The Airshed

Air Quality, Odour and Environmental Noise

# Environmental Noise Assessment for Proposed Haulage Facility Shillford Uplawmoor

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## Record of changes

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| 2 | 18th August 2023 | Full assessment – internal review |
| 3 | 21st August 2023 | For client review |
| 4 | 26th September 2023 | Revised predictions following survey of noise from truck movements and idling trucks – for internal review |
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| 6 | 21st November 2023 | Amended following minor changes to layout |
| | | |

# Executive Summary

J&M Murdoch, Crofthead Industrial Estate, Lochlibo Road, Neilston, Glasgow G78 3NE is proposing to redevelop the site of a former bus depot at Shillford, Uplawmoor, East Renfrewshire, for a new haulage depot. The proposed development will include a transport depot, office, museum, workshops, drainage works, landscape works, access, parking, and associated development.

The application site is in a rural area adjacent to the A736 on an existing industrial/commercial site. There are isolated dwellings located nearby. These include Lagavulin and Woodend Cottage to the west (south of the A736), Viewfield to the north-west (north of the A736), a single dwelling immediately to the west of the development (south of the A736), four dwellings to the south-east at Cowdenmill Cottages, and two dwellings at Cowdenmoor Farm to the south. Haulage operations may operate at night, mainly between 05:30 and 07:00 hours. Sound sources associated with the proposed development will include:

- Breakout from the proposed workshop and welding buildings;
- Vehicle movements within the site; and
- Idling vehicles in the lorry park and at the fuel pumps.

Sound from the proposed development has the potential to affect the health of nearby residents, mainly through risk of sleep disturbance at night, and to cause loss of amenity, mainly during the daytime when residents may be enjoying their gardens and other outdoor living areas.

A baseline sound survey was conducted at four locations in May 2023 to obtain typical existing ambient and background sound exposure during the daytime (07:00 – 19:00), evening (19:00 – 23:00) and at night (23:00 – 07:00). Road traffic on the A736 was the dominant noise source affecting existing noise-sensitive receptors. A further survey was conducted in September 2023 within the site to measure typical sound levels from HGVs.

Sound from the proposed development has been predicted in accordance with ISO 9613. Sound sources are based on measurements of HGV at the proposed development site, similar operations elsewhere and procurement specifications. The impacts have been assessed in accordance with the Scottish Government's TAN and BS 4142:2014+A1:2019.

Daytime sound from the proposed installation is predicted to be of Low significance at all noise-sensitive receptors in terms of BS 4142:2014+A1:2019.

The worst-case impact is predicted to be of Neutral/ Slight Adverse significance in terms of the TAN assessment framework for both daytime and night-time operations.

Noise from the proposed scheme is predicted to be well below the WHO's night-time criterion inside bedrooms.

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The proposed mitigation measures include controlling yard activities at night to minimise adverse impacts, the specification of smooth, low-noise surfaces to reduce rolling tyre noise and minimise noise from vehicle suspension, the erection of an acoustic barrier and bund, the specification of maximum sound power levels for fixed plant, and acoustic insulation for the buildings to reduce noise breakout.

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# Acronyms

| | |
|---|---|
| ATC | Automatic Traffic Counter |
| BS | British Standard |
| CRTN | Calculation of Road Traffic Noise (a method specified by the UK Department of Transport) |
| dB | decibels – the logarithmic scale used to measure noise |
| dBA | A weighted dB – measured levels adjusted for the effect on human hearing |
| EHO | Environmental Health Officer |
| EIA | Environmental Impact Assessment (a series of organised activities – a process) |
| EPA | Environmental Protection Act 1990 |
| ES | Environmental Statement (a document or documents) |
| ISO | International Standards Organisation |
| $LA_{eq\ T}$ | The equivalent (eq) A weighted (A) average noise level (L) over a given period of time (T) |
| $LA_{90\ T}$ | The A weighted (A) noise level (L) exceeded over 90% ($_{90}$) of a given period of time (T) |
| $L_{WA}$ | Sound Power Level – a convenient unit of noise measurement independent of distance |
| m/s | metres per second |
| WHO | World Health Organisation |

# GLOSSARY

Acoustic studies make use of terminology that is specific to this type of assessment. The terminology employed in the report is discussed in this section.

***dB***

Noise is defined as unwanted sound. The range of audible sound is from 0 dB to 140 dB. The frequency response of the ear is usually taken to be about 18 Hz (number of oscillations per second) to 18000 Hz. The ear does not respond equally to different frequencies at the same level. It is more sensitive in the mid-frequency range than the lower and higher frequencies and because of this, the low and high frequency components of a sound are reduced in importance by applying a weighting (filtering) circuit to the noise measuring instrument. The weighting which is most widely used and which correlates best with subjective response to noise is the dB(A) weighting. This is an internationally accepted standard for noise measurements.

***Loudness***

For variable noise sources such as traffic, a difference of 3 dB(A) is just perceptible by most people. In addition, a doubling of traffic flow will increase the overall noise by 3 dB(A). The "loudness" of a noise is a purely subjective parameter but it is generally accepted that an increase/decrease of 10 dB(A) corresponds to a doubling/halving in perceived loudness. Road traffic noise changes as flow varies during the day and will also fluctuate within shorter time periods as vehicles pass the reception point.

***Free Field***

Free field measurements are taken at least 3.5m from any building or other hard reflecting surface. Noise standards within the UK are normally specified as external free field limits for ease of enforcement e.g. to avoid the necessity of gaining access to people's houses late at night. Noise standards at sensitive receptors can be expressed as the noise level measured or predicted inside a habitable room as in the case of the World Health Organisation sleep disturbance criteria; or as an external level where it is considered important to protect the amenity of the garden. Some noise standards are specified as façade levels as in the case of road traffic noise.

***Statistical Level, $L_N$***

The most commonly used statistical levels are the $LA_{10}$ and $LA_{90}$.

The $LA_{10}$ is a statistical sound level, being the dBA level exceeded for 10% of a given time. For example, if the hourly $LA_{10}$ is 70 then during that hour the noise level was greater than 70dBA for 6 minutes (10%) and less than or equal to 70dBA for the remaining 54 minutes.

$LA_{90}$ is the level exceeded for 90% of the time, which corresponds to the "quieter" periods. The $LA_{90}$ is defined in *BS4142: 1990 Rating Industrial Noise Affecting Mixed Residential and Industrial Areas*, as the background noise level.

***$LA_{eq}$***

The $LA_{eq}$ is used to describe ambient sound. The Noise Advisory Council Guide to the measurement and prediction of the Equivalent Continuous sound level, defined the $LA_{eq}$ as follows:

*The equivalent continuous noise level, $LA_{eq}$, is the level of notional steady sound which, at a given position and over a defined period of time would have the same A-weighted acoustic energy as the fluctuating noise.*

***A-Weighted***

The "A" in $LA_{eq}$ (or $LA_{90}$) refers to the A-weighted sound pressure level of the noise in decibels. Weighting is a filter contained in the sound level meter which is designed to produce the relative response of the human ear to sound at different frequencies.

## 1.0 INTRODUCTION

### Background to Report

1.1. J&M Murdoch, Crofthead Industrial Estate, Lochlibo Road, Neilston, Glasgow G78 3NE, is proposing to redevelop the site of a former bus depot at Shillford, Uplawmoor, East Renfrewshire, for a new haulage depot, office, museum, workshops, drainage works, landscape works, access, parking, and associated development. The location of the proposed development site is shown in Figure 1. Further details on the project description are presented in Appendix 1. The applicant has appointed Airshed to conduct the environmental noise impact assessment for the scheme.

### Potential Adverse Impacts

1.2. The application site is in a rural area adjacent to the A736 on an existing industrial/commercial site. The application site was used as a bus depot until recently, but is not currently in use. There are isolated dwellings located nearby. These include Lagavulin and Woodend Cottage to the west (south of the A736), Viewfield to the north-west (north of the A736), a single dwelling immediately to the west of the development (south of the A736), four dwellings to the south-east at Cowdenmill Cottages, and two dwellings at Cowdenmoor Farm to the south. The two-storey dwelling known as Shillford Mill is within the application site boundary and is not considered to be noise-sensitive.

1.3. The assessment assumes that all vehicle movements and associated operations may occur at night, as a worst-case assessment.[1] Sound sources associated with the proposed development will include:

- Breakout from the proposed workshop and welding buildings;
- Vehicle movements within the site; and
- Idling vehicles in the lorry park and at the fuel pumps.

1.4. Sound from the proposed development has the potential to affect the health (mainly through the risk of sleep disturbance) and amenity of existing noise-sensitive receptors near the development. In practice, the fuel pumps and workshop buildings will only be used during the daytime. The assessment assumes that the fuel pumps, and workshop buildings may be occasionally used at night and these sources have been assessed on that basis.

### Scope of Assessment

1.5. The assessment includes survey measurements at existing sensitive receptor locations adjacent to the proposed development site conducted

[1] Airshed has been advised by the applicant that the following assumptions should be adopted: 80 HGV trucks leaving the depot from 5.30am - 7.30am with 65 rigid vehicles ranging from 18-ton 4-wheeler type trucks to 32-ton rigid tipper 8-wheeler trucks and the remaining 15 being articulated (16.5m); HGVs will work away from the depot all day, some will be away overnight and only return at the end of the week; Most HGVs will return to the depot from 3.30pm - 8pm, with the majority between 4pm - 6 pm; 24-hour access and egress is required as vehicles sometimes operate on night shifts – (on the basis of one or two now and again); Staff cars will be in the region of 100, arriving from 5.30am - 8am and leaving from 3.30pm - 7pm; and daily deliveries will be in the region of about 20 per day, at various times.

by Airshed in May 2023 to obtain representative ambient and background sound levels and to help determine the baseline sound in accordance with BS 4142:2014.[2] Sound from the proposed development has been assessed in accordance with BS 4142:2014. The assessment also has regard to the assessment method in the Technical Advice Note (TAN)[3] which forms part of the Scottish Government's Planning and Noise Advice 1/2011[4].

1.6. Current non-statutory professional Guidance[5] suggests that noise from road traffic generated by a project is likely to be insignificant where road traffic is predicted to increase by <33% (as this would result in an increase of <1 dB). A change in predicted noise of <1 dB is considered to be of Negligible significance in the Scottish Government TAN. The scheme traffic will feed directly onto the A736. This assessment therefore assumes that the change in road traffic noise on the public road network as a consequence of the proposed scheme is likely to be of negligible significance. This aspect has therefore not been considered further. The consequences of changes in noise from vehicle movements within the development site have been considered.

1.7. This report describes the potential noise impacts likely to arise from the proposal, based on the outline design. The assessment sets out the assessment criteria that have been used to consider the impacts and reports the results of a baseline sound survey at the nearest existing dwellings. Sound levels from the proposed development are based on recent measurements of HGVs when idling and moving at low speeds within the site. Sound levels from the proposed operations have been predicted at the nearest noise-sensitive receptors and assessed against appropriate environmental noise criteria intended to protect residential amenity and prevent sleep disturbance at night.

1.8. The predicted impacts are based on the proposed design and include the mitigation measures to be included within the scheme. The results from interim design iterations have not been included, to help simplify the communication of results.

1.9. This noise assessment has been conducted by Steve Fraser BSc MPhil MIoA CEnv who has more than 40 years of professional experience as an environmental consultant, Environmental Health Officer and Environmental Protection Officer. The baseline survey was conducted by survey technicians who have (IoA) Certificates of Competence for Measurement of Environmental Noise.

**Report Layout**

1.10. Relevant noise standards are discussed in Section 2. Baseline noise is described in Section 3. The noise prediction methodology is outlined in Section 4. The results from the prediction exercise are presented in Section 5. Mitigation measures are proposed in Section 6. The overall significance of the noise arising from the proposed development is considered in Section 7.

[2] BSI 2014. Methods for rating and assessing industrial and commercial sound BS 4142:2014:+A1:2019.
[3] Scottish Government 2011. Technical Advice Note. Assessment of Noise
[4] Scottish Government 2011. Planning Advice Note 1/2011 Planning and Noise
[5] IEMA Version 1.2 (November 2014) Guidelines for Environmental Noise Impact Assessment.

### Planning Advice Note (PAN)

2.1. PAN 1/2011 Planning and Noise provides advice to planning authorities in Scotland on how they must seek to minimise the adverse impact of noise arising from new development. This Guidance is not prescriptive with respect to specific noise standards and is mainly concerned with the advising on good practice for environmental noise assessment. The noise impact assessment method set out in PAN 1/2011 Technical Guidance states: "*The choice of appropriate criteria noise levels and relevant time periods are the responsibility of the local authority. Although this may lead to inconsistencies between different local authorities and, indeed, across areas within a given local authority, it does provide flexibility, allowing particular circumstances to be taken into account and the use of the latest guideline values to be included where appropriate.*"

2.2. The Technical Advice Note (TAN) issued to accompany the PAN for the assessment of noise proposes a methodology where the noise from the proposed operations is compared to existing ambient noise levels. The TAN refers to the (now superseded) ratings used in BS 4142:1997 to describe environmental noise but proposes a different assessment framework. The change in ambient noise level resulting from the proposed scheme is used to determine the magnitude of the impact, as described in Table 2.1 below.

**Table 2.1 – Magnitude of Noise Impacts (TAN)**

| Magnitude | Change in Noise Level dB $LA_{eq\ T}$ (After – Before) |
|---|---|
| Major | >5 |
| Moderate | 3 – 4.9 |
| Minor | 1 – 2.9 |
| Negligible | 0.1 – 0.9 |
| No Change | 0 |

2.3. The significance of these effects is assessed according to the magnitude of the impacts and the difference between the specific rated noise level $LA_{r\ T}$ and the pre-existing background noise level $LA_{90}$. The scheme suggested by the TAN is set out in Table 2.2 below. This provides a useful framework for assessment.

**Table 2.2 - Significance of Effects (TAN)**

| Magnitude (Table 2.1) | Sensitivity of Receptor based on likelihood of complaint x = rating level $LA_{rT}$ – background $LA_{90}$ | | |
|---|---|---|---|
| | Low (x < 5) | Medium (5 ≤ x < 10) | High (x ≥ 10) |
| Major | Slight/Moderate | Moderate/Large | Large/Very Large |
| Moderate | Slight | Moderate | Moderate/Large |
| Minor | Neutral/Slight | Slight | Slight/Moderate |
| Negligible | Neutral/Slight | Neutral/Slight | Slight |
| No Change | Neutral | Neutral | Neutral |

### Statutory Nuisance

2.4. The Environmental Protection Act 1990 (EPA) imposes a duty on local authorities to periodically survey environmental noise levels and to investigate noise complaints. The Act requires local authorities to serve notice when noise nuisance exists. Under this regime the investigation and response to noise complaints would be the responsibility of East

Renfrewshire Council. The EPA requires that the process operator adopts the best practicable means to prevent or minimise nuisance.

### BS 4142

2.5. British Standard BS 4142:2014+A1:2019 *Methods for rating and assessing industrial and commercial sound* describes methods for determining sound from industrial and commercial operations from fixed installations, and from the loading and unloading of goods and materials at industrial and commercial premises. The Standard includes procedures for quantifying noise from tonal, intermittent and impulsive noise. Use of this Standard for predicting noise from the proposed development is appropriate. Noise during the daytime should be based on a 1-hour average exposure and at night-time over a period of 15 minutes[6]. The Standard also includes a procedure to determine the significance of the rated noise from an installation where, typically, the greater the difference between the background sound level and the specific sound, the greater the magnitude of the impact. According to the Standard:

- An increase of around +10 dB or more is likely to be an indication of a significant adverse impact, depending on the context;
- An increase of around +5 dB is likely to be an indication of an adverse impact, depending on the context; and
- The lower the rating level is relative to the measured background sound level, the less likely it is that the specific sound source will have an adverse impact or a significant adverse impact. Where the rating level does not exceed the background sound level, this is an indication of the specific sound source having a low impact, depending on the context.

### World Health Organisation Guidelines for Community Noise

2.6. The World Health Organisation (WHO) has published Guidelines for Community Noise, the outcome of a WHO expert task force meeting in 1999.[7] The WHO Guidelines advise that noise impacts within dwellings include sleep disturbance, annoyance and speech interference. The criteria relevant to this assessment are summarised in Table 2.3 below.

