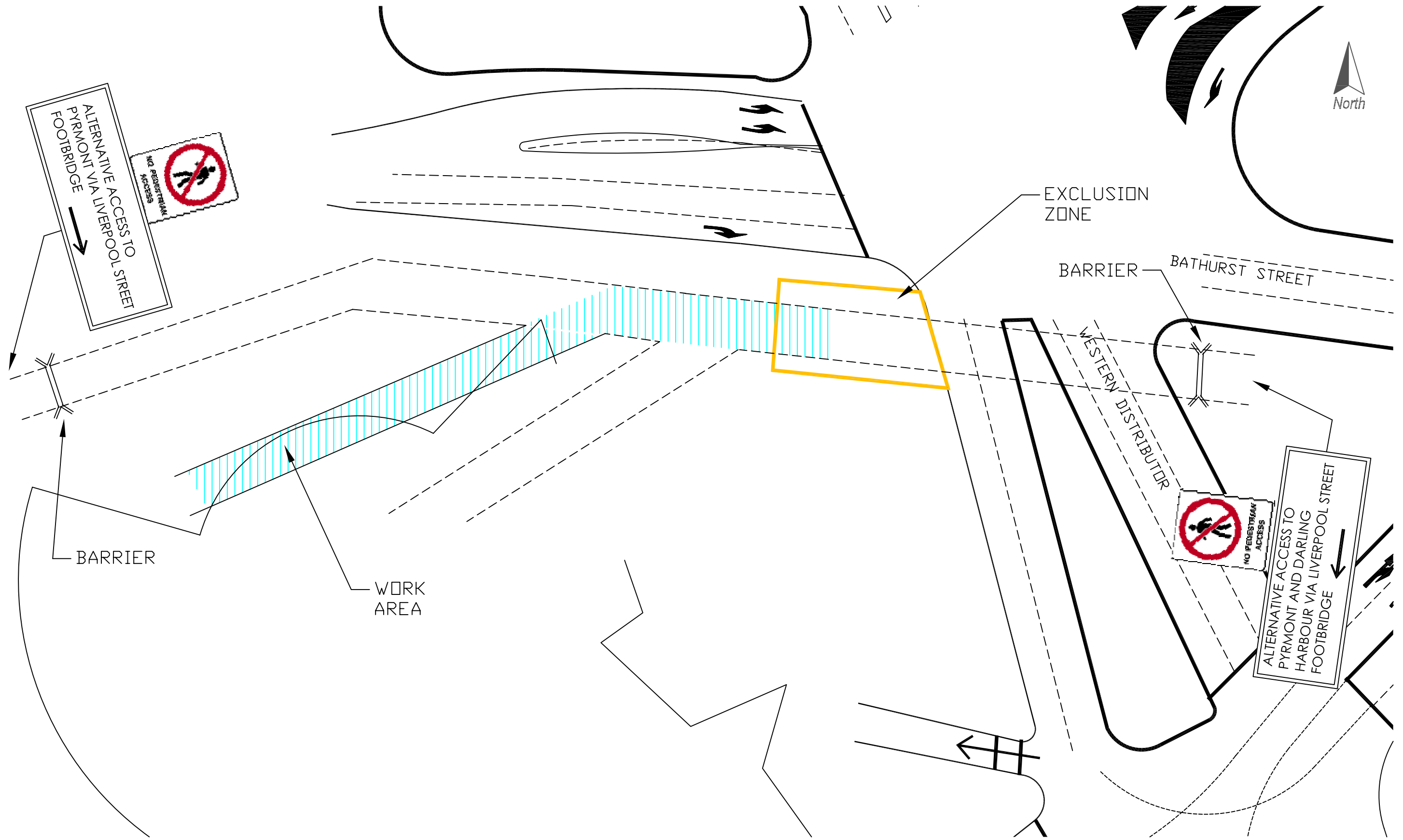


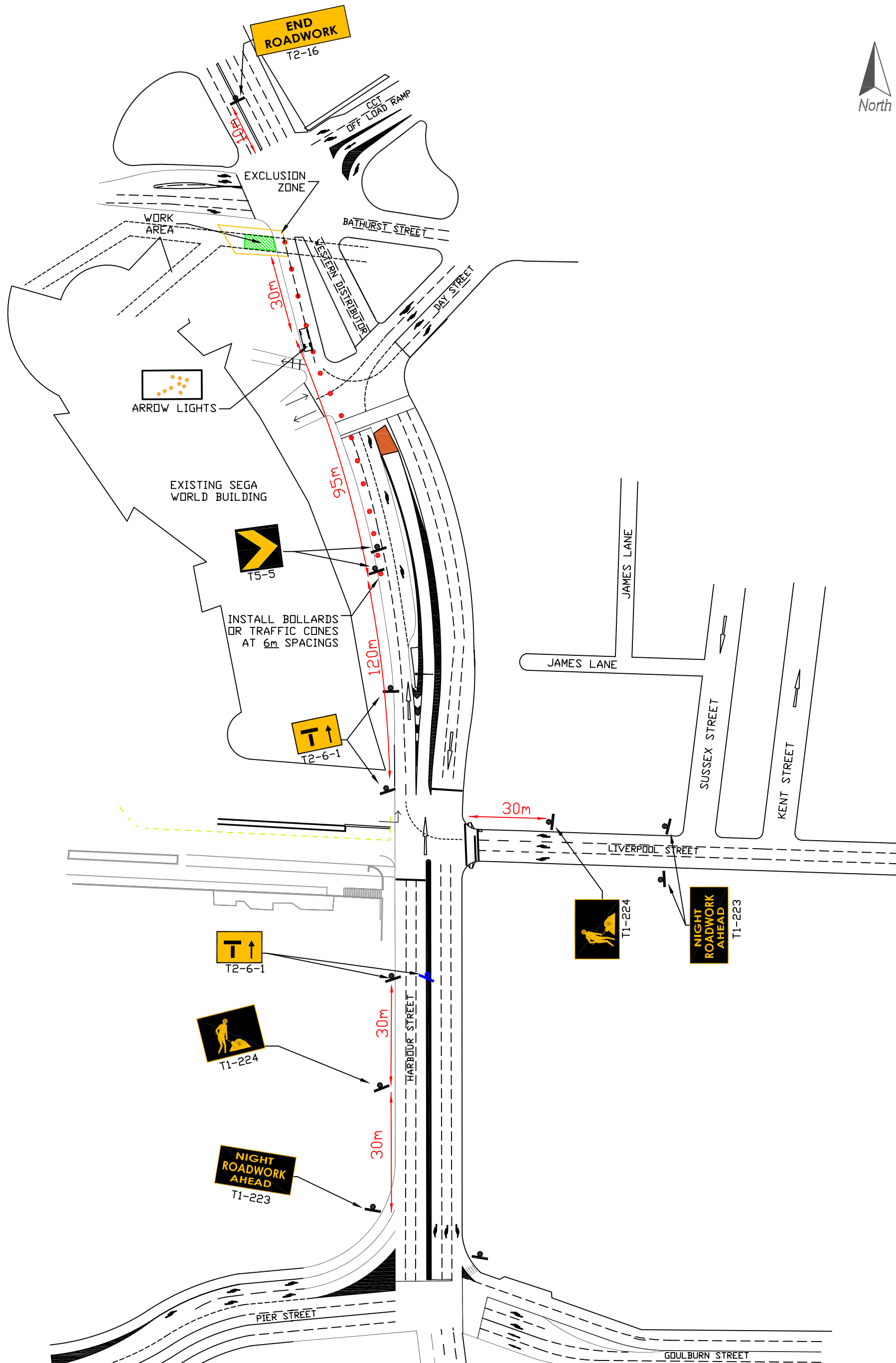
ZONE 1: PEDESRIAN DIRECTION SIGNAGE

DARLING WALK REDEVELOPMENT



ZONE 2 WORKS: CLOSURE OF ONE NORTH BOUND LANE

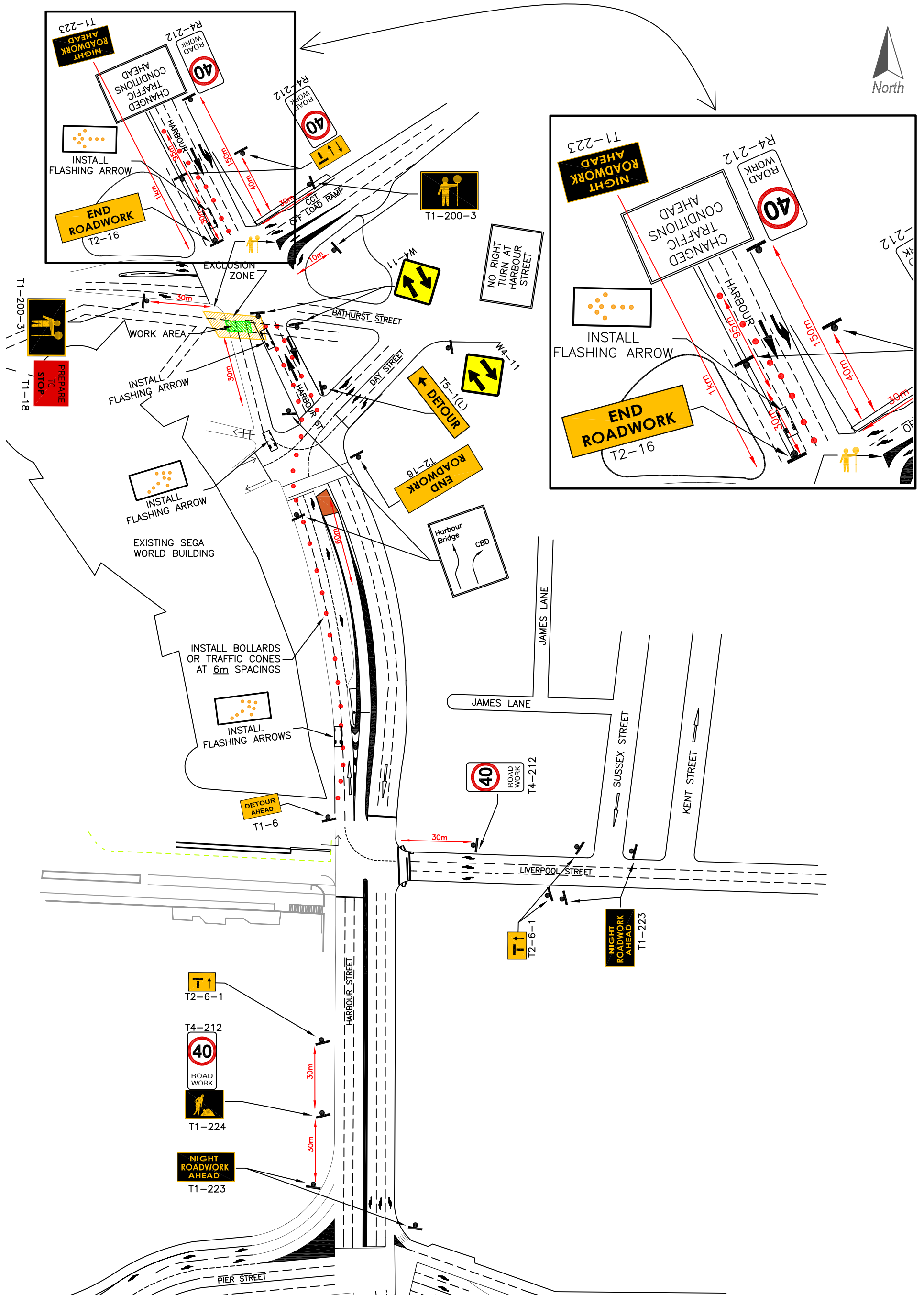
DARLING WALK REDEVELOPMENT



