

Sydney Football Stadium Redevelopment Stage 2 Out of Hours Works Monitoring Report – October to November 2020

Author: Cameron Newling
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1 Background

Condition C5(a) of SSD 9835 facilitates activities to be undertaken outside of the approved construction hours where the delivery of oversized plant or structures has been determined by the police or other public authorities to require special arrangements to transport along public roads. The City of Sydney, as the local roads authority, confirmed that John Holland will need to rely on condition C5(a) to bring plant and other construction materials to site, and in doing so, issued a permit (with conditions) that is valid until 15 April 2021 (Attachment 1).

In May 2020, an application was made to the Department of Planning, Industry and Environment (DPIE) seeking the carrying out of deliveries outside of construction hours, pursuant to Condition C6 of SSD 9835. The Planning Secretary's delegate approved the application on 12 June 2020 for Out of Hours (OOH) works for the delivery of oversized plant or structures in accordance with condition C6 of SSD 9835 for an initial trial period of one (1) month from the commencement of the first deliveries, subject to conditions.

This trial period was completed with no complaints or noise exceedances. A letter was received by DPIE on the 10th August, 2020 advising that the validity of the OOH works had been extended to the 15th April, 2021. A condition of this letter is that noise monitoring results must be submitted on a monthly basis for the next three months from the date of the letter.

This document responds to the requirements of the above condition for the period of the 10th October 2020, to the 9th November, 2020.

2 Out of Hours Delivery of Oversized Plant

Delivery and pick up of oversized plant occurred on three occasions during the four-week period as set out below:

- 16/10/2020 - Delivery of tower crane components through Gate 2, 3am
- 19/10/2020 – Delivery of tower crane components through Gate 2, 3am
- 27/10/2020 – Delivery of PDA rig through Gate 2, 3am
- 2/11/2020 – Demobilisation of piling rig through Gate 2 9:30pm
- 9/11/2020 – Delivery of precast plats through Gate 2 6am

3 Mitigation Measures

The following mitigation measures were implemented prior to, during and post each event:

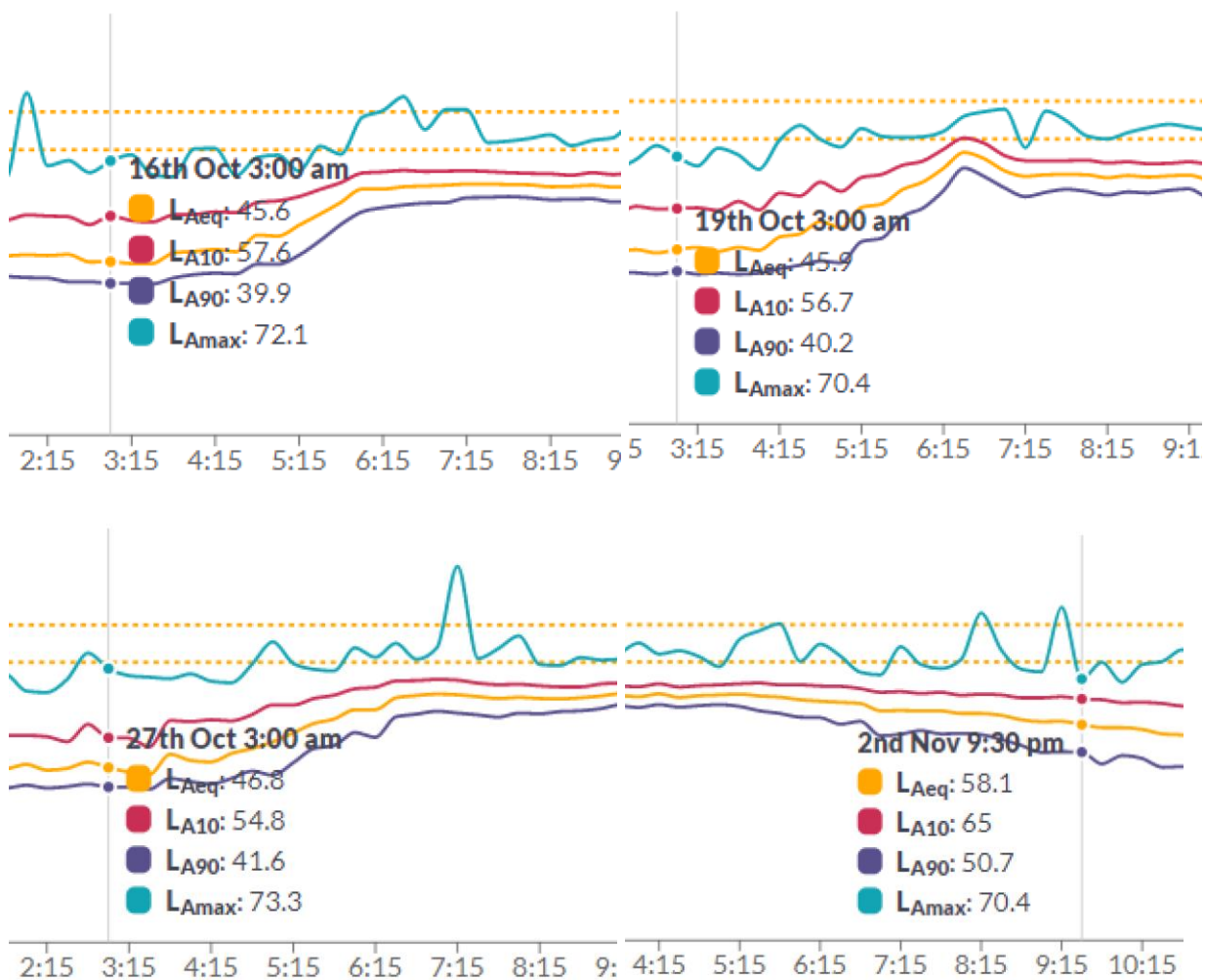
- Community notification by way of letterbox drops;
- Traffic controllers briefed to keep noise down and to avoid the use of vehicle stereos;
- Use of flashing lights limited to necessary locations/circumstances for safety reasons while avoid superfluous light spill;
- No loading or unloading of plant; and
- Float switched off until 7am.

