| Noise Monitoring Data-Monthly Summary | | | | | | |
|---|---|---|---|---|---|---|
| **Month and Year:** | Jul-21 | | | | | |
| **Project:** | Central Station Main Works | | | | | |
| **EPL Licence Number:** | 21148 | | | | | |
| **EPL Web link:** | https://centralstationmetro.com/documents/ | | | | | |
| **Specific EPL Monitoring Condition:** | M7.1- Noise Monitoring | | | | | |
| **Monitoring Location:** | **Number of Monitoring Events during the Month** | **Attended/Continuous Monitoring** | **Event Based Monitoring? (Y/N)** | **Measured Parameter: LAeq15mins (dB)** | **Predicted Parameter: LAeq15mins (dB)** | **Comment** |
| Chalmers St | 12 day<br>5 evening<br>24 night | Continuous | Yes | Night:<br>Max night works (OOHW) noise recorded was 73dB (not associated with CSM works). Typically <70dB (65dB on average) throughout the month.<br><br>Evening:<br>Max evening works (OOHW) noise recorded was 72dB.<br><br>Day:<br>Max day noise recorded was 82dB during breaking activites at Eastern Entrance. | Predicted Parameter = 65 dB for works during night and evening OOHW on the suburban platforms throughout the month.<br><br>20-28 Chalmers St (Eastern Entrance) works predicted to be 81dB in standard construction hours during excavation and breaking activities. | Overall, the monthly impacts were reduced with the COVID-19 construction pause, with no works occuring from 19/07/21.<br><br>Night and Evening OOH<br>General surface (behind hoarding) and subsurface OOH work throughout the month consisted of excavation works associated with the Central Walk and platforms works. Night time and evening OOH predictions validated. All at source noise mitigation and required additional mitigation measures were in place throughout the month of July.<br><br>Day<br>Noise data was reviewed to validate the predictions for rock breaking and associated activities at the Eastern Entrance. The noise levels were within the CNVIS predictions for the entirety of the month, however exceeded at the real time noise logger (conservatively representative of the facade of the sensitive receivers) on 2 dates (2/7/21 and 3/7/21) during the last of the breaking activities for individual LAeq15min periods at the Eastern Entrance work area. This did not result in associated ground borne noise, or the exceedance of internal noise levels. Respite and duration limits observed. All feasible and reasonable noise mitigation measures were in place, without the potential for increasing the duration over several days.<br><br>For this activity the timing of the works was selected to occur during standard construction hours and within the allowable period for high noise impact, and respite periods were observed. The plant is new, well maintained and serviced regularly. |
| Railway Institute Drive | 1 day | Attended | Yes | 79dB on street level on Chalmers St | Predicted Parameter = 75dB predicted for 33kv underbore works at Railway Institute Drive (at coffee cart sensitive receiver). | Day<br>Attended noise data was reviewed to validate the predictions for 33kv underbore works at Railway Institute Drive. The noise levels exceeded predictions on this date at the closest sensitive receiver only during underbore activities for individual LAeq15min periods. This did not result in associated groundborne noise, or the exceedance of internal noise levels. At the time of the measure, the closest sensitive receiver was closed. Respite and duration limits were observed. For this activity the timing of the works was selected to occur during standard construction hours and within the allowable period for high noise impact. The predictions have since been adjusted. The plant is new, well maintained and serviced regularly.<br><br>Overall, the monthly impacts were significantly reduced with the COVID-19 construction pause, with no works occuring from 19/07/21. |
| Regent St | 1 | Continuous | Yes | Max OOH = 61.6dB | 66dB | Truck movements on SYAB and railway maintenance works not associated with CSM. Peak of 61.6dB - attributed to multiple possession works and companies occuring simultaneously - trucks, hi rail on track. |

**Attended:** Operator attended measure at either the façade of sensitive receiver, internal dwelling of a sensitive receiver or at a location of interest, typically in anticipation of an event.

**Continuous:** Real time noise data recorded in 15min intervals, 24/7 and represents the noise levels at the facade of sensitive receivers.

**Event:** A LAeq15min period of either attended monitoring or a period of interest reviewed from the continuous data. The period is typically selected to monitor works as the works occur, or to validate predictions of planned works, or in response to a complaint, or due to an unexplained elevated LAeq15min period in the continuous data noise trace.