Scale:N.T.S.

ZONE 3 WORKS: CONTRA-FLOW TRAFFIC OPERATION

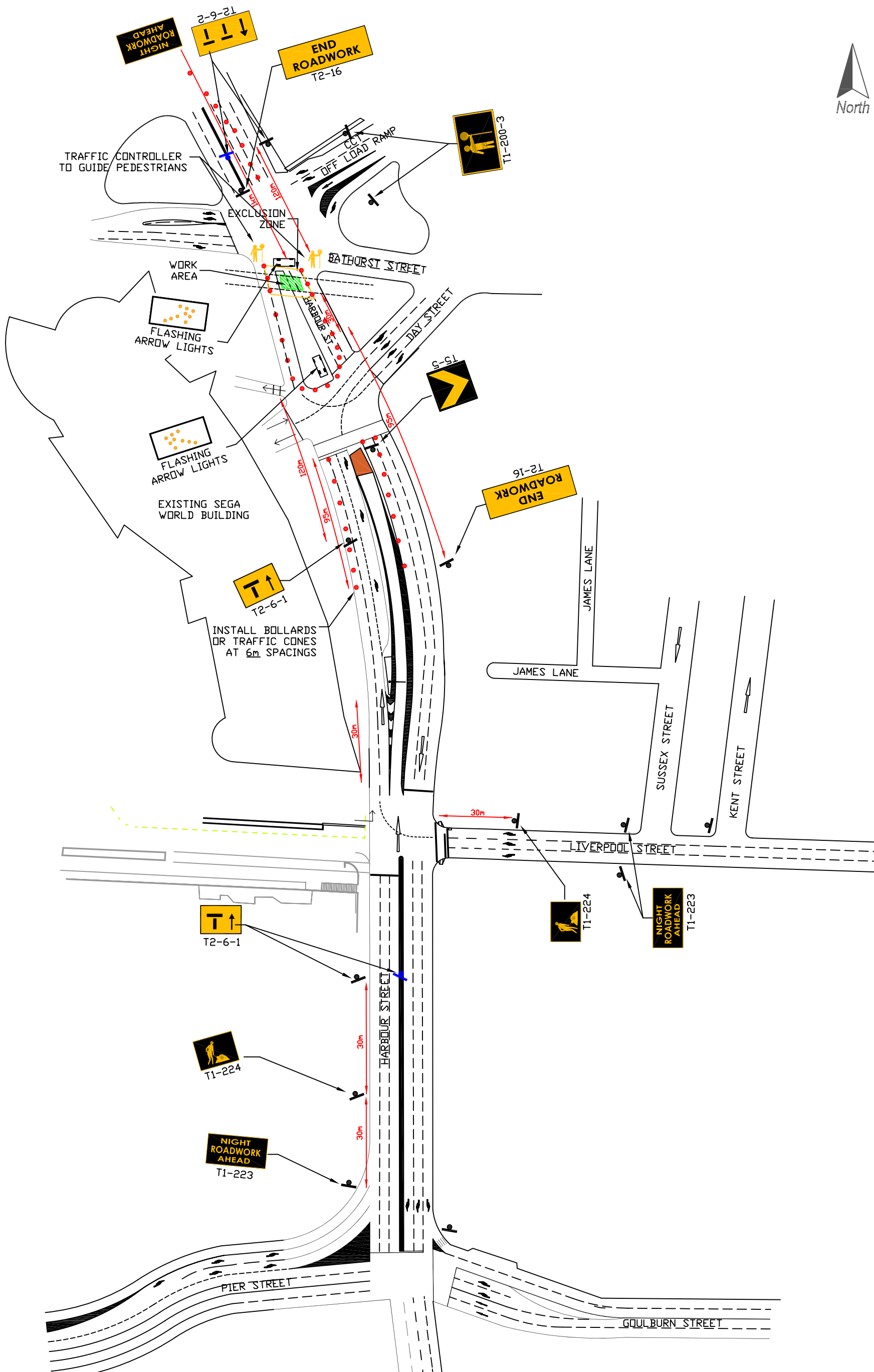
DARLING WALK REDEVELOPMENT



Scale: N.T.S.

ZONE 4(a) CLOSURE OF 2 SOUTH BOUND LANES

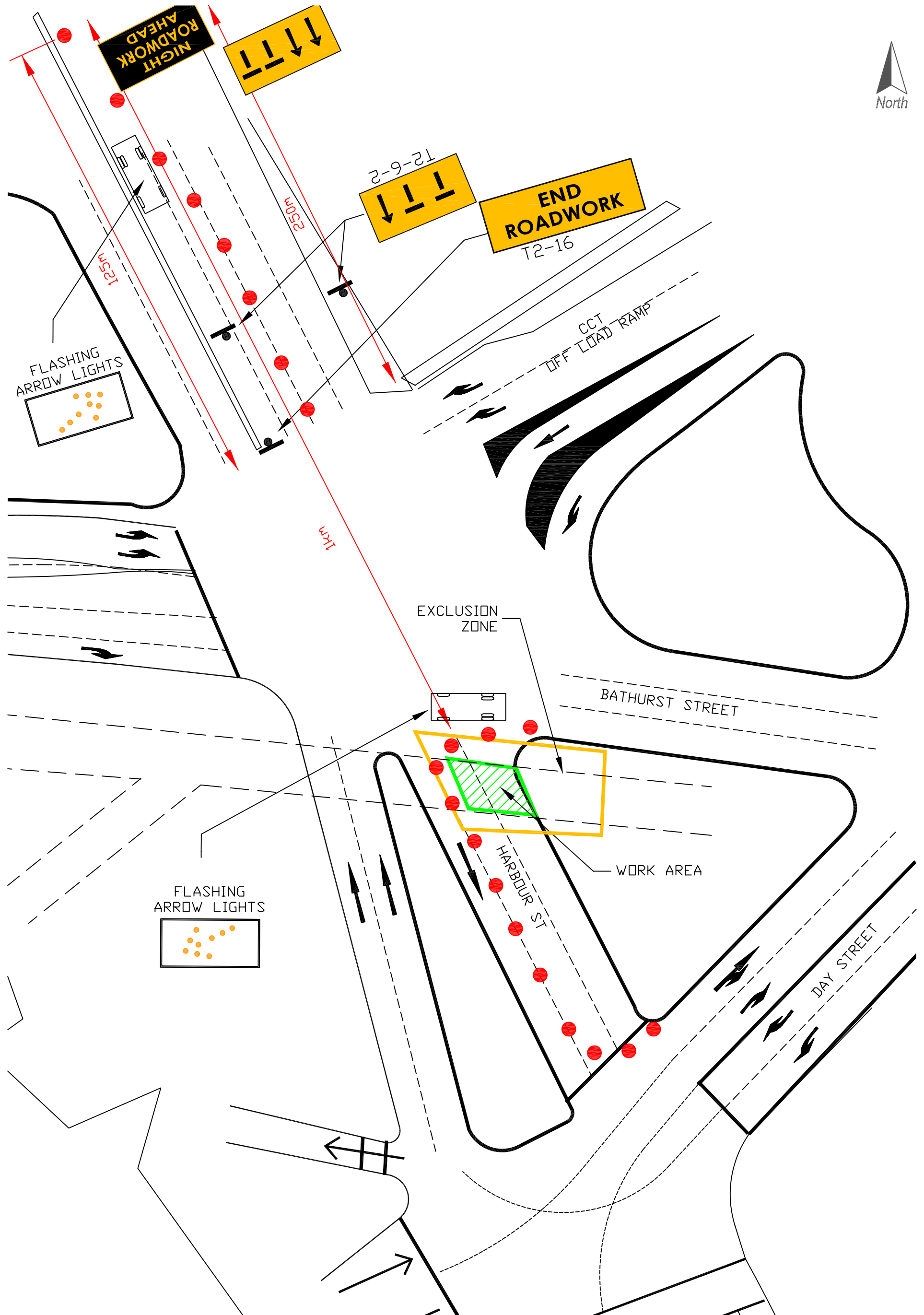
DARLING WALK REDEVELOPMENT



Scale: N.T.S.