**Table 2.3 – Summary of WHO Environmental Noise Criteria[8]**

| Environment | Critical Health Effect | Sound Level $dB\ LA_{eq\ T}$ | Time (hours) |
|---|---|---|---|
| Inside dwellings | Speech intelligibility | 35 | 16 |
| Inside dwellings | Sleep disturbance | 45 | dB $LA_{max}$ |
| Outside dwellings | Sleep disturbance | 45 | 8 |
| Inside dwellings | Sleep disturbance | 30 | 8 |

### Noise Assessment Criteria

2.7. The following assessment criteria have been adopted to help determine the significance of the environmental noise impacts. These criteria are based on the method in BS 4142:2014+A1:2019, and WHO criteria as set out in Table 2.4 below. This assessment assumes that the frequency of any peak

[6] According to both BS 4142:2014 and WHO, night-time is defined as between 23:00 and 07:00 hours.
[7] World Health Organisation Geneva 1999. Guidelines for Community Noise.
[8] http://www.who.int/mediacentre/factsheets/fs258/en/

noise events at night would not be sufficient to trigger the requirement to assess the impacts of peak noise ($LA_{max}$) on sleep disturbance.

| Table 2.4 - Environmental Noise Assessment Criteria | |
|---|---|
| **Predicted Noise Level** | **Justification** |
| 35 dB $LA_{eq}$ 1 hour | Noise level inside habitable rooms during the daytime based on WHO criteria. |
| 30 dB $LA_{eq}$ 8 hours | To protect against sleep disturbance inside bedrooms. |
| Relative to background | Relevant when considering impact from the proposed development, based on protecting daytime residential amenity. (BS 4142 and TAN). |

### Noise and Sound

2.8. This report uses the term **noise** when referring to WHO criteria used to assess noise from transport sources.[9] Noise from industry is assessed using a different standard (BS 4142) and follows the conventions of that Standard which refers to **sound** from industrial or commercial activities.

### Attenuation Provided by Open Windows

2.9. Traditionally acousticians have used a value of 10 – 15 dBA based on the WHO 1999 Community Noise Guidelines. The estimate of attenuation proposed in the WHO's latest Guidance (published in 2018) is based on more recent research[10], which reflects improvements in standard window attenuation over the last 20 years. WHO rule-of-thumb estimates a reduction of 15 dBA between external and internal noise levels, assuming partially open windows. In considering the attenuation provided by windows, the latest WHO Guidance states: '*The differences between indoor and outdoor levels are usually estimated at around 10 dB for open, 15 dB for tilted or half-open and about 25 dB for closed windows.*'[11]

2.10. The professional guidance published jointly by the Institute of Acoustics and the Association of Noise Consultants states that '*…it is assumed that a partially open window will provide an outside to-inside level difference of 13 dB. This level difference is considered representative of typical domestic rooms with simple façade openings of around 2% of the floor area*.'[12] On the basis of the findings reported by WHO and the joint IoA/ANC design guide, this assessment assumes 15 dB attenuation through a partially open window.

[9] Department of Transport 1988. Calculation of Road Traffic Noise.
[10] Barbara Locher et al. 2018. Differences between Outdoor and Indoor Sound Levels for Open, Tilted and Closed Windows. International Journal of Environmental Research and Public Health 2018 15,149. This reported a mean value of 16 dBA for tilted windows.
[11] WHO 2018. Environmental Noise Guidelines for the European Region Section 2.2.2 page 9
[12] IoA / ANC January 2020. Acoustics Ventilation and Overheating – Residential Design Guide Version 1.1

## 3.0. BASELINE SOUND

### Baseline Sound Survey

3.1. A baseline sound survey was conducted at four locations during the daytime between 17th May and 23rd May 2023. The aim of the baseline survey was to assess existing ambient and background sound levels. The locations of the four survey sites are shown in Figure 2.

3.2. The measurements at Baseline Site 1 were obtained using a mainly unattended sound level meter along with simultaneous meteorological measurements over the seven days of the survey. Sound levels were recorded at 15-minute intervals.

3.3. Measurements were obtained at Baseline Sites 2 – 4 at 1-minute intervals during the daytime to obtain ambient and background sound levels at the nearest noise-sensitive residential uses adjacent to the proposed scheme.

3.4. The survey locations at Baseline Sites 2 and 3 quantified baseline sound at the dwellings near the A736. Baseline Sites 1 and 4 were located well away from the A736 and are likely to have lower background sound levels.

3.5. Measurements were taken using Norsonic Type 1 sound level meters. The parameters $LA_{eq}$, $LA_{max,}$ and $LA_{90}$ are reported. The instrumentation was calibrated at the beginning and end of the survey periods. The instrumentation was contained within sealed weather-proof cases with full outdoor microphone protection. Wind speed, wind direction and other meteorological conditions were recorded during the survey. Further detail of the sound characteristics at the survey sites is set out in Table 3.1 below.

**Table 3.1 – Summary of Survey Site Details**

| Site | Site Conditions |
|---|---|
| Site 1 | This site was located in the yard at Cowdenmill House with continuous measurements over a 7-day period. The site was ~15m from the nearside kerb of Uplawmoor Road. The dominant sound was from road traffic on Uplawmoor Road. Road traffic on the A736 to the north also contributed to the ambient sound. |
| Site 2 | This site was located to the west of the proposed development area, ~3m from the nearside kerb of the minor road and ~45m from the A736. The dominant sound was from traffic on the A736 with occasional vehicles on the minor road. Sound from running trains was occasionally audible. |
| Site 3 | This site was located to the west of the proposed development area, 4m from the nearside kerb of the A736. The dominant sound was from road traffic on the A736. Sound from running trains was occasionally audible. |
| Site 4 | This site was located 50m to the west of Cowdenmill Cottages and 4m from the nearside kerb of Uplawmoor Road. The dominant sound was from traffic on Uplawmoor Road. Traffic on the A736 was audible. |

3.6. The survey data from Baseline Site 1 is summarised in Table 3.2 below. The ambient and background sound levels at Baseline Site 1 are plotted in Chart 1 and exhibit a typical diurnal pattern, and reducing at night, which is typical in acoustic environments where the ambient sound is dominated by transport sources. This plot shows peak sound levels, which are associated with road traffic movements. The baseline survey data is presented in Appendix 2. All Charts are located at the end of the text.

3.7. The results from Baseline Site 1 indicate that there were 65 (11%) 15-minute periods where the ultra-sonic anemometer recorded wind gusts exceeding 5m/s. There were 28 (5%) 15-minute periods where the tipping bucket recorded precipitation. The results in Table 3.2 below indicate that removing survey data with wind speed >5m/s or rainfall only marginally affects the overall ambient or background sound levels.

**Table 3.2 – Summary of Baseline Survey Data – Baseline Site 1**

| All Data | $LA_{eq}$ | $LA_{max}$ | $LA_{90}$ |
|---|---|---|---|
| Day | 50 | 83 | 32 |
| Evening | 48 | 80 | 31 |
| Night | 45 | 82 | 21 |
| Filtered Data | $LA_{eq}$ | $LA_{max}$ | $LA_{90}$ |
| Day | 49 | 83 | 32 |
| Evening | 48 | 80 | 31 |
| Night | 45 | 82 | 19 |

N.B. where units = dB $LA_T$ and filtered data excludes periods of high winds and any rain

3.8. Charts 2 and 3 show the diurnal variation in ambient and background sound levels at Baseline Site 1. The background sound level during the survey typically increases significantly between 03:00 and 04:00 which is likely to be due to the dawn chorus. The night-time background between midnight and 03:00 is typically in the low 20's. The relationship between the measured sound levels and meteorological data is plotted in Charts 4 and 5. There is a weak relationship between wind speed (gusts) and background levels (see Chart 6), which is typical of acoustic environments with a significant contribution from diurnally varying transport sources.

3.9. The data for Baseline Sites 2 – 4 are summarised in Table 3.3 below and presented in detail in Appendix 2. This shows that the daytime background sound levels at Baseline Sites 2 – 4 are significantly higher than the equivalent reported daytime background at Baseline Site 1. The data from Baseline Site 1 is likely to be conservative when assessing impacts on the dwellings closer to the A736. The time series of sound levels for Baseline Sites 2 - 4 are plotted in Charts 7 - 9. The main night-time impacts are likely to occur between 05:30 and 07:00 when the background sound levels from road traffic are slightly higher than the typical levels over the entire night-time period.

**Table 3.3 – Summary of Baseline Sound - Baseline Sites 2 - 4**

| Site | Date | Time start | Time end | $LA_{eq}$ | $LA_{max}$ | $LA_{90}$ |
|---|---|---|---|---|---|---|
| 2 | 17/05/2023 | 11:10 | 12:10 | 54 | 84 | 44 |
| 3 | 23/05/2023 | 11:30 | 12:30 | 70 | 89 | 41 |
| 4 | 23/05/2023 | 12:50 | 13:50 | 54 | 76 | 43 |

N.B. where units = dB $LA_T$

### Proposed Design Criteria

3.10. Pragmatically this assessment adopts a design criterion that minimises the potential adverse impacts from the proposed development in terms of the Scottish Government's TAN. The ambient sound levels assumed for this assessment are as presented in Table 3.4 below. The noise-sensitive receptors further away from the A736 e.g. Cowdenmoor Farm and

Cowdenmill Cottages are likely to be the more sensitive due to the lower background and ambient sound levels.

| Table 3.4 – Summary of Ambient and Background Sound Levels | | |
|---|---|---|
| **Parameters for Baseline Site 1** | **Ambient Sound dB $LA_{eq}$ T** | **Background Sound dB $LA_{90\ T}$** |
| Daytime | 49 | 32 |
| Evening | 48 | 31 |
| Night-time | 45 | 20 |
| Night-time (05:30 – 07:00) | 47 | 31 |

### Sound Source Survey

3.11. Two surveys were conducted in the yard at the proposed development site with a modern HGV (SJ73 FX0) to determine: the typical sound level emitted from a moving vehicle; and with the engine idling. Measurements of the moving vehicle were conducted using two sound level meters 12m apart with the truck moving in a regular track. The locations of the test track and sound level meters are shown in Figure 3.3. The measured levels are plotted in Chart 10. This Chart plots the 1-second LAeq sound levels at the two measurement locations. The measurements at meter 1, 5m from the centre of the HGV track (shown in blue) exhibit a distinct peak level (typically >75 dB $LA_{eq\ 1\text{-}second}$) for each pass-by and a secondary minor peak around 10 seconds later as the vehicle passed behind meter 2 on the northern part of its circuit. These secondary peaks are typically ~10 dBA below the main peaks and thus unlikely to significantly affect the overall measurements.

3.12. The 18 events plotted in Chart 10 from meter 1 have been used to calculate the single event level (SEL) for an HGV pass-by.[13] The calculated SEL for an HGV truck pass-by is 85 dB $LA_{eq\ 1\text{-}second}$. The peak sould level measured close to the vehicle pass-by measurements did not exceed 82 dB $LA_{max}$ at any time during the course of the survey (at a distance of 5m from the nearside track centre-line). The calculated SEL has been used to calculate the equivalent $LA_{eq}$ values for daytime and night-time based on a maximum of 40 vehicle movements within the lorry park in any hour. The typical 1/3rd octave spectra for HGV pass-by sound are plotted in Chart 11.

3.13. The measured 1-minute $LA_{max}$ and $LA_{eq}$ values for an idling HGV at a distance of 1m are summarised in Table 3.5 below. These have been used to calculate the sound from idling trucks. The typical 1/3rd octave spectra from idling trucks are plotted in Chart 12. The data from these measurements have been used to predict the noise impact.

| Table 3.5 – Summary of Sound Levels from Idling Truck | | | | |
|---|---|---|---|---|
| **parameter** | **Front of Cab** | **Left of Cab** | **Right of cab** | **Back of truck** |
| **dB LAeq** | 79 | 79 | 77 | 63 |
| **dB LAmax** | 80 | 79 | 78 | 67 |

[13] The sound levels obtained at meter 2 included measurements for two peaks north and south of meter 2 with slightly different distances and have therefore not been used in this analysis.

### Justification for Approach

4.1 Sound levels were measured at four locations adjacent to the proposed development in suitable weather conditions. These sound levels provide a reasonable representation of existing ambient and background sound. Sound from the proposed development is based on typical measured levels from HGVs, typical sound levels inside vehicle workshops, and acoustic specifications for the proposed buildings. Sound from the proposed development has been predicted using a computer-based model, to help assess the likely impacts and inform the requirements for mitigation.

### Sound from Proposed Activities

4.2 The modelling technique adopted in this study is based on the procedure set out in ISO 9613[14] as implemented by SoundPlan 9 ®. ISO 9613 specifies an engineering method for calculating the attenuation of sound to predict noise levels at a distance from a variety of sources. The method predicts the equivalent continuous A –weighted sound pressure level ($LA_{eq}$) under meteorological conditions favourable to propagation from sources of known sound emission. This prediction technique is considered to be appropriate in practice for modelling a great variety of noise sources and environments. ISO 9613 may be applied to the prediction of noise from industry and many other ground-based sources. This prediction technique is considered to be appropriate for the noise sources under consideration in this assessment.

4.3 The model includes for geometrical divergence, atmospheric absorption, ground effects, reflection from surfaces and screening by obstacles. The model allows for the use of correction factors for ground cover. For hard surfaces such as water or tarmac, the correction is applied simply as 3 dB for all frequencies and distances. Where the ground cover is soft, such as grass, woodland, or other less reflective material, an empirical relationship between ground attenuation and frequency and distance may be used. Hard ground has been assumed within the development area and soft ground elsewhere. These predictions assume downwind meteorological conditions which are favourable for sound propagation from the source to a receiver, where the predicted sound level is seldom exceeded. The estimated accuracy using this method is $\pm$3 dBA. The estimate of error in the ISO Standard is based on situations where there are no effects of attenuation due to screening. The traffic flows used in these predictions are based on the estimated flows set out in Section 1 and the measured levels reported in Section 3.

4.4 The layout was obtained from the planning drawings provided by the applicant as presented in Appendix 1. The details of surrounding noise-sensitive receptors and ground conditions were obtained from a site centred OS map at 1:10,000, a site walkover and OS Terrain 5 spot ground levels. Variations in local ground heights were taken into account. A digital model of the ground and buildings was constructed using the plans shown in Appendix 1. The model layouts are shown in Figures 3.1 and 3.2.

[14] ISO 9613:1996 (E) Acoustics – Attenuation of sound during propagation outdoors. Part 1: Calculation of the absorption of sound by the atmosphere; and Part 2 : General method of calculation.

### Scenario Considered

4.5. This assessment considers a single Scenario:

- Scenario 1 – assesses sound from breakout from the workshop and the welding building, vehicles idling within the lorry park, and on the internal roads to allow assessment in terms of BS 4142 and the TAN assessment framework set out in Tables 2.1 – 2.2.

4.6. The acoustic mitigation design was developed using numerous intermediate iterations to identify practicable measures to minimise adverse impacts.

### Sound from Proposed Installation (Scenario 1)

5.1 Night-time sound levels have been assessed using WHO sleep disturbance criteria inside dwellings as these are likely to have the greatest potential for adverse significance. Daytime impacts have been assessed for the impacts on residential amenity including outdoors.

5.2 The results have been calculated at 5m intervals across the study area. These noise predictions are at 1.5m height above ground level. The predictions include the proposed acoustic mitigation measures.

5.3 The sound levels for Scenario 1 are plotted in Figure 4. The detailed results are presented in Appendix 3.

5.4 The dominant sound assessed is from the lorry park, which includes vehicle engine idling and vehicle movements within the yards. These sounds are likely to be typical of the character in the area, due to the proximity of the A736. Sound breakout from the vehicle workshop and welding buildings is predicted to be insignificant due to the high specification of the building wall and roof panels and fast-closing doors. The predicted rated sound levels at the worst-case receptors are summarised in Table 5.1 below.

**Table 5.1 – Summary of Predicted Sound Levels (Scenario 1) - Daytime**

| Parameter/Receptor | Lagavulin | Viewfield | Cowdenmoor Farm | Cowdenmill Cottages |
|---|---|---|---|---|
| Rated dB $LA_{r\ 1\text{-}hour}$ | 32 | 34 | 33 | 37 |
| Background dB $LA_{90}$ | 44 | 44 | 32 | 43 |
| Source – Background dB | -12 | -10 | +1 | -6 |
| BS 4142 Significance | Low | Low | Low | Low |
| TAN Significance | Neutral | Neutral | Neutral/Slight Adverse | Neutral/Slight Adverse |

5.5 The worst-case predicted daytime sound levels are up to +1 dBA above the typical daytime background sound level. This is likely to be of Low significance in terms of BS 4142.

5.6 The impacts at the closest noise-sensitive receptors are predicted to be of Neutral/Slight Adverse significance in terms of the Scottish Government's TAN assessment framework (see assessment framework in Tables 2.1 and 2.2). These impacts are summarised in Table 5.2 (daytime) and Table 5.3 (night-time) at the end of the text.