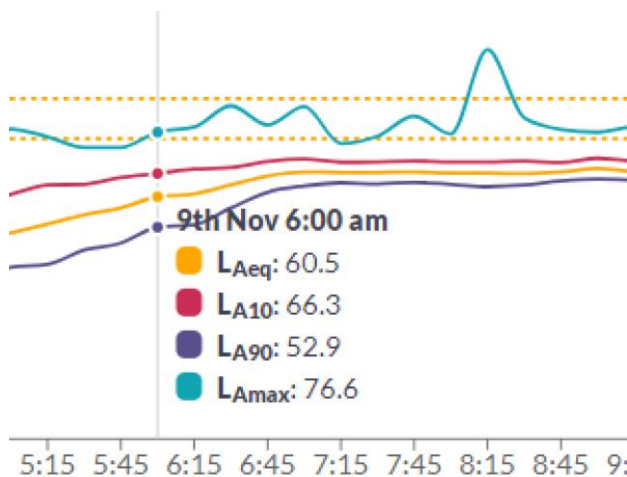
4 Noise Predictions

In support of the initial application to the DPIE, ARUP prepared a file note (Ref: 259997 28/5/2020) with respect to the predicted noise impacts due to construction deliveries outside of approved construction hours. It concluded that additional construction traffic generated as a result of OOH deliveries was predicted to increase the night-time LAeq(9 hour) noise levels by 0.2 dB and 0.3 dB respectively at the potentially most affected residences. This increase in noise levels was determined to be less than the 2 dB 'minor impact' criteria, and therefore represented an insignificant effect on the ambient noise environment.

5 Monitoring Results

It was not practical to complete attended noise monitoring for a 9 hour period. However, real time noise monitoring was undertaken by relying on the noise monitors situated at the Kira Child Care Centre which is situated directly across the road from Gate 1A and which is closer than the nearest residential receiver. This monitor is also designed to record images and audio files for any LAmax readings of 75dBA and above and was therefore considered an appropriate location and tool to record noise levels. The results are presented below and discussed in Section 6. The LAeq(15) reading is displayed on the vertical line in each of the graphs corresponding to the actual delivery times.





6 Discussion

The nights associated with the deliveries at Gate 1A did not display any spikes in the recorded data or record any trigger level events. There was generally a downward trend in the LAeq(15) readings from 10pm to 3am and during the deliveries the LAeq(15) readings were well under 50dBA consistent with previous results.

The deliveries through Gate 2 on Driver Avenue were undertaken at a location on the SFS site that is a significant distance from any residential receivers. The data does not demonstrate any spikes during this period and the LAeq was under 50dBA during the periods.

Overall the results recorded indicate noise levels did not breach the predicted noise levels for extended periods on any occasion during the period and were consistent with background levels. The works were accordingly of negligible noise impact to surrounding sensitive receivers.

7 Complaints

No complaints were received as a result of the deliveries being undertaken, further demonstrating that the OOH works completed during the period did not disrupt surrounding sensitive receivers.