ZONES 4b & 5 WORKS: CLOSURE OF 2 SOUTH BOUND LANES

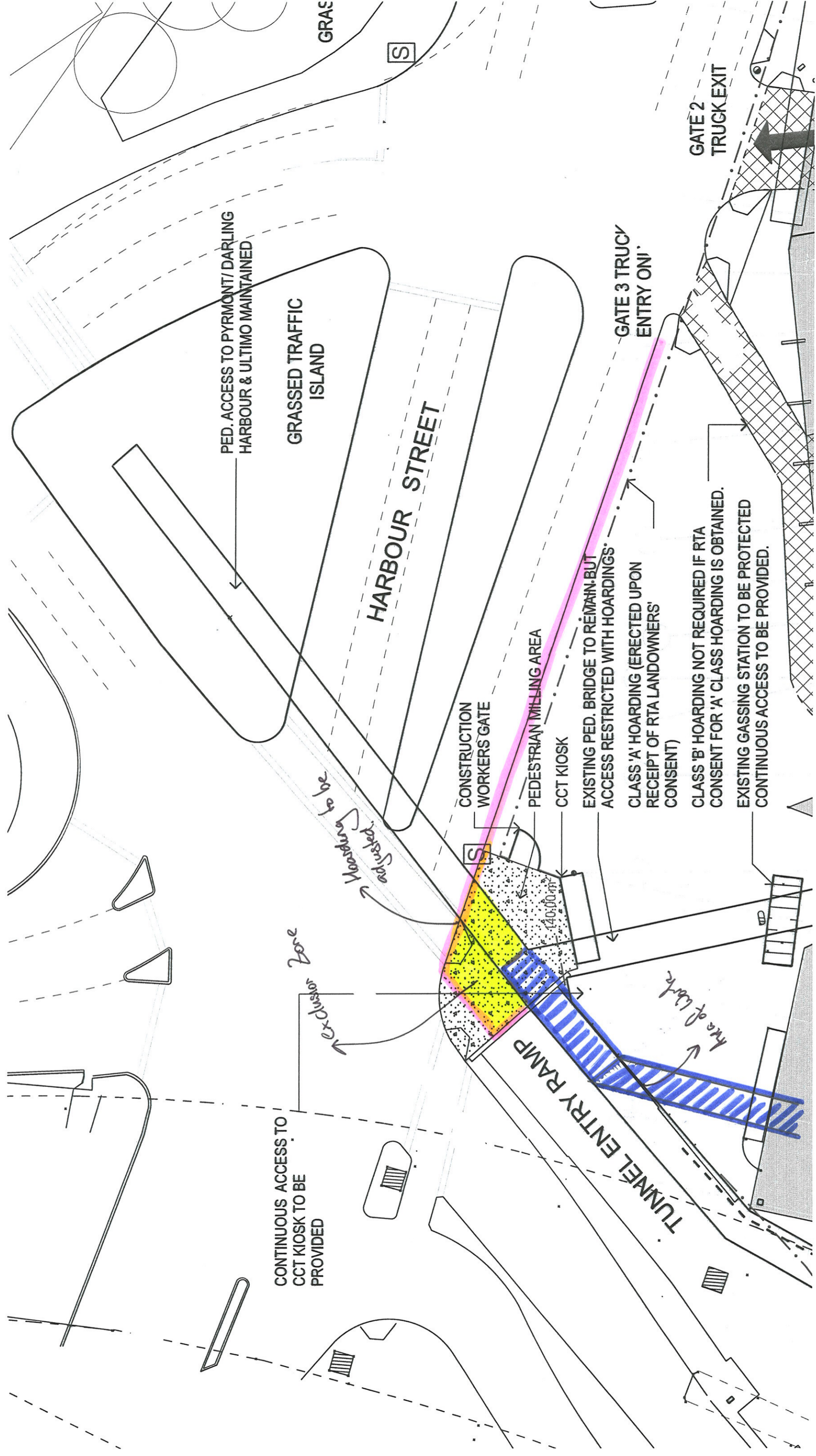
DARLING WALK REDEVELOPMENT



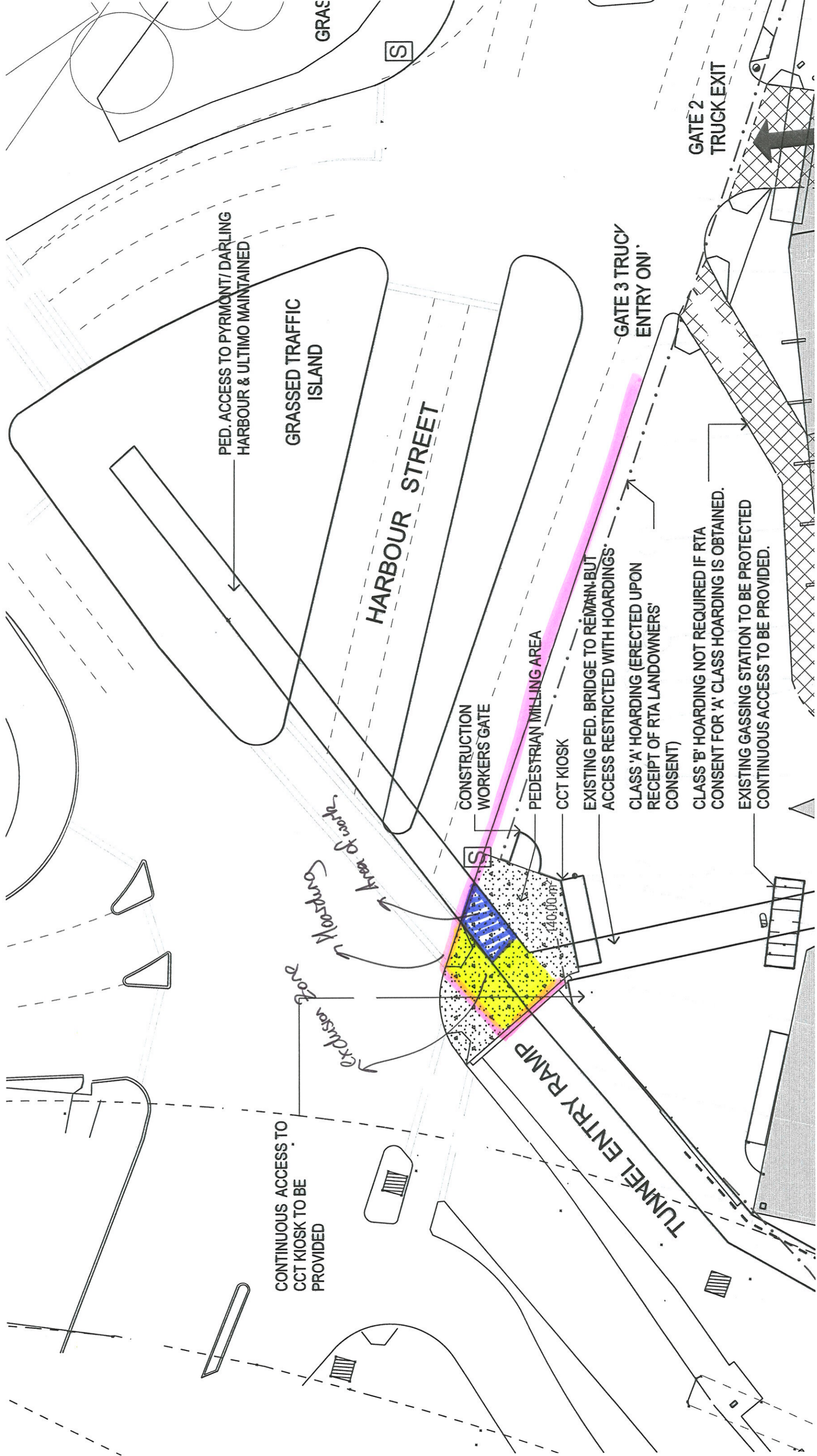
Scale: N.T.S.