5.7 The predicted sound from the proposed development is unlikely to cause sleep disturbance in terms of WHO criteria, where the worst-case predicted sound level is 37 dB $LA_{eq\ 15\text{-}minutes}$ at Cowdenmill Cottages (external free-field). The predicted noise level inside any bedroom is therefore predicted to be 8 dBA below the WHO's criterion of 30 dB $LA_{eq\ 23:00-07:00}$ for bedrooms at night, assuming a reduction of -15 dBA for a partially open window.

### Uncertainty

5.8 Prediction errors within ISO 9613:1996 are $\pm$ 3 dB. The model predictions are based on a widely validated prediction algorithm, the proposed design layout, recent measurements of vehicles, and specifications for building fabric. The sound levels for vehicle pass-bys are based on measurements

conducted on an ash surface which is likely to be slightly noisier than the finished surface within the scheme. Even with the potential prediction errors, the significance of the impacts is likely to be Low in terms of BS 4142 and of Neutral / Slight Adverse significance as a worst-case in terms of the TAN assessment methods.

5.9 The assessment of background sound levels does not take account of the recent and currently approved use as a bus depot. It is likely that the ambient and background sound levels will have been affected by those operations. This has not been taken into account in the present study, so that the assessment is likely to be slightly pessimistic.

### Operational Noise

6.1 The noise mitigation measures proposed at the development are listed in Table 6.1 below. The overall noise mitigation strategy for the development includes:

- The construction of high quality, insulated buildings with rapid-closing doors to minimise sound breakout from the workshop and welding buildings;
- The specification of maximum noise limits for fixed plant and the sound insulation properties of the walls and roofs of the proposed industrial buildings;
- The specification of maximum noise limits for fixed plant including local exhaust ventilation (LEV) units serving the workshop and welding buildings;
- The specification of maximum noise limits for fixed plant including heating, ventilation and air conditioning (HVAC) units serving the museum, workshop and welding buildings;
- The sound power levels from all LEVs and HVAC systems shall be selected to ensure that the combined sound from these units shall not exceed the typical night-time background sound level at any noise-sensitive receptor;
- The erection of an acoustic bund/barrier to the north-west of the development site to reduce noise from vehicle movements affecting adjacent noise-sensitive receptors; and
- Managing the operation of the depot in accordance with a documented Noise Management Plan (NMP) to minimise the number of HGV engines idling at any one time, and to ensure that the doors to the workshop and welding buildings are kept closed at all times except to permit access and egress.

**Table 6.1 - Proposed Noise Mitigation**

| Issue | Mitigation |
|---|---|
| **Fixed Plant** | |
| All Fixed Plant | The location of all fixed plant shall be selected to minimise adverse impacts on noise-sensitive receptors. The sound power levels for all fixed plant shall be selected to ensure that the combined noise from all fixed plant including LEVs, HVAC and breakout from any louvres shall be less than the typical daytime and night-time background sound level at all noise-sensitive receptors. |
| All Fixed Plant | All plant and equipment shall be free from tonal, intermittent or impulsive characteristics. |
| **Vehicles and Mobile Plant** | |
| Transport Noise | All roadways within the development site shall be smooth to reduce noise from any road vehicles moving within the access roads and service yards. |
| Vehicle Reversing Alarms | Where practicable, HGVs and other mobile plant within the site shall be fitted with broadband directional sound reversing alarms which are designed to target the danger area immediately behind the vehicle. |

| Table 6.1 - Proposed Noise Mitigation | |
|---|---|
| **Issue** | **Mitigation** |
| **Building Elements** | |
| Walls and Roofs | All wall and roof panels within the scheme shall have a minimum noise reduction of 35 dB $R_w$. All doors to the workshop and welding buildings shall be fitted with rapid-closing doors. |
| **Other Measures** | |
| Acoustic Barrier | The erection of an acoustic barrier/bund to protect the amenity of the nearest noise-sensitive receptors [see Figure 5]. |

### Construction Noise

6.2 Noise during construction has the potential to cause annoyance. The following procedures shall be adopted to ensure that noise impacts from construction operations are minimised to protect local amenity:

- Prior to the commencement of development, the appointed contractors shall prepare a construction method statement for the project. This shall include an assessment of potentially noisy operations and outline the noise mitigation measures proposed. The construction noise impact assessment shall be used to help inform the development of the detailed construction methods.

- The contractors shall be required to select the quietest item of suitable plant available for all site operations. The work programme on site shall also be phased to reduce the combined impacts arising from several noisy construction operations to reduce adverse impacts. Where practicable, noise from fixed plant and equipment shall be contained within suitable acoustic enclosures or behind acoustic screens.

- Any plant and equipment required for operation at night (23:00 – 07:00) e.g. for security lighting, shall be mains electric powered where practicable.

- The site contractors shall conduct all site operations in accordance with accredited documented procedures. This shall include a complaint investigation procedure.

- All sub-contractors appointed by the main contractor shall be formally required through contract to comply with all environmental noise conditions.

## 7.0 CONCLUSIONS

7.1 The results from the baseline survey indicate that ambient ($LA_{eq}$) and background ($LA_{90}$) sound levels are higher at receptors closest to the A736 and are lower at the dwellings to the south at Cowdenmoor Farm and Cowdenmill Cottages which are on elevated ground and overlook the proposed development site.

7.2 The typical daytime background sound at Cowdenmoor Farm is 32 dB $LA_{90\ 07:00 - 19:00}$. This reduces significantly at night, to 20 dB $LA_{90\ 23:00 - 07:00}$. The main impact from the proposed development is likely to occur when operations will commence at 05:30, when the typical background sound level is 31 dB $LA_{90\ 05:30 - 07:00}$ at this receptor. The ambient daytime sound is typically 48 - 49 dB $LA_{eq\ 07:00 - 23:00}$, reducing only slightly to 47 dB $LA_{eq\ 05:30 - 07:00}$ in the early morning at this receptor.

7.3 The dominant sound in the study area is from road traffic on the A736.

7.4 The results from the noise prediction exercise indicate that sound from the proposed development has the potential to affect the residential amenity of the existing dwellings at Viewfield on the A736 and dwellings on Lagavulin Road. These will be partially screened by the existing and proposed buildings. The receptors at Cowdenmill Cottages and Cowdenmoor Farm are located at a greater distance from the development site, but are on elevated ground which cannot be effectively screened by the erection of acoustic barriers.

7.5 Sound from the proposed development has been assessed in accordance with BS 4142:2014 + A1:2019 and the assessment framework from the Scottish Government's TAN as set out in Tables 2.1 and 2.2.

7.6 Sound from the proposed installation is predicted to be of Low significance in terms of BS 4142:2014+A1:2019, when assessed for potential impacts on residential amenity.

7.7 The worst-case impact is predicted to be of Neutral/Slight Adverse significance in terms of the TAN assessment framework.

7.8 Sound from the proposed scheme is predicted to be well below the WHO's criterion to prevent sleep disturbance.

7.9 The proposed mitigation measures include controlling yard activities at night to minimise adverse impacts, the specification of smooth, low-noise surfaces to reduce rolling tyre noise and minimise noise from vehicle suspension, the erection of an acoustic barrier and bund, the specification of maximum sound power levels for fixed plant, and acoustic insulation for the buildings to reduce noise breakout.

## Tables

**Table 5.2**

| | Environmental Noise Exposure | | | | Assessment in Accordance with TAN | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Receptor** | **Specific sound** dB $LA_{eq}$ | **rated sound** dB $LA_r$ | **Baseline Ambient** dB $LA_{eq}$ | **Baseline Background** dB $LA_{90}$ | **X** | **Likelihood of complaint** | **combined noise** | **after - before** | **Magnitude** | **Significance** |
| Shillford Mill (not noise sensitive) | 45 | 45 | 70 | 41 | 4 | Low | 70 | 0.0 | No Change | Neutral |
| Barrhead Leather (Cottage) | 35 | 35 | 70 | 41 | -6 | Low | 70 | 0.0 | No Change | Neutral |
| Lagavullan | 32 | 32 | 54 | 44 | -12 | Low | 54 | 0.0 | No Change | Neutral |
| Viewfield House | 34 | 34 | 54 | 44 | -10 | Low | 54 | 0.0 | No Change | Neutral |
| Cowdenmoor Farm | 33 | 33 | 49 | 32 | 1 | Low | 49 | 0.1 | Negligible | Neutral/Slight Adverse |
| Cowdenmill Cottages | 37 | 37 | 54 | 43 | -6 | Low | 54 | 0.1 | Negligible | Neutral/Slight Adverse |

Notes

Predicted exposure at worst-case opening window

where background and ambient sound are from Table 3.4 (daytime) for Baseline Site 1 and from Table 3.3 for Baseline Sites 2 - 4.

impacts in outdoor areas are relevant during the daytime where the main consideration is to minimise adverse impacts on residential amenity

**Table 5.3**

| | Environmental Noise Exposure | | | | Assessment in Accordance with TAN | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Receptor** | **Specific sound** dB $LA_{eq}$ | **rated sound** dB $LA_r$ | **Baseline Ambient** dB $LA_{eq}$ | **Baseline Background** dB $LA_{90}$ | **X** | **Likelihood of complaint** | **combined noise** | **after - before** | **Magnitude** | **Significance** |
| Shillford Mill (not noise sensitive) | 45 | 45 | 47 | 31 | 14 | High | 49 | 2.1 | Minor | Slight / Moderate Adverse |
| Barrhead Leather (Cottage) | 35 | 35 | 47 | 31 | 4 | Low | 47 | 0.3 | Negligible | Neutral/Slight Adverse |
| Lagavullan | 32 | 32 | 47 | 31 | 1 | Low | 47 | 0.1 | Negligible | Neutral/Slight Adverse |
| Viewfield House | 34 | 34 | 47 | 31 | 3 | Low | 47 | 0.2 | Negligible | Neutral/Slight Adverse |
| Cowdenmoor Farm | 33 | 33 | 47 | 31 | 2 | Low | 47 | 0.2 | Negligible | Neutral/Slight Adverse |
| Cowdenmill Cottages | 37 | 37 | 47 | 31 | 6 | Medium | 47 | 0.4 | Negligible | Neutral/Slight Adverse |

Notes

Predicted exposure at worst-case opening window

where background and ambient sound are from Table 3.4 (05:30 - 07:00)

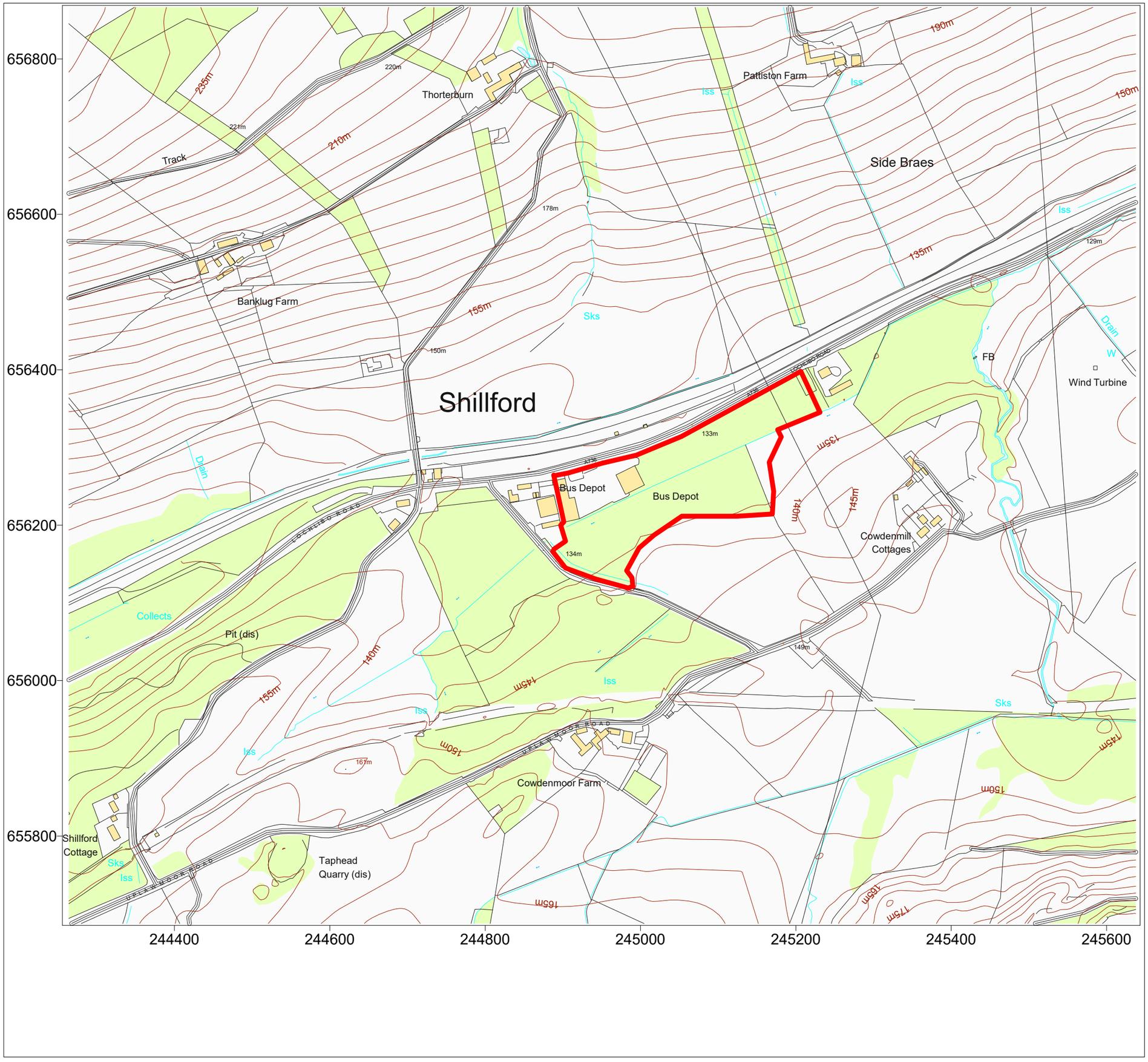
impacts in outdoor areas are less relevant at night where the main consideration is to prevent sleep disturbance.