Appendix A Plan of Works

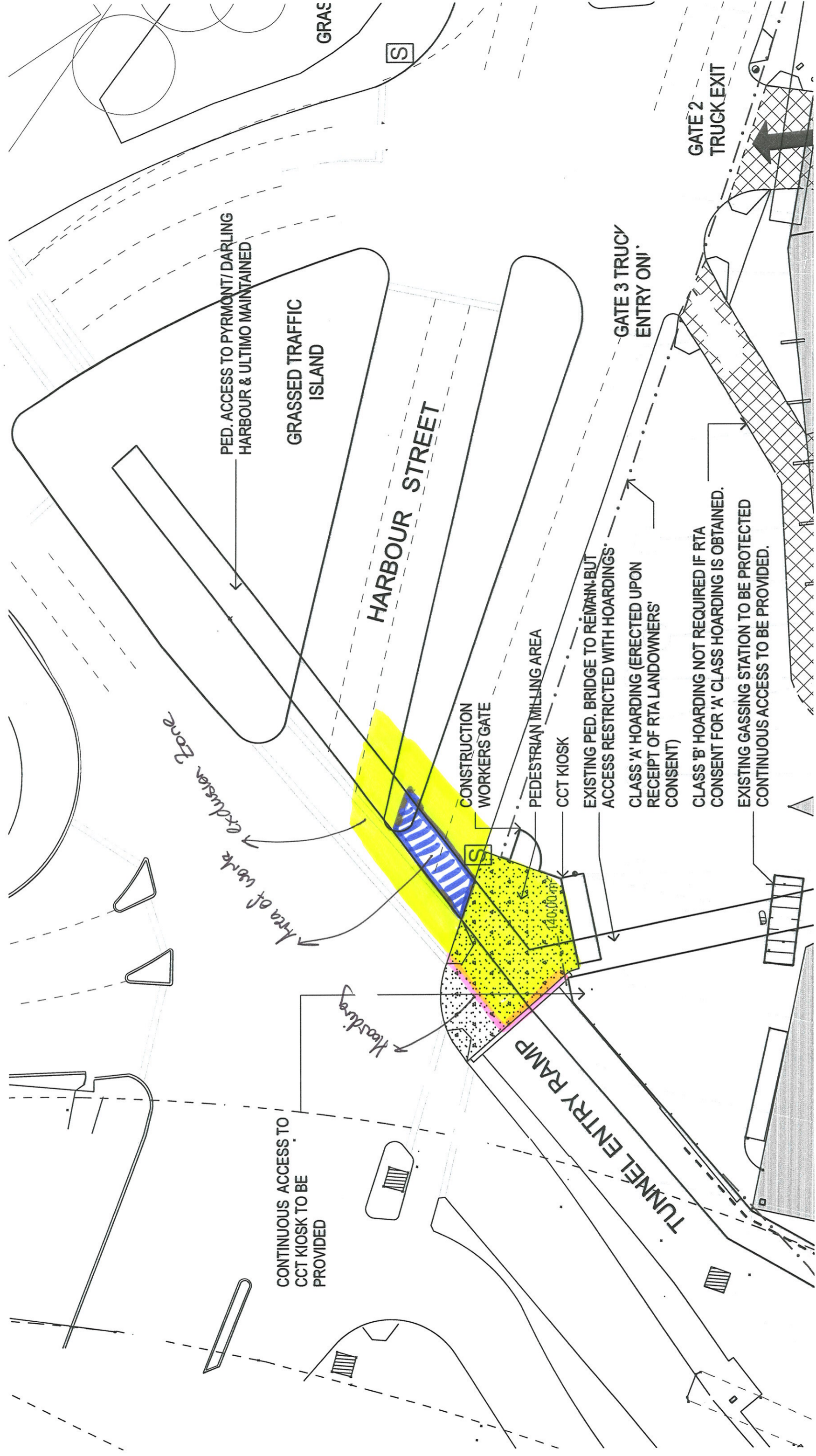
Zone 1: New Footbridge Span, + Return to Harbour Street.



Zone 2



Zone 3 - North Bound lane section of Footbridge



Area of work
Exclusion Zone

CONTINUOUS ACCESS TO CCT KIOSK TO BE PROVIDED

Hoardings

CONSTRUCTION WORKERS GATE

PEDESTRIAN MILLING AREA

CCT KIOSK

EXISTING PED. BRIDGE TO REMAIN BUT ACCESS RESTRICTED WITH HOARDINGS

CLASS 'A' HOARDING (ERECTED UPON RECEIPT OF RTA LANDOWNERS' CONSENT)

CLASS 'B' HOARDING NOT REQUIRED IF RTA CONSENT FOR 'A' CLASS HOARDING IS OBTAINED.

EXISTING GASSING STATION TO BE PROTECTED CONTINUOUS ACCESS TO BE PROVIDED.

GATE 3 TRUCK ENTRY ON

GATE 2 TRUCK EXIT

PED. ACCESS TO PYRMONT/DARLING HARBOUR & ULTIMO MAINTAINED

GRASSED TRAFFIC ISLAND

HARBOUR STREET

TUNNEL ENTRY RAMP

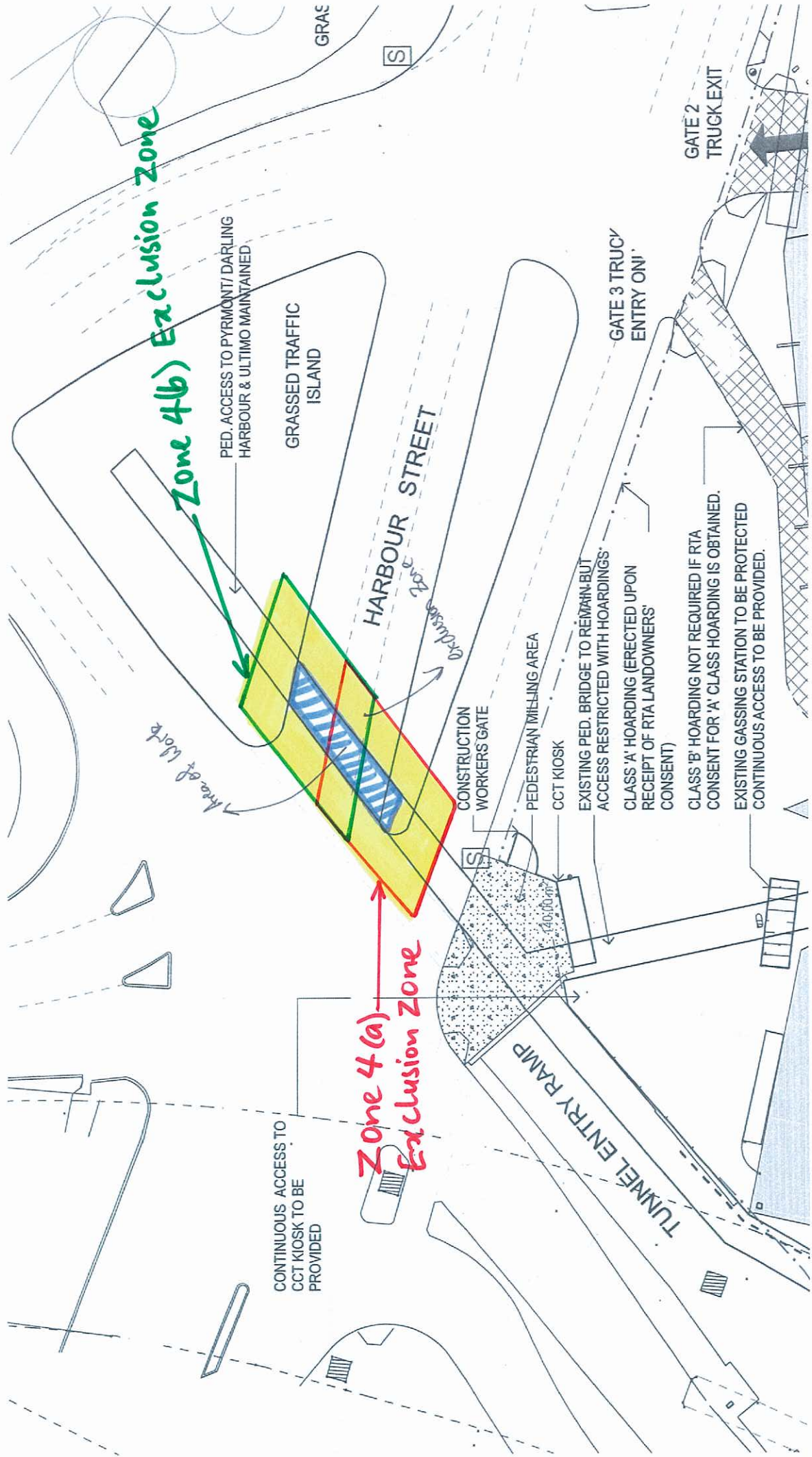
GRASS

S

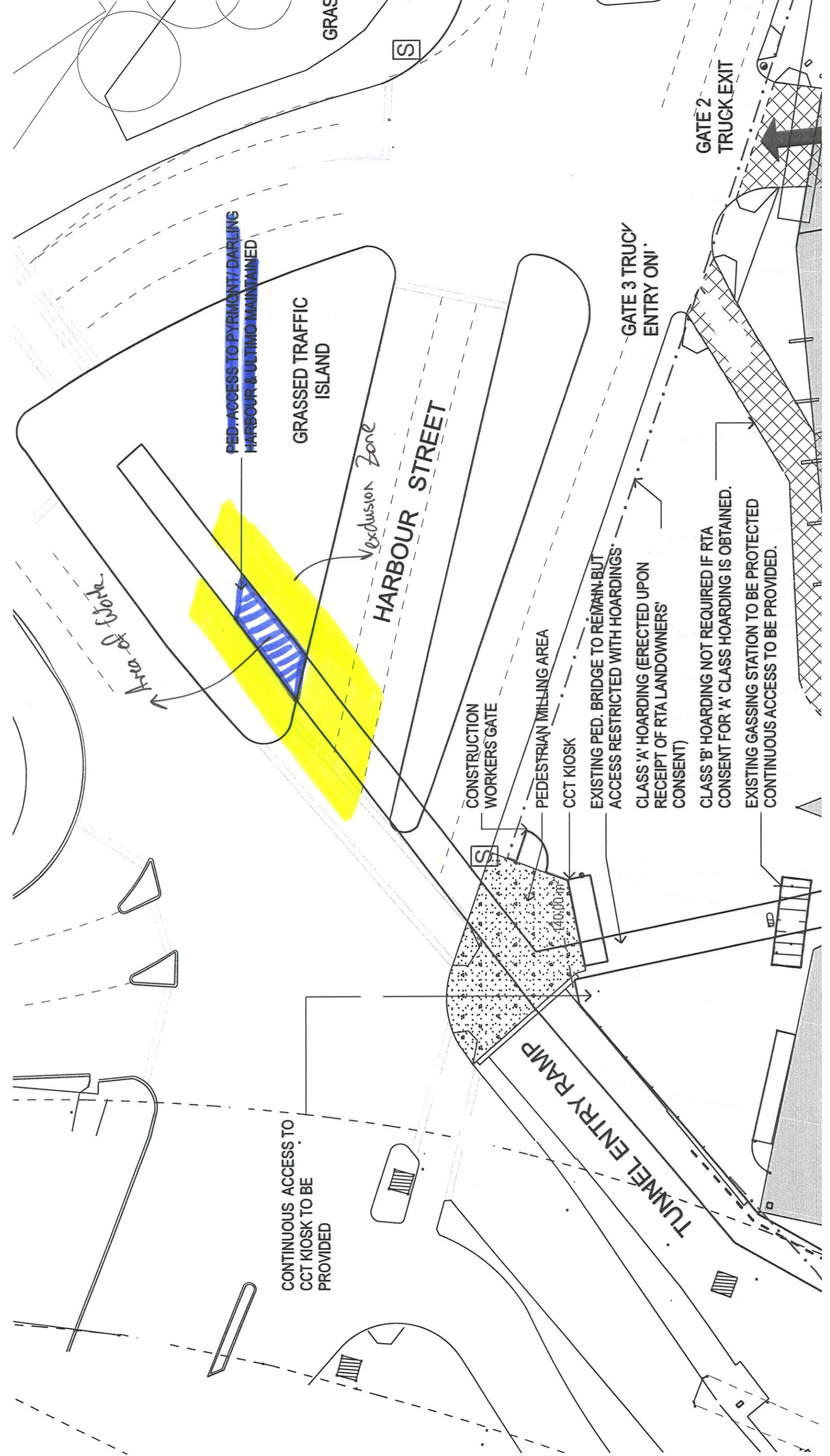
S

140,00mm

Zone 4: Southbound lane Section of Footbridge



Zone S: Eastern Side of Footbridge



Appendix B Traffic Counts in Harbour Street

B.1 Automatic Traffic Volume Data

Count Number **1505** Ref : **MWTX** Directory Ref : **UBD 236 B-12**
 Street **HARBOUR STREET, HAYMARKET : From HAY STREET to BLACKWATTLE PLACE : NORTH BOUND**
 Location **Combined Counts 1493, 1494 and 1504 Northbound just north of Liverpool Street** Carriageway

Start Date **03-APR-08** Weekly 50th Percentile Speed **40**
 Start Time **100** Weekly 85th Percentile Speed **49**
 Duration **7 DAYS** Five Day AADT **24384**
 Interval **1 HOUR** Seven Day AADT **23153**

TOTAL COUNT MATRIX

| | MON 7TH | TUE 8TH | WED 9TH | THU 3RD | FRI 4TH | SAT 5TH | SUN 6TH | 5 Day Total | 5 Day Average | Total | 7 Day Average |
|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|------------------|---------------|------------------|
| Midnight - 1am | 414 | 426 | 519 | 353 | 441 | 812 | 1015 | 2153 | 431 | 3980 | 569 |
| 1am - 2am | 245 | 217 | 217 | 204 | 270 | 647 | 703 | 1153 | 231 | 2503 | 358 |
| 2am - 3am | 160 | 123 | 137 | 146 | 146 | 421 | 556 | 712 | 142 | 1689 | 241 |
| 3am - 4am | 91 | 80 | 83 | 88 | 95 | 331 | 395 | 437 | 87 | 1163 | 166 |
| 4am - 5am | 65 | 79 | 78 | 113 | 123 | 257 | 333 | 458 | 92 | 1048 | 150 |
| 5am - 6am | 99 | 86 | 87 | 199 | 190 | 264 | 187 | 661 | 132 | 1112 | 159 |
| 6am - 7am | 192 | 215 | 203 | 541 | 525 | 347 | 210 | 1676 | 335 | 2233 | 319 |
| 7am - 8am | 552 | 588 | 555 | 1204 | 1095 | 455 | 261 | 3994 | 799 | 4710 | 673 |
| 8am - 9am | 1194 | 1171 | 1221 | 1558 | 1463 | 699 | 337 | 6607 | 1321 | 7643 | 1092 |
| 9am - 10am | 1369 | 1520 | 1476 | 1273 | 1262 | 907 | 479 | 6900 | 1380 | 8286 | 1184 |
| 10am - 11am | 1186 | 1185 | 1282 | 1151 | 1148 | 1083 | 763 | 5952 | 1190 | 7798 | 1114 |
| 11am - Midday | 1023 | 1175 | 1092 | 1176 | 1249 | 1127 | 892 | 5715 | 1143 | 7734 | 1105 |
| Midday - 1pm | 1028 | 1281 | 1220 | 1213 | 1350 | 1143 | 930 | 6092 | 1218 | 8165 | 1166 |
| 1pm - 2pm | 1147 | 1178 | 1269 | 1285 | 1409 | 1251 | 1137 | 6288 | 1258 | 8676 | 1239 |
| 2pm - 3pm | 1130 | 1301 | 1337 | 1404 | 1599 | 1196 | 1152 | 6771 | 1354 | 9119 | 1303 |
| 3pm - 4pm | 1338 | 1506 | 1488 | 1646 | 1774 | 1175 | 1170 | 7752 | 1550 | 10097 | 1442 |
| 4pm - 5pm | 1518 | 1605 | 1621 | 1956 | 1949 | 1273 | 1261 | 8649 | 1730 | 11183 | 1598 |
| 5pm - 6pm | 1842 | 1915 | 1894 | 2244 | 2305 | 1402 | 1227 | 10200 | 2040 | 12829 | 1833 |
| 6pm - 7pm | 2218 | 2290 | 2255 | 2188 | 2027 | 1300 | 1122 | 10978 | 2196 | 13400 | 1914 |
| 7pm - 8pm | 1720 | 1927 | 2115 | 1411 | 1412 | 1246 | 1070 | 8585 | 1717 | 10901 | 1557 |
| 8pm - 9pm | 1149 | 1325 | 1479 | 1139 | 920 | 1045 | 796 | 6012 | 1202 | 7853 | 1122 |
| 9pm - 10pm | 828 | 922 | 1047 | 1053 | 995 | 1122 | 617 | 4845 | 969 | 6584 | 941 |
| 10pm - 11pm | 834 | 844 | 941 | 1145 | 1192 | 1505 | 640 | 4956 | 991 | 7101 | 1014 |
| 11pm - Midnight | 629 | 800 | 990 | 830 | 1123 | 1347 | 543 | 4372 | 874 | 6262 | 895 |
| Total | 21971 | 23759 | 24606 | 25520 | 26062 | 22355 | 17796 | 121918 | 24383 | 162069 | 23152 |

Count Number 1501

Ref : MWTX

Directory Ref : UBD 236 B-12

Street HARBOUR STREET, HAYMARKET : From HAY STREET to BLACKWATTLE PLACE : SOUTH BOUND

Location Combined Counts 1490, 1491 and 1496 Southbound, just north of Liverpool Street

Carriageway

Start Date 03-APR-08
 Start Time 100
 Duration 7 DAYS
 Interval 1 HOUR

Weekly 50th Percentile Speed 43
 Weekly 85th Percentile Speed 50
 Five Day AADT 12994
 Seven Day AADT 11953