## Figures

# Shillford
# Uplawmoor

## Figure 1
## Site Location

indicative development boundary



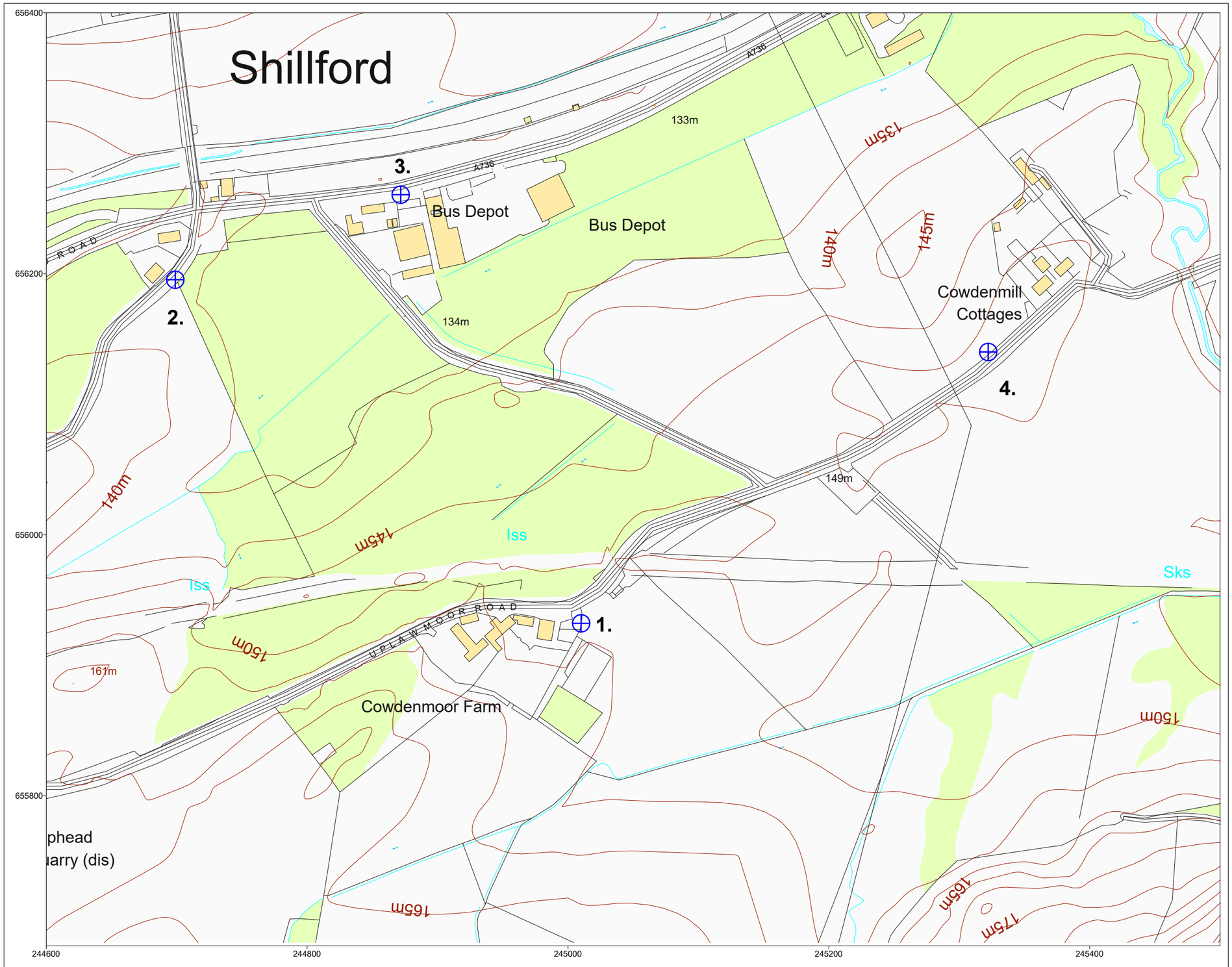



The Airshed

# Shillford
Uplawmoor

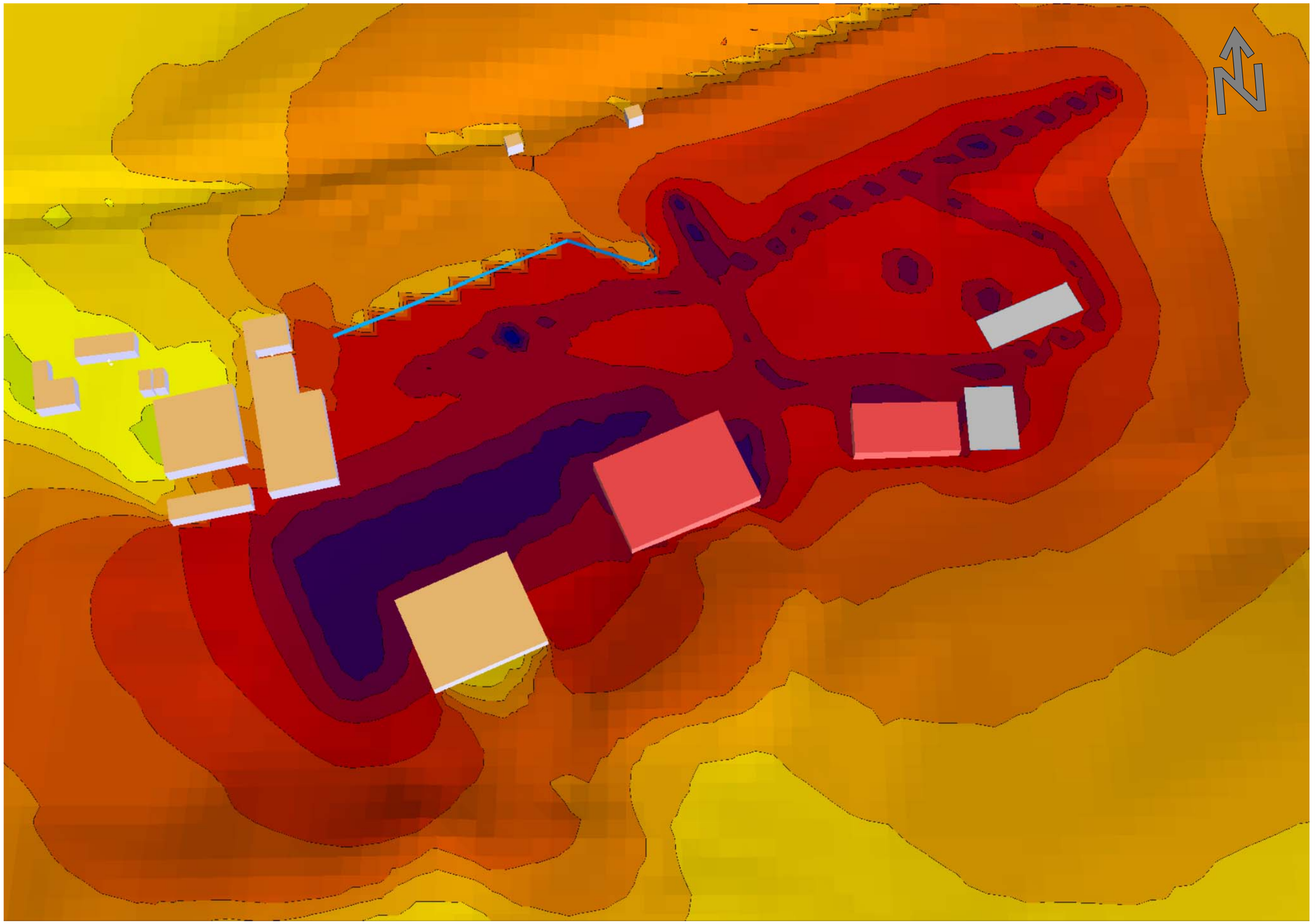
## Figure 2
## Baseline Surveys

⊕ location of baseline survey






The Airshed



Shillford
Uplawmoor

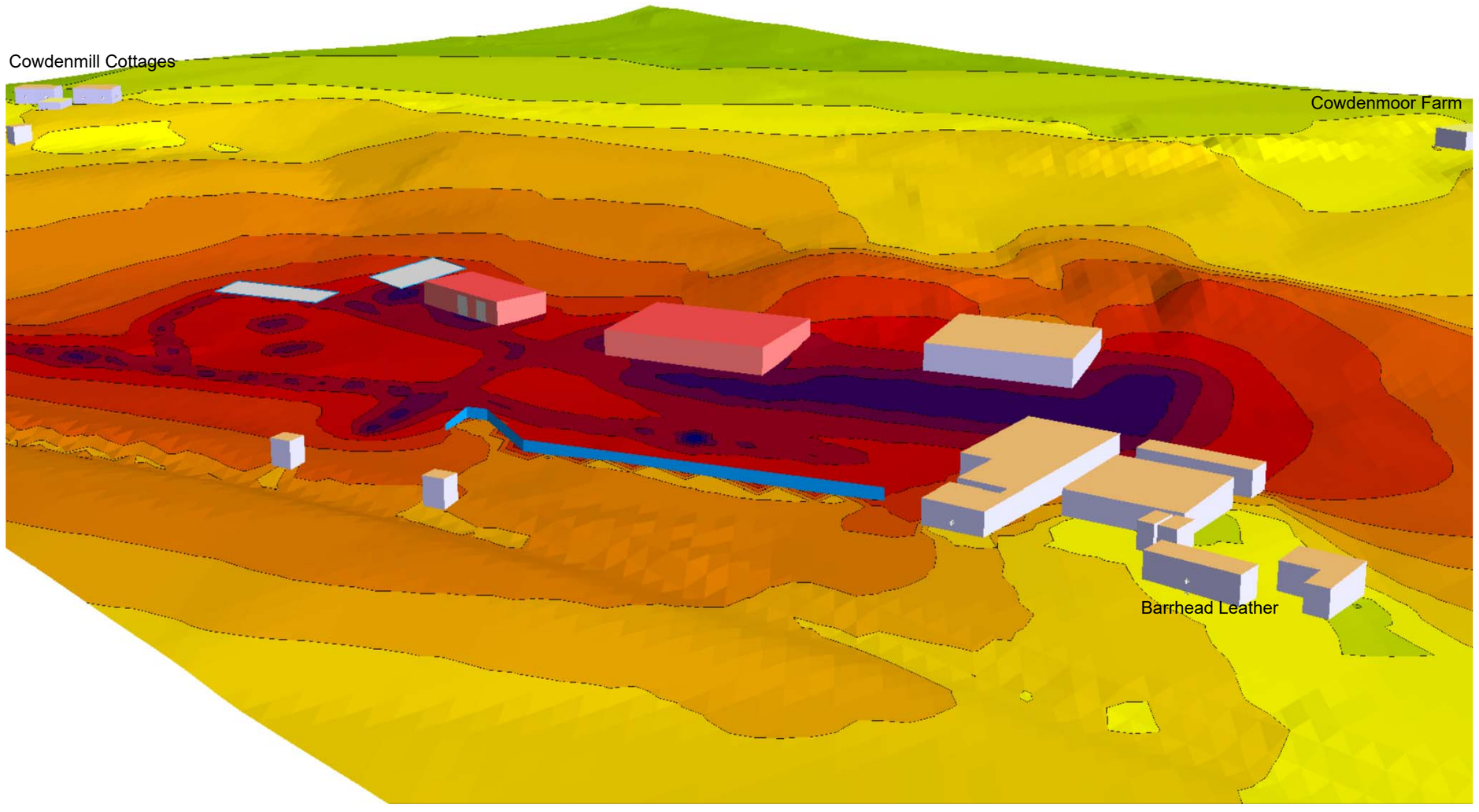
Figure 3.1
Model Layout



The Airshed

Shillford
Uplawmoor

Figure 3.2
Model Layout






The Airshed


# Shillford
# Uplawmoor

## Figure 3.3
## Source Survey

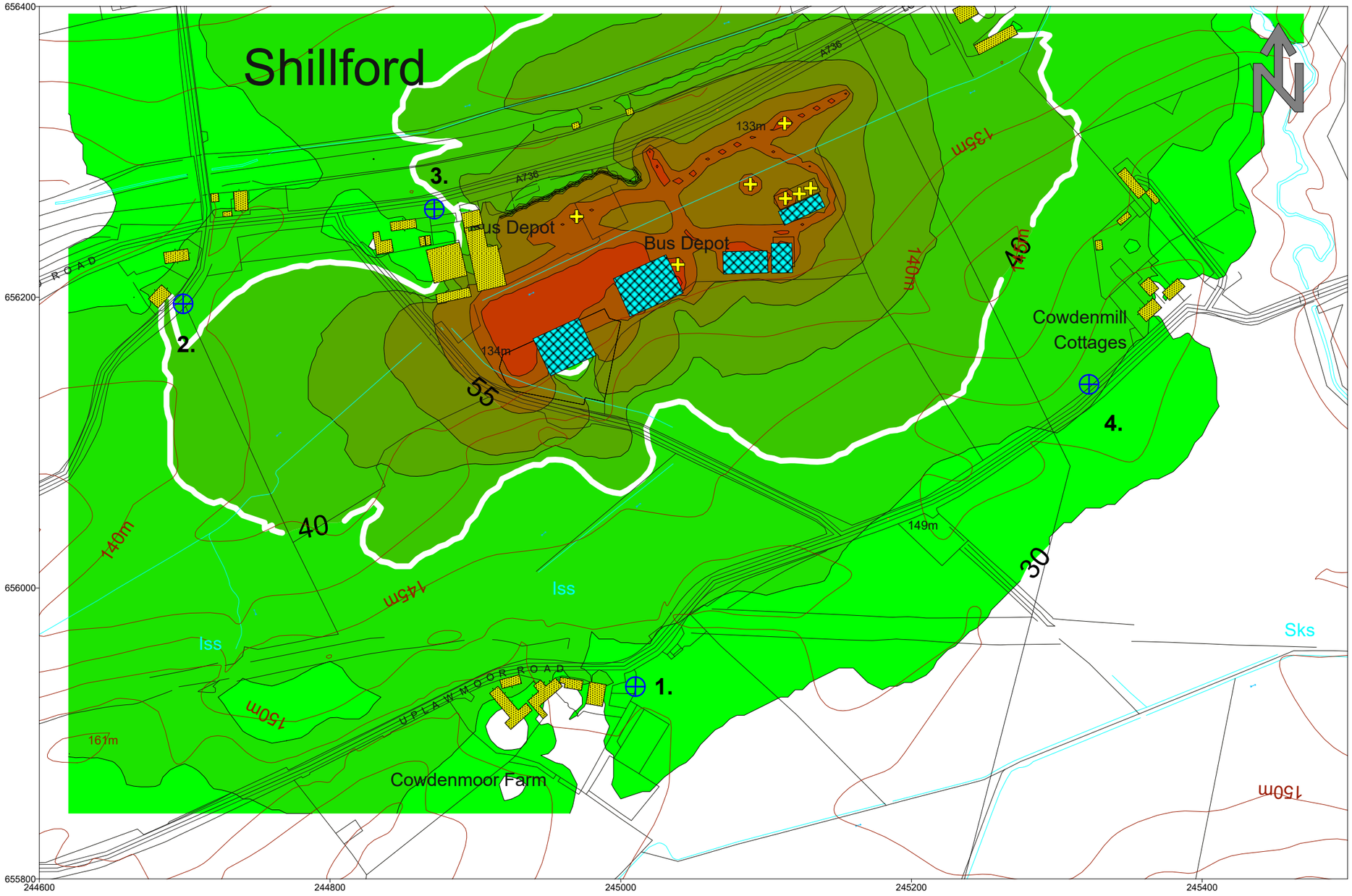


The Airshed

# Shillford
Uplawmoor

## Figure 4
## Daytime Sound Levels

Prediction Model - Scenario 1 - Workshop
Welding Shop and Fueling station
Idling and vehicle pass-bys
SoundPlan 9.0
Model includes existing and proposed buildings
mixed reflecting ground across domain
Topography
based on OS Terrain 5
prediction grid 5m
contours dB LAeq 07:00 - 23:00
1.5m above ground level
units = dB LAeq daytime