TOTAL COUNT MATRIX

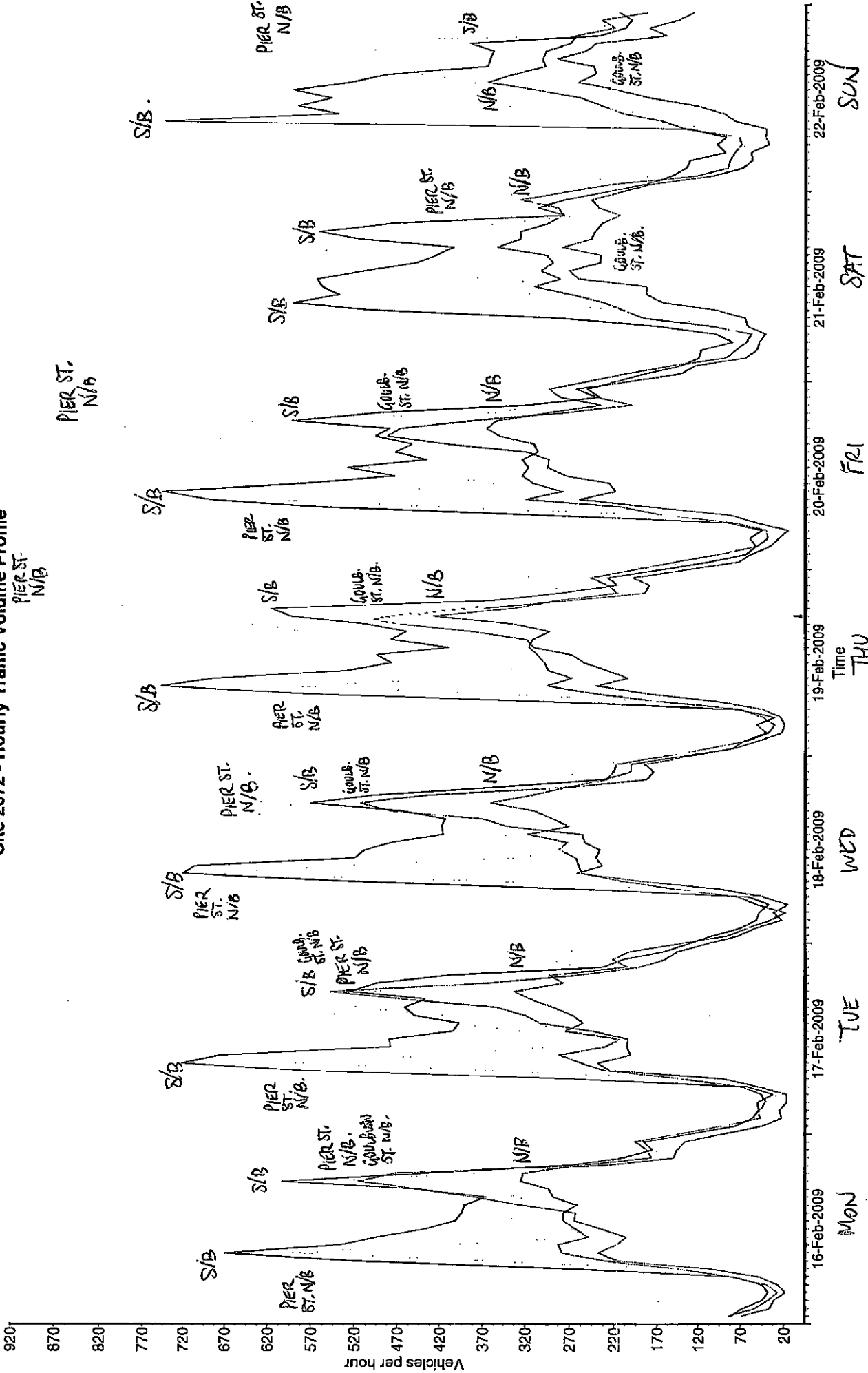
| | MON 7TH | TUE 8TH | WED 9TH | THU 3RD | FRI 4TH | SAT 5TH | SUN 6TH | 5 Day Total | 5 Day Average | 7 Day Total | 7 Day Average |
|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|----------------|------------------|----------------|------------------|
| Midnight - 1am | 91 | 94 | 140 | 61 | 85 | 153 | 226 | 471 | 94 | 850 | 121 |
| 1am - 2am | 52 | 43 | 58 | 33 | 39 | 89 | 115 | 225 | 45 | 429 | 61 |
| 2am - 3am | 32 | 33 | 26 | 41 | 30 | 58 | 93 | 162 | 32 | 313 | 45 |
| 3am - 4am | 18 | 16 | 14 | 23 | 33 | 53 | 53 | 104 | 21 | 210 | 30 |
| 4am - 5am | 23 | 21 | 20 | 37 | 43 | 50 | 31 | 144 | 29 | 225 | 32 |
| 5am - 6am | 31 | 31 | 23 | 126 | 129 | 95 | 37 | 340 | 68 | 472 | 67 |
| 6am - 7am | 120 | 135 | 136 | 533 | 537 | 233 | 72 | 1461 | 292 | 1766 | 252 |
| 7am - 8am | 580 | 468 | 547 | 1077 | 1041 | 342 | 158 | 3713 | 743 | 4213 | 602 |
| 8am - 9am | 1020 | 1094 | 997 | 1386 | 1324 | 570 | 213 | 5821 | 1164 | 6604 | 943 |
| 9am - 10am | 1163 | 1242 | 1221 | 1295 | 1157 | 646 | 344 | 6078 | 1216 | 7068 | 1010 |
| 10am - 11am | 1217 | 1214 | 1314 | 925 | 876 | 791 | 574 | 5546 | 1109 | 6911 | 987 |
| 11am - Midday | 870 | 1071 | 1060 | 780 | 794 | 690 | 675 | 4575 | 915 | 5940 | 849 |
| Midday - 1pm | 728 | 884 | 957 | 754 | 764 | 777 | 643 | 4087 | 817 | 5507 | 787 |
| 1pm - 2pm | 624 | 774 | 763 | 692 | 644 | 759 | 609 | 3497 | 699 | 4865 | 695 |
| 2pm - 3pm | 669 | 659 | 685 | 661 | 697 | 652 | 622 | 3371 | 674 | 4645 | 664 |
| 3pm - 4pm | 587 | 622 | 650 | 683 | 739 | 598 | 576 | 3281 | 656 | 4455 | 636 |
| 4pm - 5pm | 656 | 649 | 696 | 783 | 827 | 560 | 435 | 3611 | 722 | 4606 | 658 |
| 5pm - 6pm | 702 | 732 | 792 | 1041 | 1077 | 716 | 476 | 4344 | 869 | 5536 | 791 |
| 6pm - 7pm | 880 | 941 | 1065 | 1003 | 962 | 916 | 511 | 4851 | 970 | 6278 | 897 |
| 7pm - 8pm | 732 | 702 | 865 | 586 | 663 | 734 | 478 | 3548 | 710 | 4760 | 680 |
| 8pm - 9pm | 371 | 466 | 448 | 324 | 395 | 430 | 262 | 2004 | 401 | 2696 | 385 |
| 9pm - 10pm | 217 | 276 | 294 | 289 | 283 | 326 | 223 | 1359 | 272 | 1908 | 273 |
| 10pm - 11pm | 222 | 238 | 279 | 252 | 293 | 321 | 203 | 1284 | 257 | 1808 | 258 |
| 11pm - Midnight | 178 | 240 | 274 | 170 | 230 | 308 | 208 | 1092 | 218 | 1608 | 230 |
| Total | 11783 | 12645 | 13324 | 13555 | 13662 | 10867 | 7837 | 64969 | 12993 | 83673 | 11953 |

B.2 RTA Traffic Volume Profile 2009

HARBOUR ST. @ GOULBURN ST.

PIER ST. N/B = 3 LANES

Site 2672 - Hourly Traffic Volume Profile

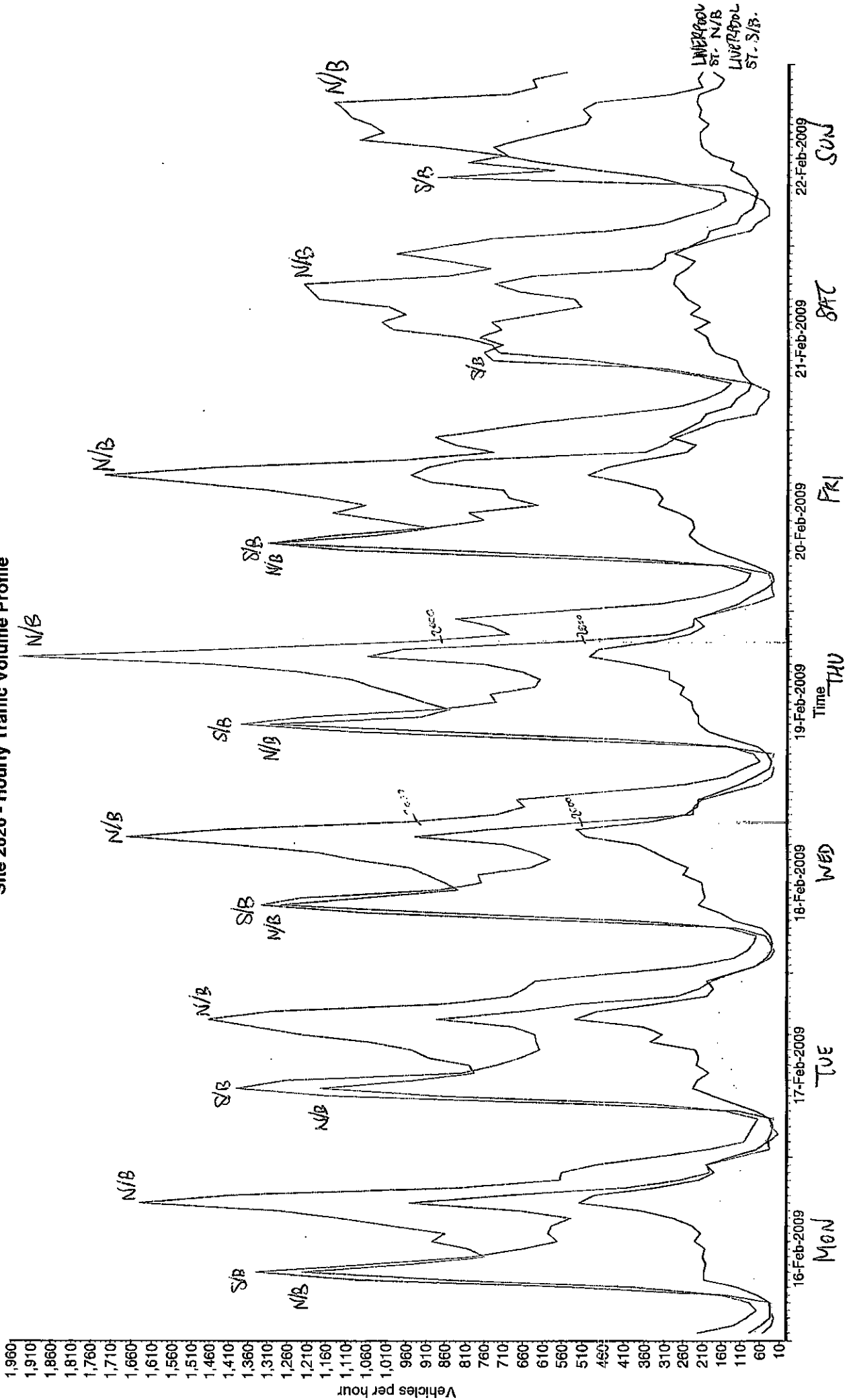


Approach 1 det:1-3. Approach 2 det:14-15. Approach 4 det:5-6. Bad Volume

N/B = 3 LANES
S/B = 3 LANES

HARBOUR ST. @ LIVERPOOL ST.

Site 2826 - Hourly Traffic Volume Profile



Appendix C General Notes on Traffic Control Plans

These requirements apply when workers are working within the road reserve.

Standard RTA TCP

- Those requirements shown in the standard RTA TCP's should be referred to by the personnel on site, including signs, advance warning lengths, taper lengths, etc.
- The minimum RTA certification for personnel on site involved in the supervision or installation of temporary construction traffic arrangements should include RTA's "Introduction to Traffic Control at Road works" and "Traffic control Using a Stop / Slow Bat".

Work Clearances

- The RTA Guidelines require a clearance of 1.2m and over between the edge of the work area and the nearest edge of a lane carrying traffic when there is no intervening physical barrier. In addition, to the clearance the following is required as a minimum:
 - A Workers symbolic (T1-5) sign in advance of the work area.
 - Delineation of the edge of the traffic lane with cones, bollards or similar means.

Signs

- T1-5 (digger symbol) must only be used when personnel are on the road and should be covered at other times. This symbolic sign is required at all road works sites.
- Sign size A is considered appropriate on local roads.
- All signs must be kept a minimum of 1m from the travel path.

Nightworks

- Flashing arrow signs are essential at night for lane closures.
- Signs for nightworks should replace standard signs used during daylight
- The work area is to be fully lit by floodlighting
- Cones and bollards used to delineate edge of traffic lane shall have retro-reflective band of Class 1 material.