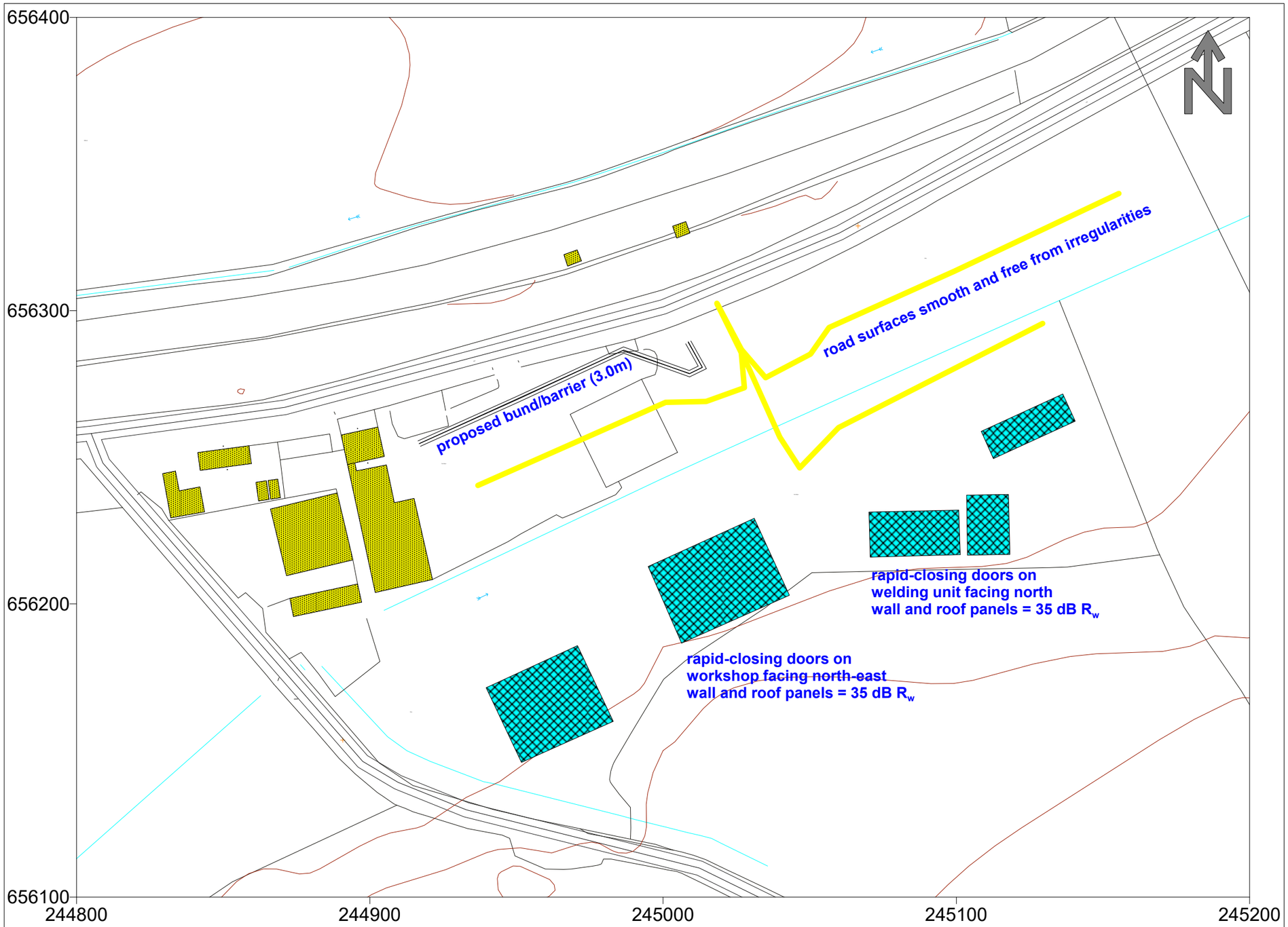





The Airshed

# Shillford
# Uplawmoor

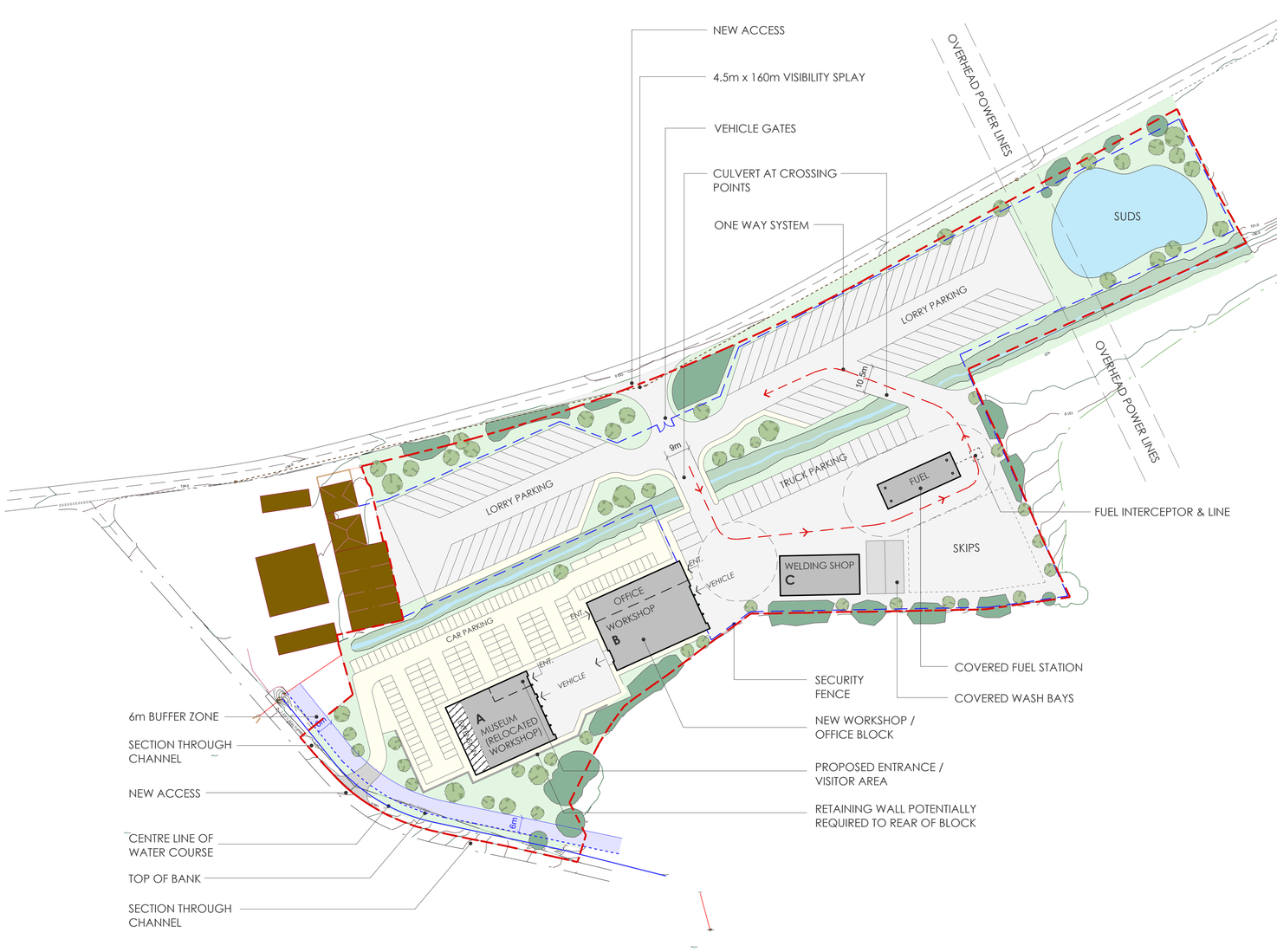
## Figure 5
## Proposed Mitigation






The Airshed

## Appendix 1 – Project Description

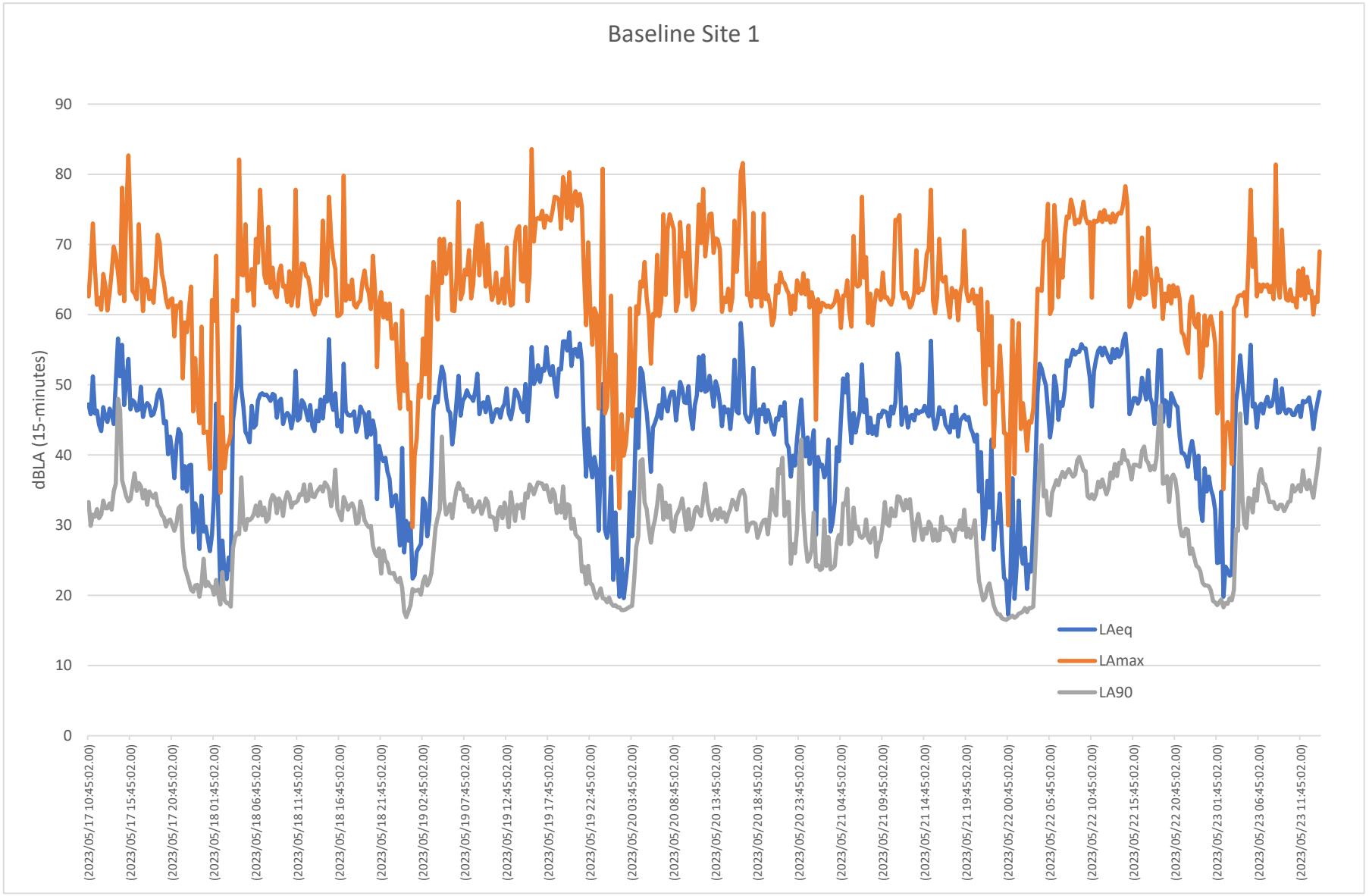

NEW ACCESS
4.5m x 160m VISIBILITY SPLAY
VEHICLE GATES
CULVERT AT CROSSING POINTS
ONE WAY SYSTEM
OVERHEAD POWER LINES
SUDS
LORRY PARKING
10.5m
9m
TRUCK PARKING
FUEL
FUEL INTERCEPTOR & LINE
SKIPS
WELDING SHOP
C
ENT.
VEHICLE
OFFICE
WORKSHOP
B
CAR PARKING
A
MUSEUM
(RELOCATED
WORKSHOP)
SECURITY FENCE
COVERED FUEL STATION
COVERED WASH BAYS
NEW WORKSHOP / OFFICE BLOCK
PROPOSED ENTRANCE / VISITOR AREA
RETAINING WALL POTENTIALLY REQUIRED TO REAR OF BLOCK
6m BUFFER ZONE
SECTION THROUGH CHANNEL
NEW ACCESS
CENTRE LINE OF WATER COURSE
TOP OF BANK
SECTION THROUGH CHANNEL
6m
50
0
50
100
150
200
250
Metres
NORTH

## Appendix 2 – Baseline Survey

## Noise Survey

| | | | |
|---|---|---|---|
| **Project Number:** | AS 0985 | **Project Name:** | Shilford Haulage |
| **Log Book Number:** | 116 | | |
| **Site No:** | 1 | **Date / Time:** | Wednesday 17th May 2023: 10:45 till Tuesday 23rd May 2023: 14:00 |
| **Location :** | Uplawmoor Road | | Weather Station |
| | | Sound Level Meter: | 5 |
| | | Calibration at End: | 113.6 |
| **Site No:** | 2 | **Date / Time:** | Wednesday 17th May 2023: 11:10 |
| **Location :** | Lagavulin Road | Temperature (C): | 12 |
| | | Wind Speed/Dir. : | 0 |
| | | Cloud Cover (Oktas): | 3 |
| | | Sound Level Meter: | 7 |
| | | Calibration at End: | 113.7 |
| **Site No:** | 3 | **Date / Time:** | Tuesday 23rd May 2023: 11:30 |
| **Location :** | Shilford Mill A736 | Temperature (C): | 13 |
| | | Wind Speed/Dir. : | 2-3m/s SW |
| | | Cloud Cover (Oktas): | 8 |
| | | Sound Level Meter: | 5 |
| | | Calibration at End: | 113.7 |
| **Site No:** | 4 | **Date / Time:** | Tuesday 23rd May 2023: 12:50 |
| **Location :** | Cowdenmill Cottages | Temperature (C): | 14 |
| | | Wind Speed/Dir. : | 2-3m/s SW |
| | | Cloud Cover (Oktas): | 8 |
| | | Sound Level Meter: | 5 |
| | | Calibration at End: | 113.7 |
| Norsonic Nor-140 Sound Level Meter 5 | | Serial No. | 1406913 |
| Norsonic Nor-1251 Acoustic Calibrator A | | Serial No. | 31060 |
| Norsonic Nor-1225 Microphone | | Serial No. | 208201 |
| Norsonic Nor-1217 Outdoor Protection Kit | | Serial No. | 12175402 |
| Calibration Factor 113.8 | | | |
| Norsonic Nor-140 Sound Level Meter 7 | | Serial No. | 1405074 |
| Norsonic Nor-1251 Acoustic Calibrator A | | Serial No. | 31060 |
| Gras 40AF Microphone | | Serial No. | 114655 |
| Norsonic Nor-1217 Outdoor Protection Kit | | Serial No. | 12175404 |
| Calibration Factor 113.8 | | | |
| **Weather Station** | | Date/Time: | Wednesday 17th May 2023: 10:45 till Tuesday 23rd May 2023: 14:00 |
| Davis Vantage Pro 2 | 6152UK | | |





Baseline Site 1
dBLA (15-minutes)
90
80
70
60
50
40
30
20
10
0
LAeq
LAmax
LA90
(2023/05/17 10:45:02.00)
(2023/05/17 15:45:02.00)
(2023/05/17 20:45:02.00)
(2023/05/18 01:45:02.00)
(2023/05/18 06:45:02.00)
(2023/05/18 11:45:02.00)
(2023/05/18 16:45:02.00)
(2023/05/18 21:45:02.00)
(2023/05/19 02:45:02.00)
(2023/05/19 07:45:02.00)
(2023/05/19 12:45:02.00)
(2023/05/19 17:45:02.00)
(2023/05/19 22:45:02.00)
(2023/05/20 03:45:02.00)
(2023/05/20 08:45:02.00)
(2023/05/20 13:45:02.00)
(2023/05/20 18:45:02.00)
(2023/05/20 23:45:02.00)
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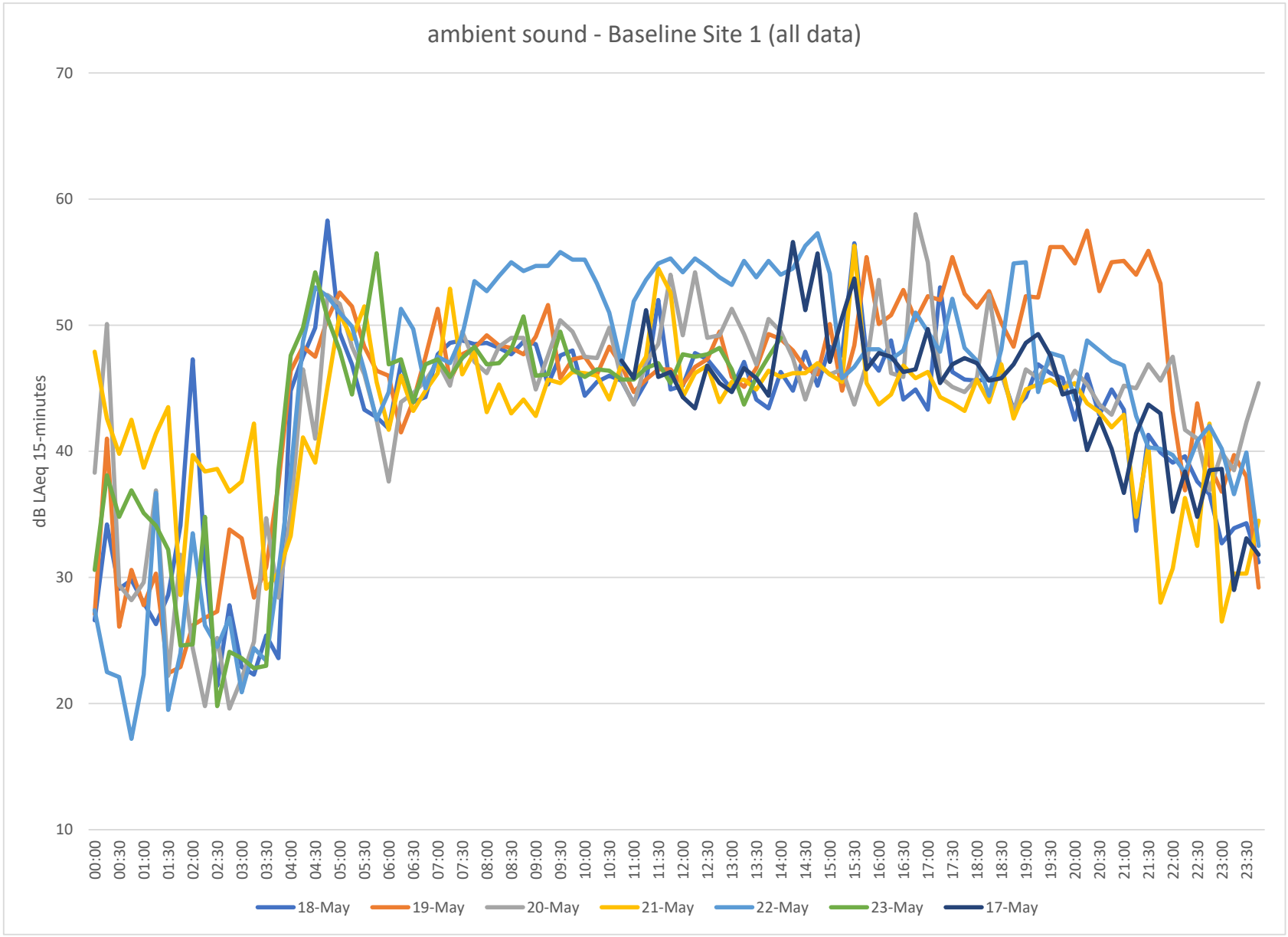
(2023/05/23 06:45:02.00)
(2023/05/23 11:45:02.00)