Excavations

- Excavations shallower than 0.5 metres and within 3.0 metres of the travel path or edge line shall be defined by plastic mesh fencing, barrier boards (perpendicular to the traffic flow), cones, bollards or similar delineation while the adjacent lane is not under traffic control.
- Should the above requirement not be fulfilled, then RTA TCP 108 may be used in lieu of RTA TCP 109.

Delineation

- Barrier boards shall be located at right angle to the travel path or otherwise 4m from the travel path. Cones (at a spacing of 4m) are considered appropriate for day time use however may only be used when personnel are in attendance.
- All work areas should be separated from traffic and pedestrians by a minimum of mesh fencing. When used mesh fencing must be located 1.2m from the travelled path.

Disclaimer

Masson Wilson Twiney Pty Limited and its employees and officers accept no liability for any loss or damage arising as a result of any reliance placed on the information provided. Such liability is hereby explicitly excluded.

This information is general in nature. Detailed information on appropriate training and documentation of work site operations are found in the RTA Traffic Control at Work Sites 2006, Australian Standard Documents and associated Work Site Manuals. Traffic Control at work sites must be undertaken with specific reference to Work cover Requirements and the Companies own Occupational Health and Safety Manuals.

Appendix D Traffic Planning Certificate

Design Audit Traffic Plans

Certificate No. **2243002144**



Kamoru ADETUNMBI

Expiry Date: 29/12/2009



A handwritten signature in black ink, appearing to read 'KAS' with a flourish underneath.

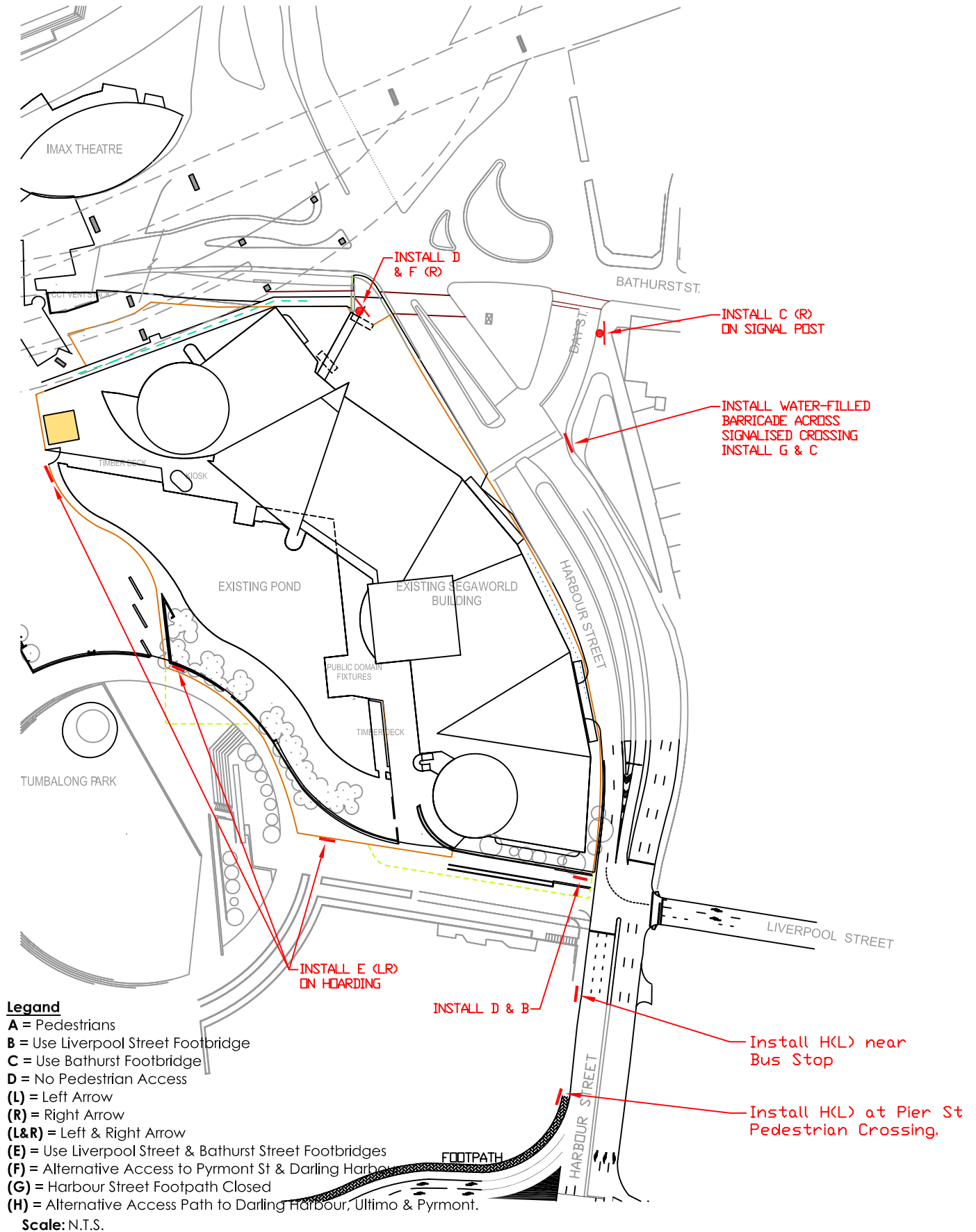
Signature

This is not proof of identity

Appendix E Existing Pedestrian Wayfinding Signage Plan

PEDESTRIAN WAY-FINDING SIGNAGE PLAN

DARLING WALK



Appendix 2

Wilkinson Murray Cover letter dated 26/06/09

26 June 2009

WM Project Number: 08324
Our Ref: AJ260609 Const.doc
Fax/Email: abbeyjohnson@bovislendlease.com.au

Abbey Johnson
Bovis Lend Lease
The Bond
30 Hickson Road
MILLERS POINT NSW 2000

Dear Abbey

**Re: Construction Noise and Vibration Management - Darling Walk - Public Domain,
Roadwork's, Bathurst St Footbridge and Liverpool St Toilets**

Additional demolition and construction works are proposed by Bovis Lend Lease as part of the Darling Walk project. These are to consist of excavation, demolition and construction works associated with the following areas:

- Public Domain and Roadways
- Bathurst Street Footbridge
- Liverpool Street Toilets

As the activities associated with these works will generate noise and vibration their management will be required to ensure that the acoustic and vibration impacts to surrounding receivers are adequately managed.

We note that a noise and vibration assessment and management plan have been prepared for Bovis Lend Lease by Acoustic Logic Consultancy Pty Ltd which forms part of the overall "*Darling Walk Construction Management Plan*".

The plan identifies surrounding receivers, noise and vibration goals and methods for control of mitigation of any impacts. Based on a review of the assessment and plan we conclude that the findings and recommendations are applicable to the additional proposed works in the areas itemised above. Therefore the noise and vibration assessment and management procedures contained in the *Darling Walk Construction Management Plan* are also applicable for these works

I trust this information is sufficient. Please contact us if you have any further queries.

Yours faithfully

WILKINSON MURRAY PTY LIMITED



Brian Clarke
Senior Associate

Wilkinson Murray Pty Limited

ABN 41 192 548 112 • Level 2, 123 Willoughby Road, Crows Nest NSW 2065, Australia • **Asian Office: Hong Kong**
t +61 2 9437 4611 • f +61 2 9437 4393 • e acoustics@wilkinsonmurray.com.au • w www.wilkinsonmurray.com.au

ACOUSTIC LOGIC CONSULTANCY
noise and vibration consultants
abn 11 068 954 343

9 April, 2008

Report: 2008246/3103A/R5/GW

Prepared for: Bovis Lend Lease

DARLING WALK

EXCAVATION/ CONSTRUCTION AND VIBRATION

IMPACT STATEMENT

Directors Matthew Palavidis | Victor Fattoretto | Matthew Carter | Matthew Shields

Sydney | Ph 02 8338 9888 | fax 02 8338 8399 | 9 Sarah Street Mascot NSW 2020
Melbourne | Ph 03 9614 3199 | fax 03 9614 3755 | Level 7, 31 Queen Street Melbourne VIC 3000
Canberra | Ph 02 6162 9797 | fax 02 6162 9711 | Unit 14/71 Leichhardt Street Kingston ACT 2604

TABLE OF CONTENTS

| | | |
|--------|---|----|
| 1. | SUMMARY | 4 |
| 2. | INTRODUCTION | 7 |
| 3. | NOISE CONTROL STRATEGY | 7 |
| 3.1 | CONSTRUCTION NOISE CRITERION | 7 |
| 3.2 | NOISE MANAGEMENT | 9 |
| 4. | STUDY OVERVIEW | 9 |
| 5. | CONSTRUCTION NOISE | 10 |
| 5.1 | CATEGORISATION OF CONSTRUCTION ACTIVITIES | 10 |
| 5.2 | ERECTION OF STRUCTURE | 11 |
| 5.3 | EXTERNAL FINISHES | 12 |
| 5.4 | INTERNAL FINISHES | 12 |
| 5.5 | DISCUSSION | 13 |
| 6. | SITE DESCRIPTION AND POTENTIALLY AFFECTED LOCATIONS | 14 |
| 7. | NOISE CRITERIA | 14 |
| 8. | VIBRATION CRITERIA | 15 |
| 8.1 | AS2187 | 15 |
| 8.2 | AS2670 | 15 |
| 8.3 | VIBRATION CRITERIA APPLICABLE FOR THIS PROJECT | 15 |
| 9. | DETERMINATION OF CONSTRUCTION NOISE IMPACT | 16 |
| 10. | SOUND DATA | 17 |
| 11. | NOISE PREDICTIONS | 19 |
| 11.1 | PILING WORKS | 19 |
| 11.1.1 | Noise Receiver 1 | 19 |
| 11.1.2 | Noise Receiver 2 | 21 |
| 11.1.3 | Noise Receiver 3 | 23 |
| 11.1.4 | Noise Receiver 4 | 24 |
| 11.2 | DEMOLITION/EXCAVATION | 26 |
| 11.2.1 | Noise Receiver 1 | 26 |
| 11.2.2 | Noise Receiver 2 | 28 |
| 11.2.3 | Noise Receiver 3 | 30 |
| 11.2.4 | Noise Receiver 4 | 32 |
| 11.3 | CONSTRUCTION | 34 |

| | | |
|--------|---|----|
| 11.3.1 | Noise Receiver 1 | 34 |
| 11.3.2 | Noise Receiver 2 | 36 |
| 11.3.3 | Noise Receiver 3 | 37 |
| 11.3.4 | Noise Receiver 4 | 38 |
| 12. | VIBRATION - ACCEPTABLE WORK PRACTICES | 1 |
| 13. | ESTABLISHMENT OF DIRECT COMMUNICATION WITH AFFECTED PARTIES | 2 |
| 14. | STATEMENT OF INTENT TO COMPLY | 3 |
| 15. | FINAL STATEMENT | 3 |