ambient sound - Baseline Site 1 (all data)
dB LAeq 15-minutes
70
60
50
40
30
20
10
00:00
00:30
01:00
01:30
02:00
02:30
03:00
03:30
04:00
04:30
05:00
05:30
06:00
06:30
07:00
07:30
08:00
08:30
09:00
09:30
10:00
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11:00
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19:00
19:30
20:00
20:30
21:00
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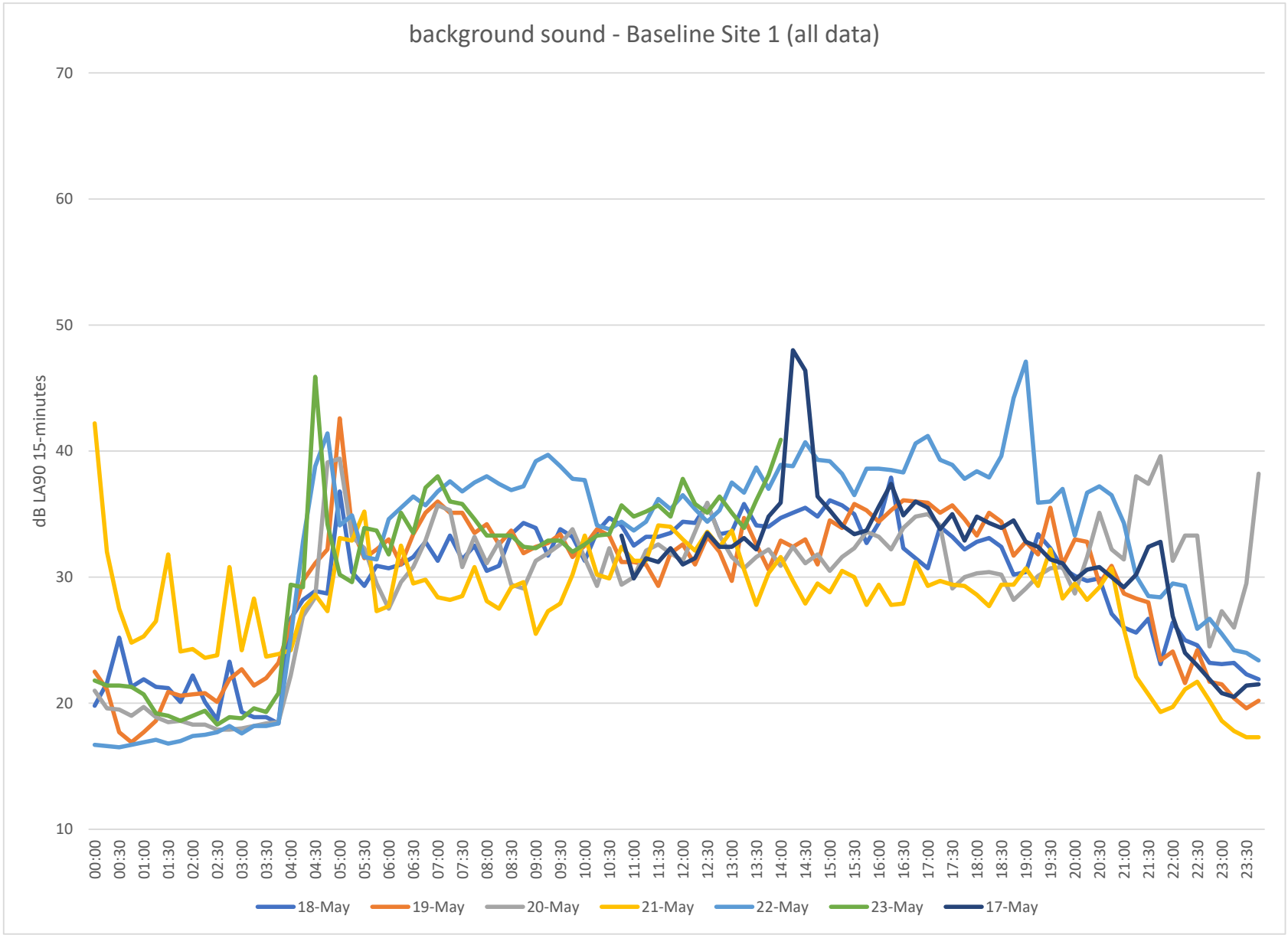
19-May
20-May
21-May
22-May
23-May
17-May


background sound - Baseline Site 1 (all data)
dB LA90 15-minutes
70
60
50
40
30
20
10
00:00
00:30
01:00
01:30
02:00
02:30
03:00
03:30
04:00
04:30
05:00
05:30
06:00
06:30
07:00
07:30
08:00
08:30
09:00
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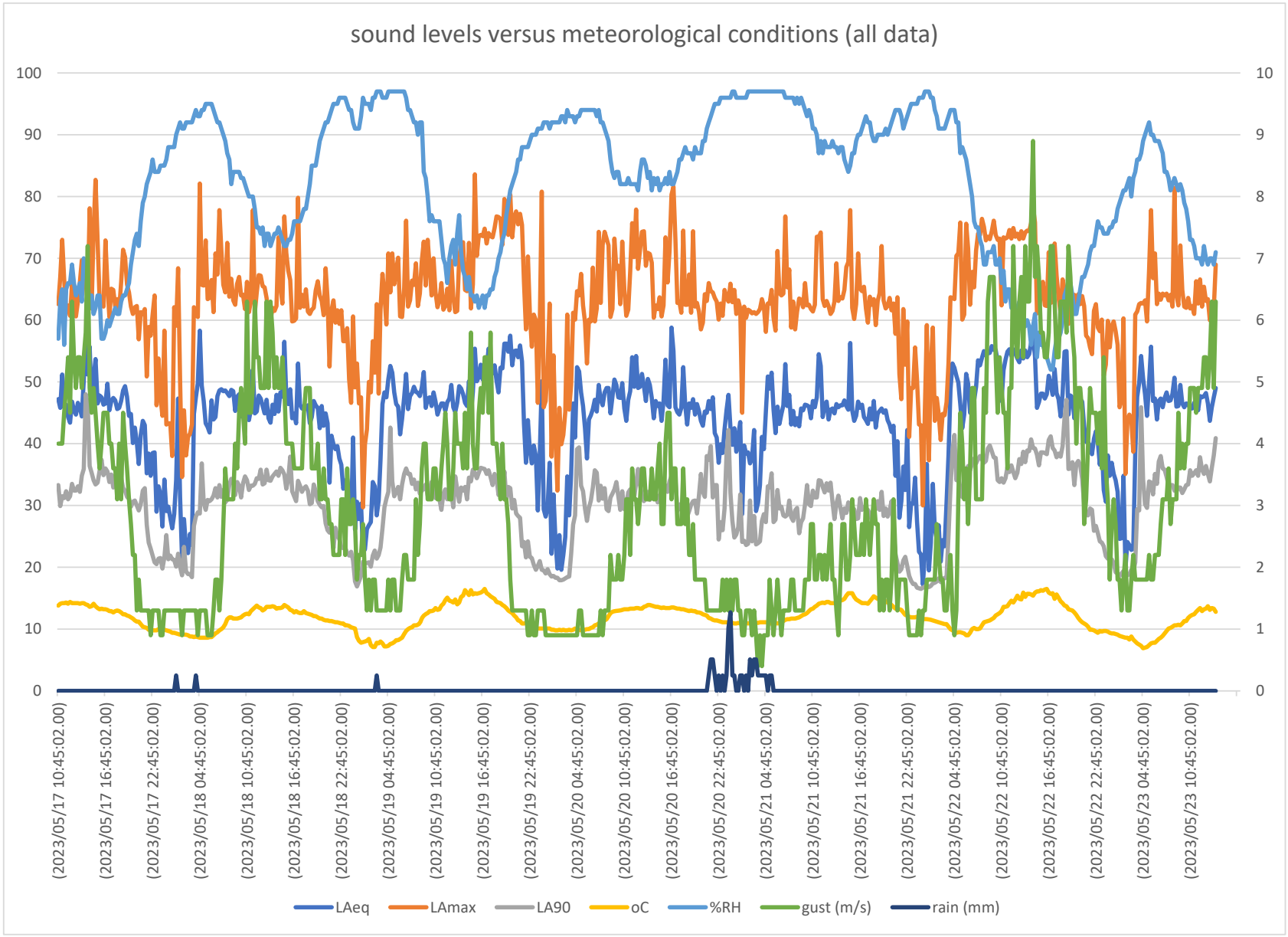
19-May
20-May
21-May
22-May
23-May
17-May