1. SUMMARY

This report presents an approach to noise and vibration management of the Darling Walk, 1 - 25 Harbour St Darling Harbour. This report was commissioned by Bovis Lend Lease and presents an advanced study of noise emanating from the site. The study has been undertaken to determine the levels of noise emissions, which will result at the various premises which either border or are in close proximity to the site.

Demolition of the existing 2 storey SEGA World building is the first major activity on site. SEGA World was purpose built in the mid 1990s to accommodate a first floor amusement and entertainment complex with retail/ food tenancies on the ground floor. The surrounding has a post tensioned reinforced level 1 concrete slab supporting a structural steel roof and wall frame, lightweight panelised façade and metal deck roof.

The report identifies that noise levels will vary from the different construction processes, and that demolition/excavation and piling will be the noisiest activity, and external and internal finishing will generate the least noise. Noise levels from all activities are calculated to all potentially worst affected receiver locations. If noise levels are acceptable at these locations they will also be acceptable further a field. The receiver locations studied in this report are those residential/ commercial facilities across Harbour St. It is noticed that Harbour St, Cross City Tunnel and Day St are combined at this section. The sensitive receivers around the site have been identified and the most affected receivers are listed below.

Residential Receivers:

1. Millenium Towers located at the corner of Day and Bathurst St.
2. Emporio Apartments located at Cnr Day & Liverpool St.

Commercial Receivers:

3. Union Offices located at 176-182 Day St.
4. Global College located at 188 Day St.
5. Police Building located at the corner of Day and James St.
6. Imax Building.
7. Cross City Tunnel.

Detailed site map and noise receiver locations refer to Figure 1 below. If noise emissions comply at above locations it shall comply with all other noise receivers.

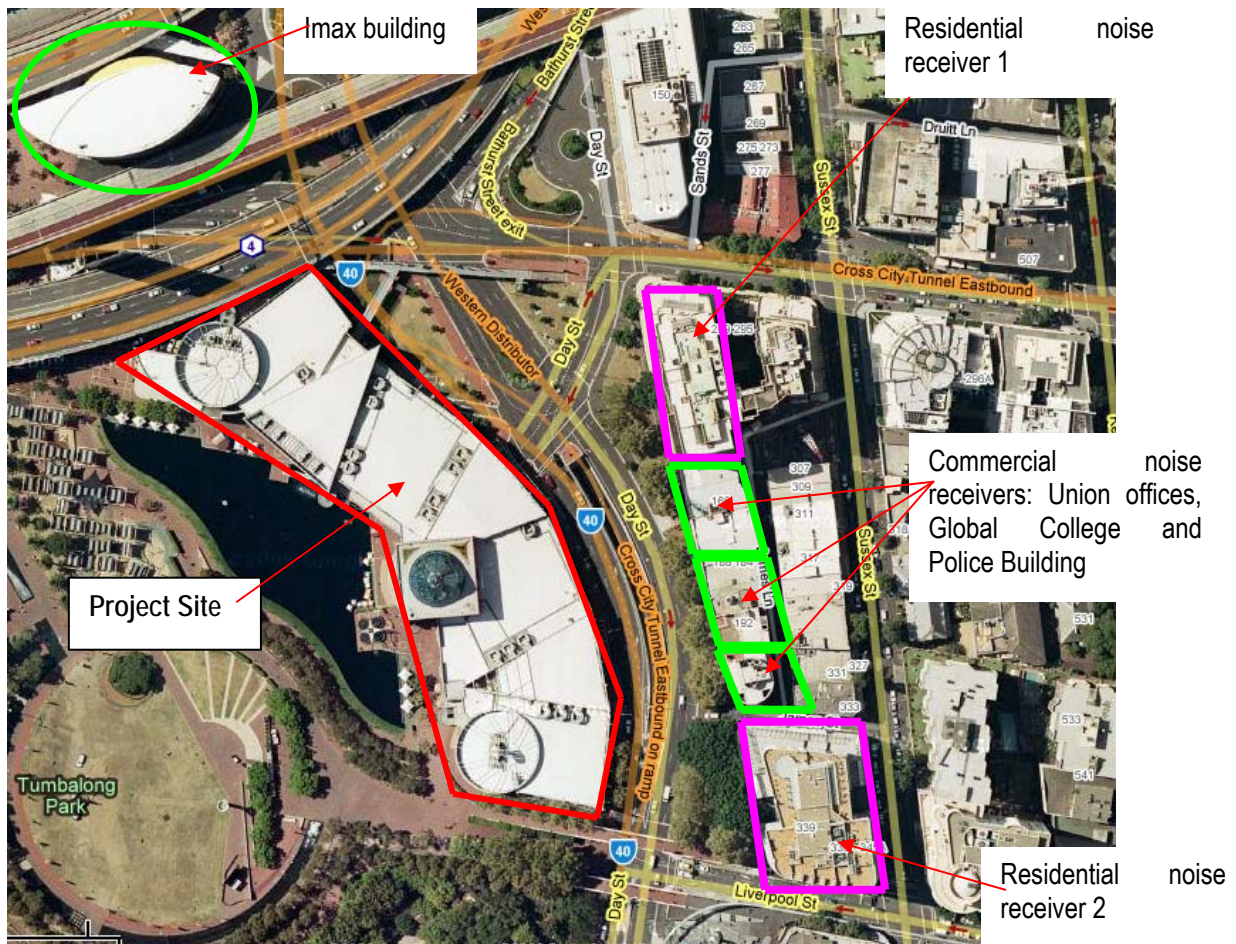


Figure 1 Site Map and Noise Receiver Locations

The results of the assessment are presented in a tabulated form for each receiver location. The tables identify provide the following information;

1. The time period,
2. The subject construction activity,
3. The resultant noise level at the affected premises, the calculated noise levels also take into account any mitigate measures which will be applied to the construction activities, and represent the attenuated level.
4. The measured background noise levels,
5. The relative magnitude of the activity to the background noise level.
6. The resultant internal noise levels at the receiver location from the subject construction activity,
7. Internal noise criteria based on Australian Standard 2107-2000 "Acoustics - Recommended Design Sound Levels and Reverberation Times for Building Interiors"
8. The relative magnitude of the activity to the nominated internal noise criterion.
9. The construction noise criterion,
10. The nomination whether noise from the construction activity complies with the nominated criterion.

A critical component of this report is the formulation of noise control strategies for all the different construction processes. These strategies include the formulation of site management procedures, whether they can be operational or time based. The formulation of noise mitigative treatments including the erection of noise barriers, wrapping of hydraulic hammers and the selection of alternate equipment have been reviewed. The practical

achievable noise reduction from the attenuation measures is determined and included in the calculations of noise impact. The level of attenuation which may be potentially provided is either calculated or based on measurements taken on other construction projects. A detailed noise management plan forms part of this report.

The objective of this study in all cases is to minimise noise emissions from the construction process.

In the report construction noise criteria are formulated based on the following factors;

1. The sensitivity of the various receiver locations,
2. A consideration of the procedures and requirements set out Australian Standard 2436-1981' Guide to Noise Control on Construction, Maintenance and Demolition Sites".
3. The requirements to control noise emissions from the construction site to levels, which does not cause undue disturbance to the identified receiver locations.
4. The noise mitigation measures available.
5. Council's "Code of Practice for Construction Hours/Noise within the Central Business District"

The calculated noise levels presented in this report will be verified by on-site measurements, and a noise monitoring programme. In addition, the implementation of noise control measures as detailed in this report will also be monitored, and an appropriate reporting format will be devised so that this information can be presented to Council on a regular basis.

In conclusion, provided all measures outlined in this report are fully implemented, demolition/excavation and construction noise from the Darling Walk Site will be strictly controlled, and the impact on the surrounding environs minimised.

2. INTRODUCTION

This report presents an approach to noise management of the Darling Walk Site. This report was commissioned by Bovis Lend Lease and presents an advanced study of noise emanating from the site.

The principal objective of this study was to undertake advanced evaluation of all work to be performed during the demolition/excavation and construction phase of the project and forecast potential levels of noise.

The report firstly identifies that noise emissions from different construction activities and processes vary. The resultant noise levels from the construction sites will be dependent on which activity and process is taking place at any given period.

With the identification of which construction process, the noise levels are calculated at all potentially affected receiver locations. The results of this evaluation indicated that the site can comply with the formulated construction noise assessment criteria. This requires that the site comply with the conditions set out in this report.

3. NOISE CONTROL STRATEGY

This report presents the strategy which will be followed to regulate noise emissions from the Darling Walk Site.

3.1 CONSTRUCTION NOISE CRITERION

The noise emission from the site shall comply with Sydney City Council "Code of Practice for Construction Hours/Noise within the Central Business District" Details are as below.