sound levels versus meteorological conditions (all data)
100
90
80
70
60
50
40
30
20
10
0
10
9
8
7
6
5
4
3
2
1
0
(2023/05/17 10:45:02.00)
(2023/05/17 16:45:02.00)
(2023/05/17 22:45:02.00)
(2023/05/18 04:45:02.00)
(2023/05/18 10:45:02.00)
(2023/05/18 16:45:02.00)
(2023/05/18 22:45:02.00)
(2023/05/19 04:45:02.00)
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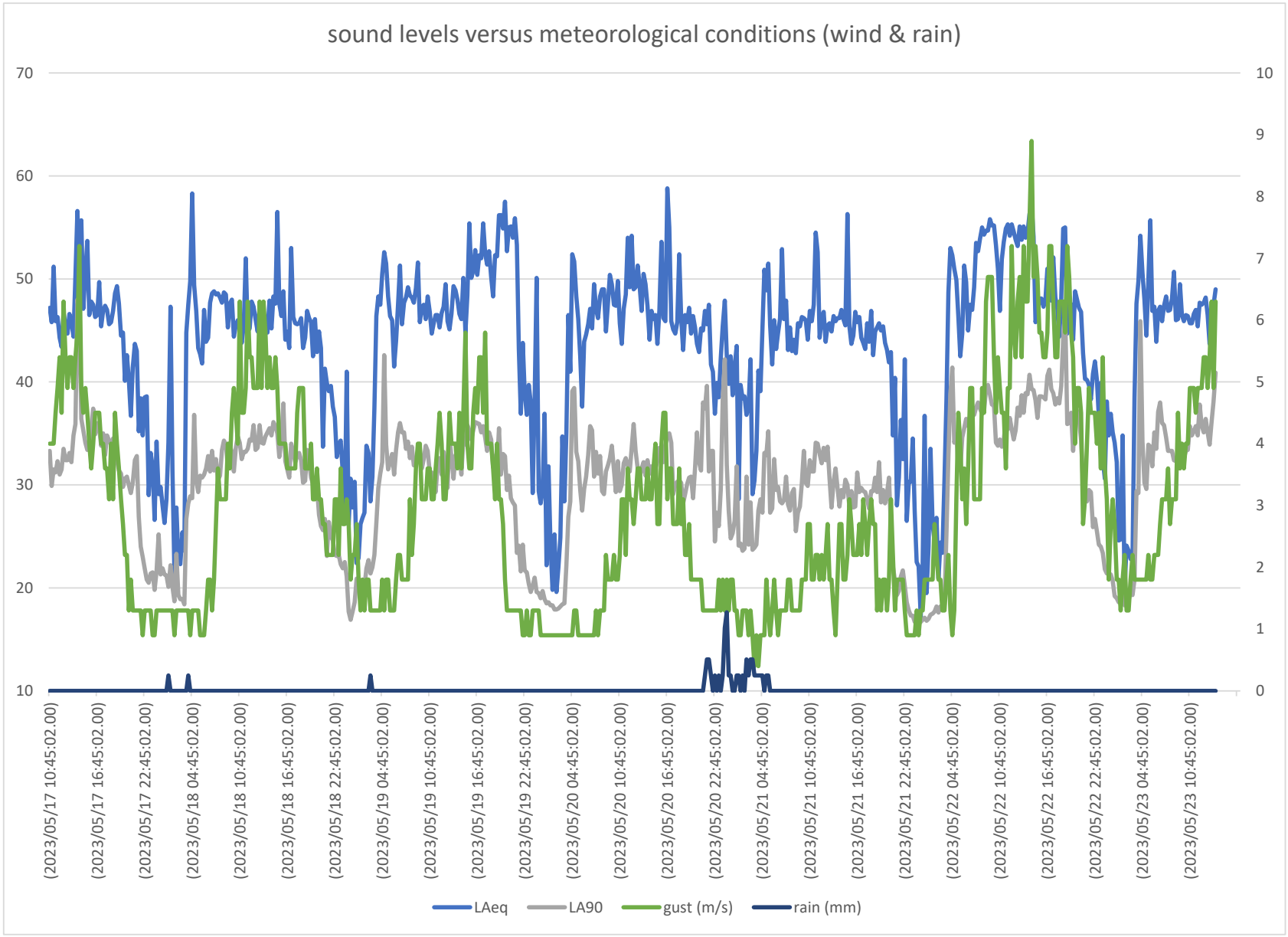
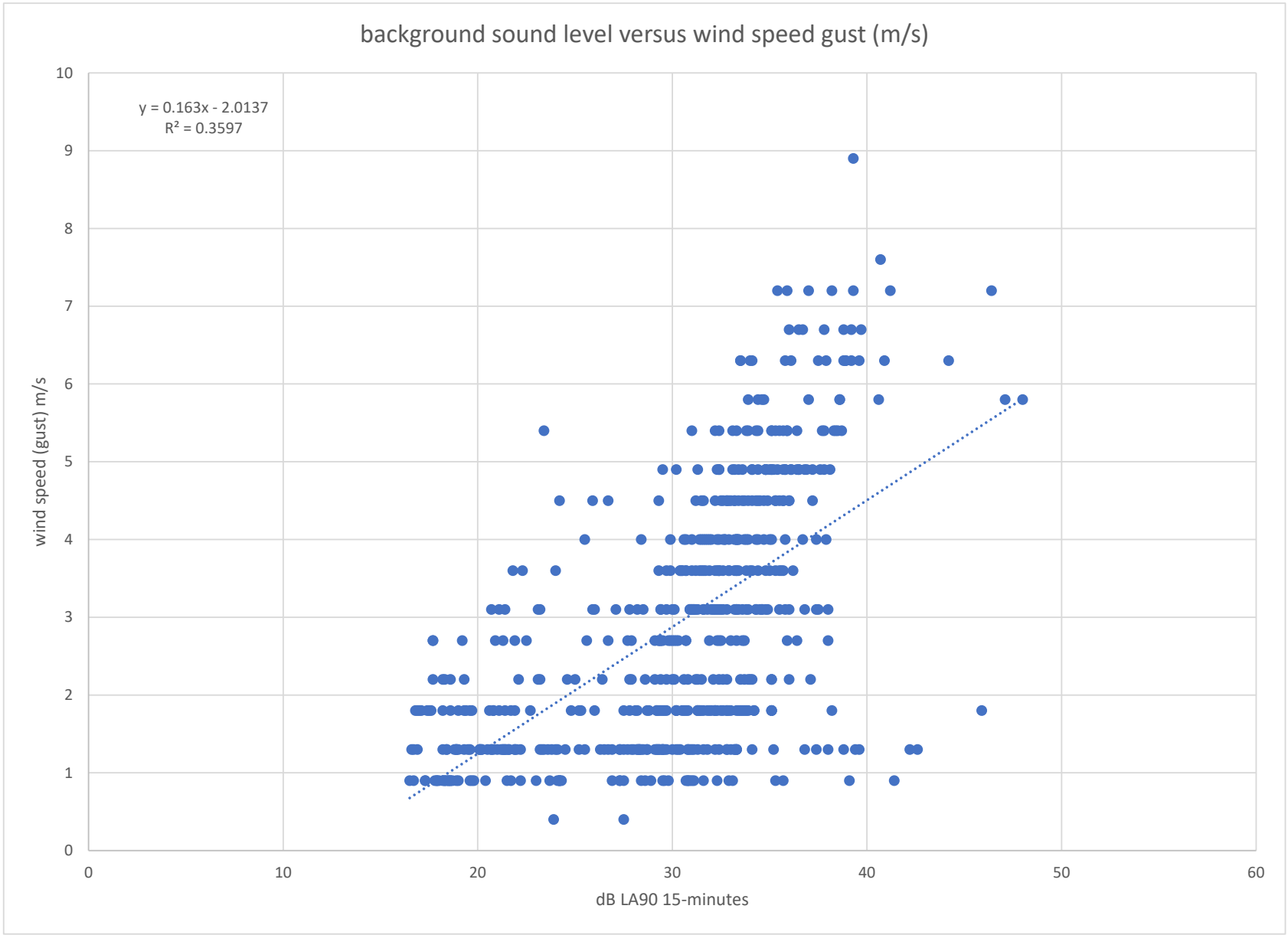
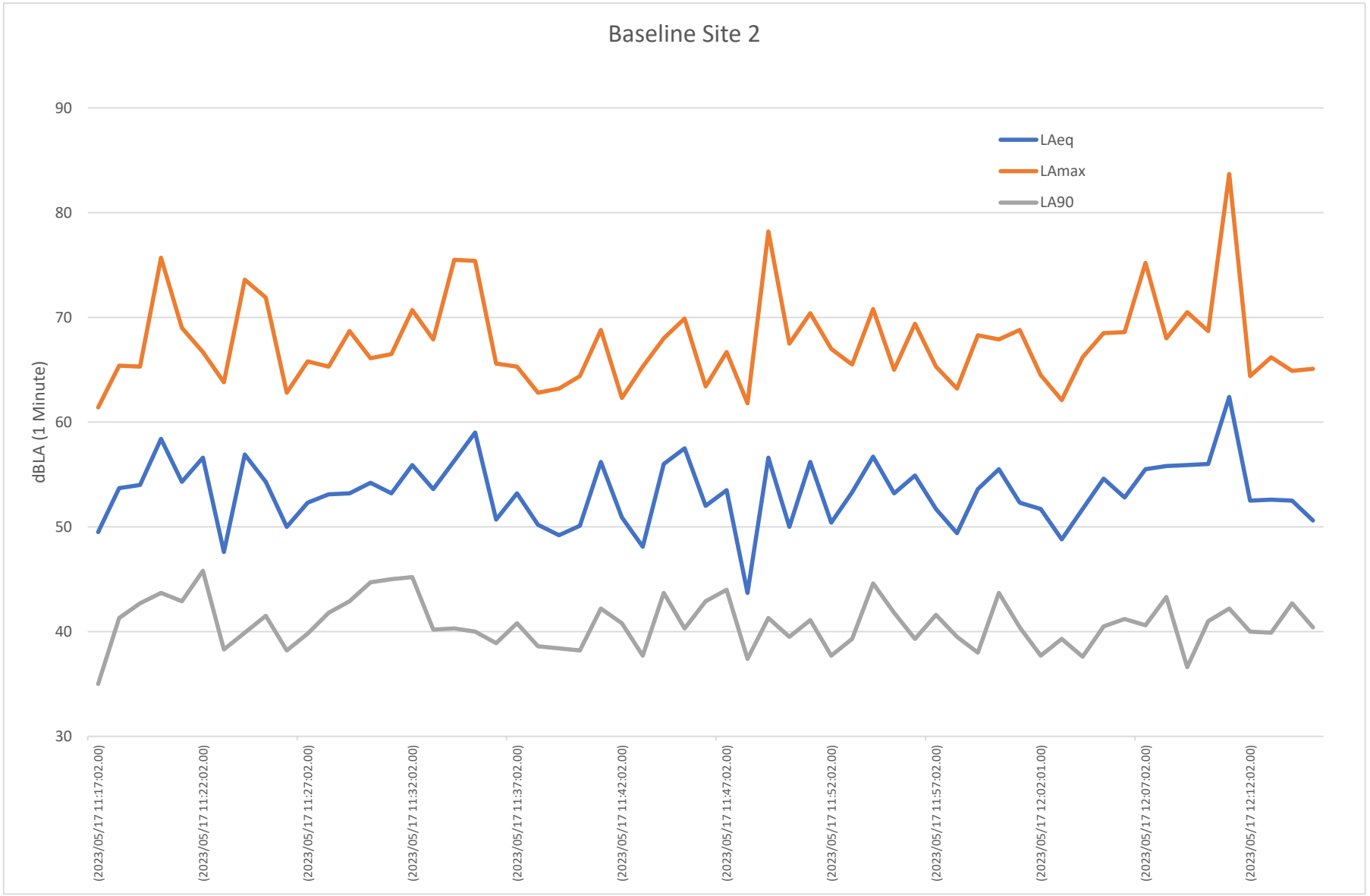
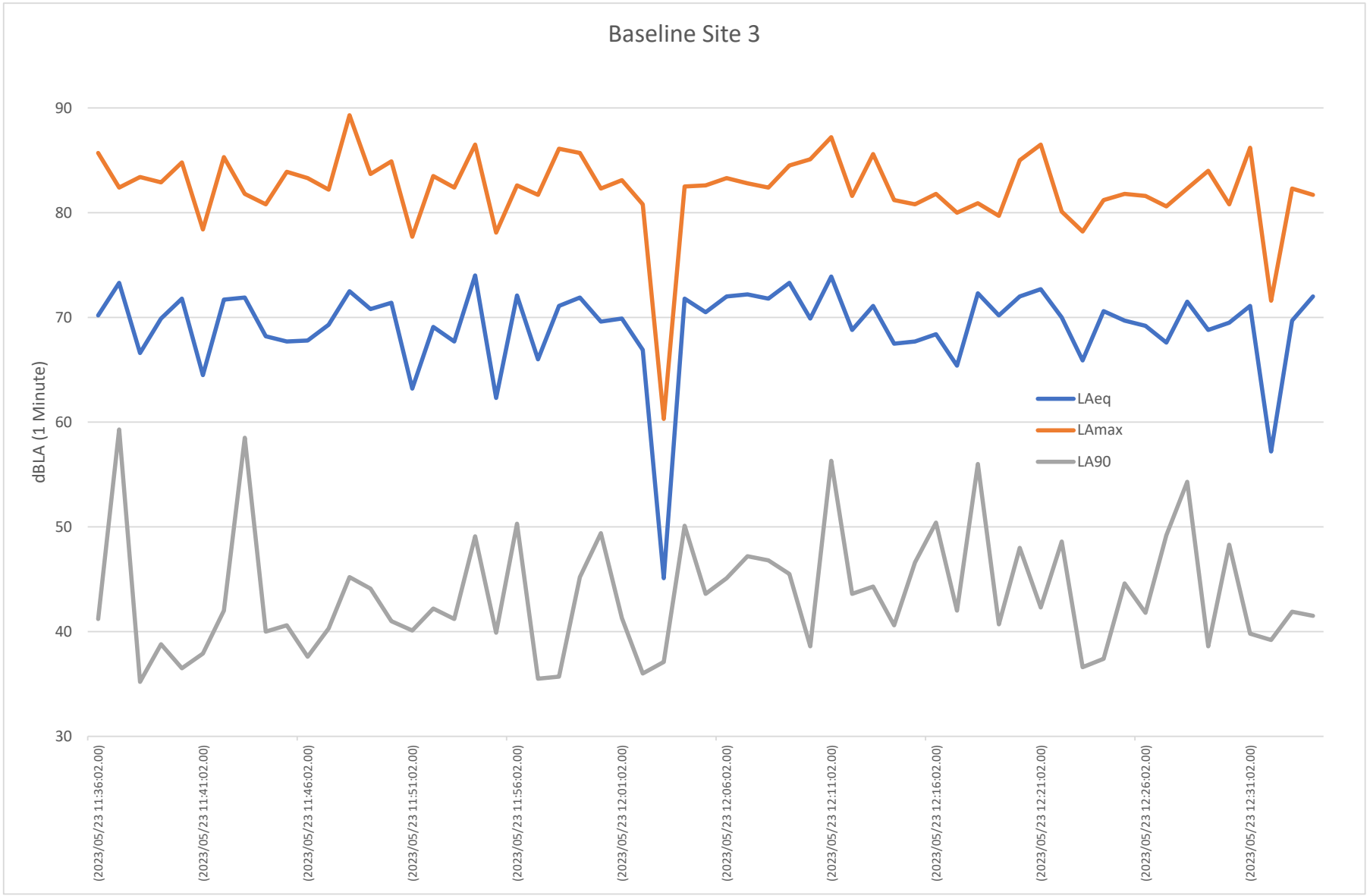
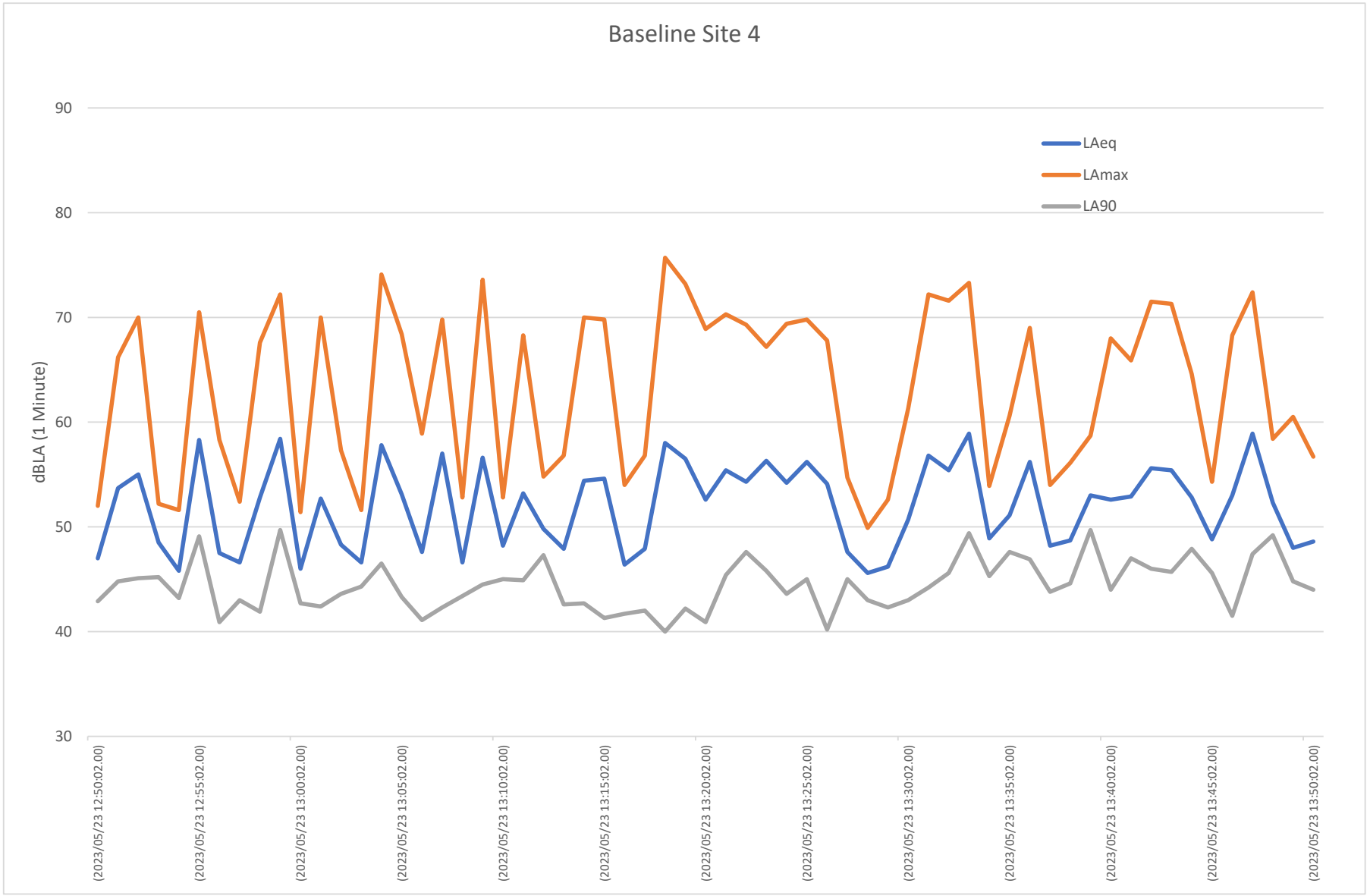
(2023/05/19 22:45:02.00)
(2023/05/20 04:45:02.00)
(2023/05/20 10:45:02.00)
(2023/05/20 16:45:02.00)
(2023/05/20 22:45:02.00)
(2023/05/21 04:45:02.00)
(2023/05/21 10:45:02.00)
(2023/05/21 16:45:02.00)
(2023/05/21 22:45:02.00)
(2023/05/22 04:45:02.00)
(2023/05/22 10:45:02.00)
(2023/05/22 16:45:02.00)
(2023/05/22 22:45:02.00)
(2023/05/23 04:45:02.00)
(2023/05/23 10:45:02.00)
LAeq
LAmax
LA90
oC
%RH
gust (m/s)
rain (mm)


sound levels versus meteorological conditions (wind & rain)
70
60
50
40
30
20
10
10
9
8
7
6
5
4
3
2
1
0
(2023/05/17 10:45:02.00)
(2023/05/17 16:45:02.00)
(2023/05/17 22:45:02.00)
(2023/05/18 04:45:02.00)
(2023/05/18 10:45:02.00)
(2023/05/18 16:45:02.00)
(2023/05/18 22:45:02.00)
(2023/05/19 04:45:02.00)
(2023/05/19 10:45:02.00)
(2023/05/19 16:45:02.00)
(2023/05/19 22:45:02.00)
(2023/05/20 04:45:02.00)
(2023/05/20 10:45:02.00)
(2023/05/20 16:45:02.00)
(2023/05/20 22:45:02.00)
(2023/05/21 04:45:02.00)
(2023/05/21 10:45:02.00)
(2023/05/21 16:45:02.00)
(2023/05/21 22:45:02.00)
(2023/05/22 04:45:02.00)
(2023/05/22 10:45:02.00)
(2023/05/22 16:45:02.00)
(2023/05/22 22:45:02.00)
(2023/05/23 04:45:02.00)
(2023/05/23 10:45:02.00)
LAeq
LA90
gust (m/s)
rain (mm)


background sound level versus wind speed gust (m/s)
y = 0.163x - 2.0137
R² = 0.3597
wind speed (gust) m/s
dB LA90 15-minutes
0
1
2
3
4
5
6
7
8
9
10
0
10
20
30
40
50
60


Baseline Site 2
90
80
70
60
50
40
30
dBLA (1 Minute)
LAeq
LAmax
LA90
(2023/05/17 11:17:02.00)
(2023/05/17 11:22:02.00)
(2023/05/17 11:27:02.00)
(2023/05/17 11:32:02.00)
(2023/05/17 11:37:02.00)
(2023/05/17 11:42:02.00)
(2023/05/17 11:47:02.00)
(2023/05/17 11:52:02.00)
(2023/05/17 11:57:02.00)
(2023/05/17 12:02:01.00)
(2023/05/17 12:07:02.00)
(2023/05/17 12:12:02.00)

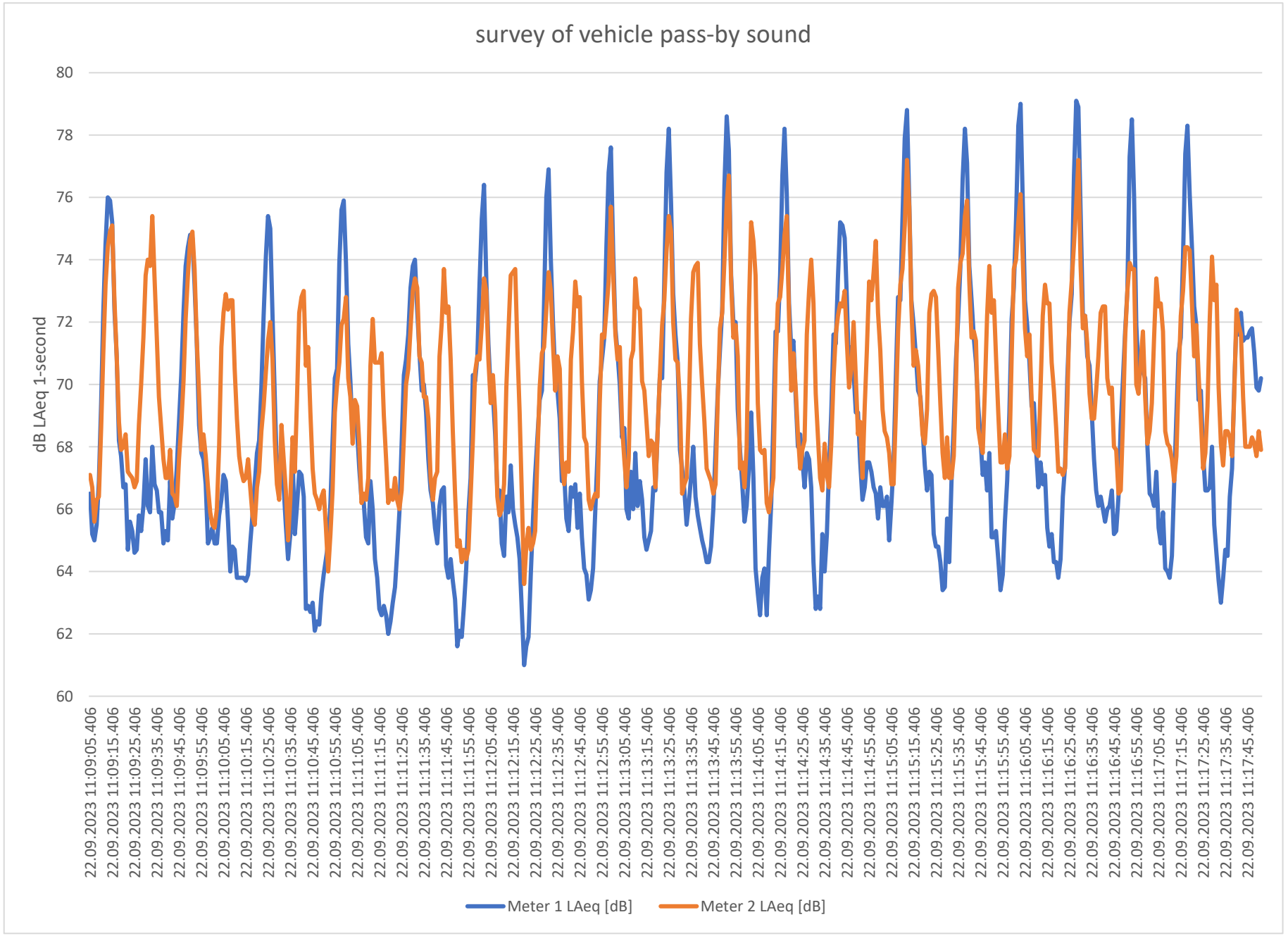

Baseline Site 3
dBLA (1 Minute)
90
80
70
60
50
40
30
LAeq
LAmax
LA90
(2023/05/23 11:36:02.00)
(2023/05/23 11:41:02.00)
(2023/05/23 11:46:02.00)
(2023/05/23 11:51:02.00)
(2023/05/23 11:56:02.00)
(2023/05/23 12:01:02.00)
(2023/05/23 12:06:02.00)
(2023/05/23 12:11:02.00)
(2023/05/23 12:16:02.00)
(2023/05/23 12:21:02.00)
(2023/05/23 12:26:02.00)
(2023/05/23 12:31:02.00)

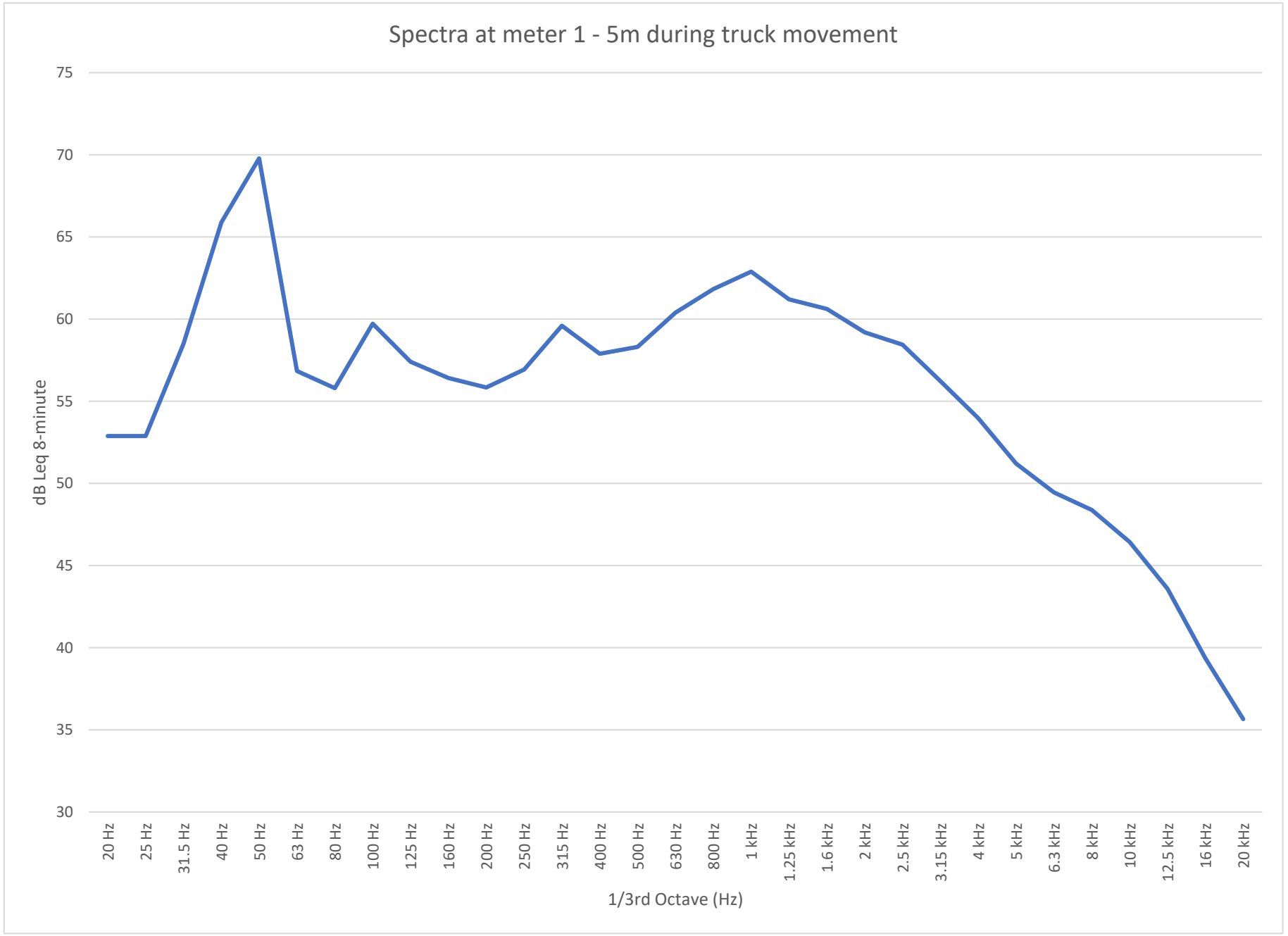

Baseline Site 4
90
80
70
60
50
40
30
dBLA (1 Minute)
LAeq
LAmax
LA90
(2023/05/23 12:50:02.00)
(2023/05/23 12:55:02.00)
(2023/05/23 13:00:02.00)
(2023/05/23 13:05:02.00)
(2023/05/23 13:10:02.00)
(2023/05/23 13:15:02.00)
(2023/05/23 13:20:02.00)
(2023/05/23 13:25:02.00)
(2023/05/23 13:30:02.00)
(2023/05/23 13:35:02.00)
(2023/05/23 13:40:02.00)
(2023/05/23 13:45:02.00)
(2023/05/23 13:50:02.00)

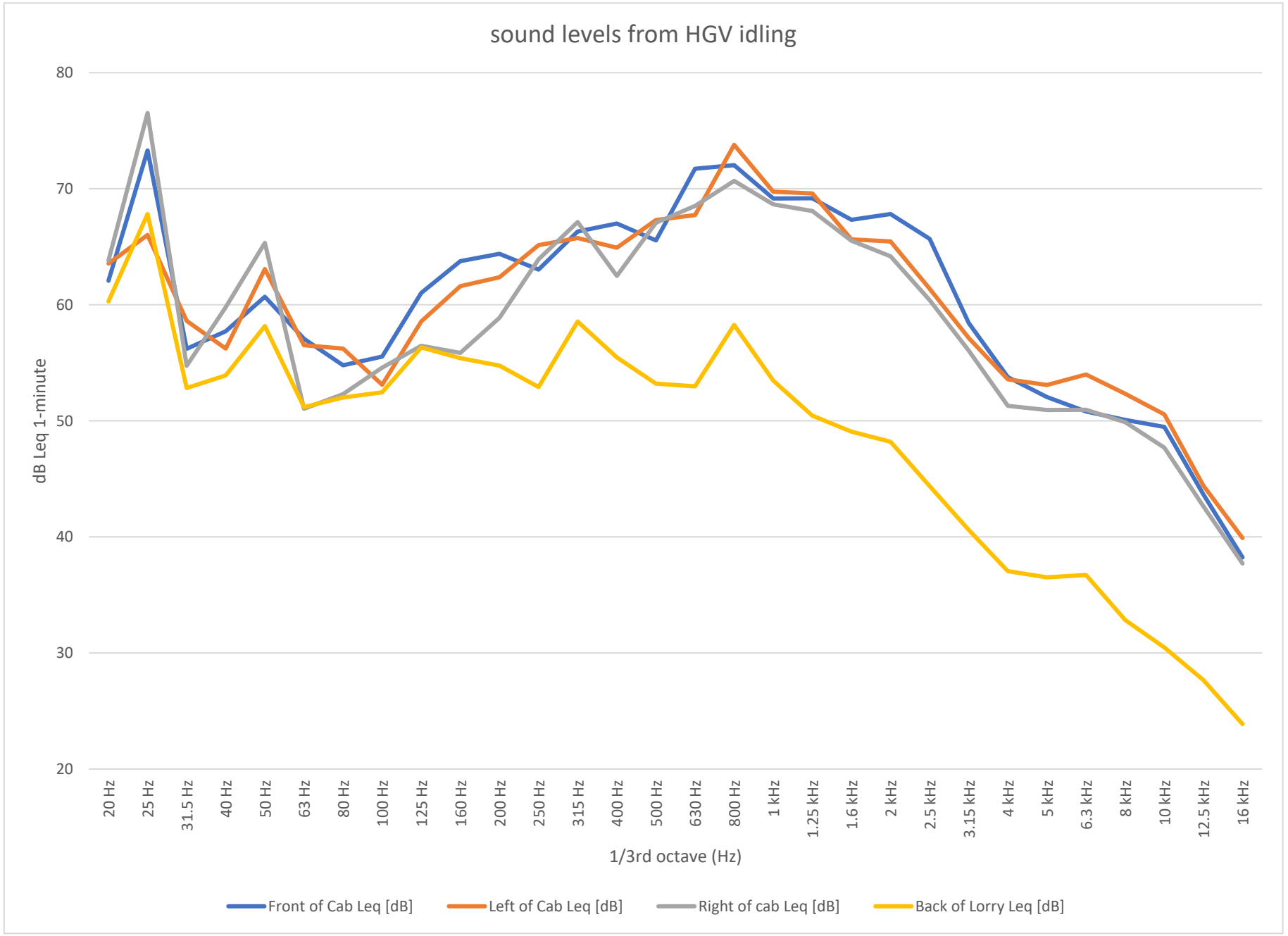
## Noise Survey

| | | | |
|---|---|---|---|
| **Project Number:** | AS 0985 | **Project Name:** | Shilford Haulage |
| **Log Book Number:** | J001 | | |
| **Site No:** | 1 | **Start Date/Time:** | Tuesday 22nd September 2023 11.17 |
| **Location :** | South | **End Date/Time:** | Tuesday 22nd September 2023 11.17 |
| | 6m south of centre line of lorry path | | |
| | | Sound Level Meter: | 9 |
| | | Calibration at End: | 113.8 |
| **Site No:** | 2 | **Start Date/Time:** | Tuesday 22nd September 2023 11.09 |
| **Location :** | North | **End Date/Time:** | Tuesday 22nd September 2023 11.17 |
| | 6m north of centre line of lorry path | | |
| | | Sound Level Meter: | 8 |
| | | Calibration at End: | 113.8 |
| **Site No:** | 3 | **Start Date/Time:** | Tuesday 12th September 2023 17.40 |
| **Location :** | Site boundary, South | **End Date/Time:** | |
| | 24 West of façade of garage, at southern site boundary | | |
| | | Sound Level Meter: | 5 |
| | | Calibration at End: | 113.8 |

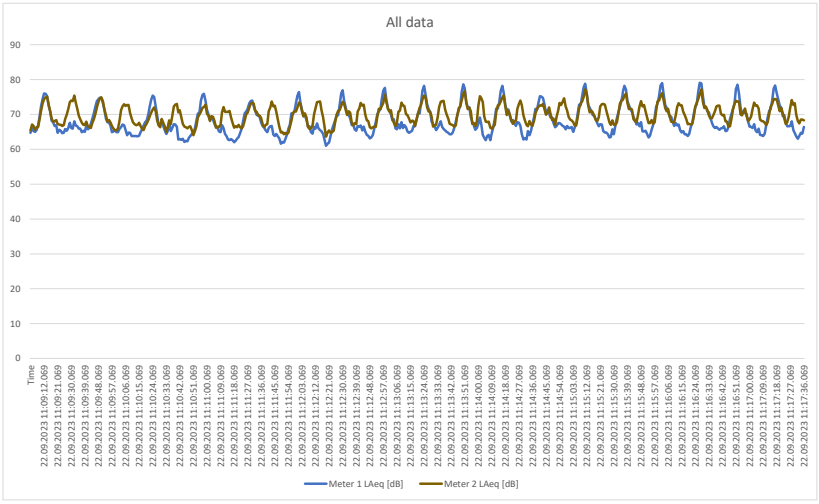
| | | |
|---|---|---|
| Norsonic Nor-1251 Acoustic Calibrator B | Serial No. | 34961 |
| Norsonic Nor-140 Sound Level Meter 5 | Serial No. | 1406913 |
| Norsonic Nor-1225 Microphone | Serial No. | 208201 |
| Norsonic Nor-1217 Outdoor Protection Kit | Serial No. | 12175402 |
| Calibration Factor 113.8 | | |
| Norsonic Nor-145 Sound Level Meter 8 | Serial No. | 14530080 |
| Norsonic Nor-1227 Microphone | Serial No. | 526963 |
| Norsonic Nor-1217 Outdoor Protection Kit | Serial No. | 12176001 |
| Calibration Factor 113.8 | | |
| Norsonic Nor-145 Sound Level Meter 9 | Serial No. | 14530081 |
| Norsonic Nor-1227 Microphone | Serial No. | 516648 |
| Norsonic Nor-1217 Outdoor Protection Kit | Serial No. | 12176002 |
| Calibration Factor 113.8 | | |


survey of vehicle pass-by sound
dB LAeq 1-second
80
78
76
74
72
70
68
66
64
62
60
22.09.2023 11:09:05.406
22.09.2023 11:09:15.406
22.09.2023 11:09:25.406
22.09.2023 11:09:35.406
22.09.2023 11:09:45.406
22.09.2023 11:09:55.406
22.09.2023 11:10:05.406
22.09.2023 11:10:15.406
22.09.2023 11:10:25.406
22.09.2023 11:10:35.406
22.09.2023 11:10:45.406
22.09.2023 11:10:55.406
22.09.2023 11:11:05.406
22.09.2023 11:11:15.406
22.09.2023 11:11:25.406
22.09.2023 11:11:35.406
22.09.2023 11:11:45.406
22.09.2023 11:11:55.406
22.09.2023 11:12:05.406
22.09.2023 11:12:15.406
22.09.2023 11:12:25.406
22.09.2023 11:12:35.406
22.09.2023 11:12:45.406
22.09.2023 11:12:55.406
22.09.2023 11:13:05.406
22.09.2023 11:13:15.406
22.09.2023 11:13:25.406
22.09.2023 11:13:35.406
22.09.2023 11:13:45.406
22.09.2023 11:13:55.406
22.09.2023 11:14:05.406
22.09.2023 11:14:15.406
22.09.2023 11:14:25.406
22.09.2023 11:14:35.406
22.09.2023 11:14:45.406
22.09.2023 11:14:55.406
22.09.2023 11:15:05.406
22.09.2023 11:15:15.406
22.09.2023 11:15:25.406
22.09.2023 11:15:35.406
22.09.2023 11:15:45.406
22.09.2023 11:15:55.406
22.09.2023 11:16:05.406
22.09.2023 11:16:15.406
22.09.2023 11:16:25.406
22.09.2023 11:16:35.406
22.09.2023 11:16:45.406
22.09.2023 11:16:55.406
22.09.2023 11:17:05.406
22.09.2023 11:17:15.406
22.09.2023 11:17:25.406
22.09.2023 11:17:35.406
22.09.2023 11:17:45.406
Meter 1 LAeq [dB]
Meter 2 LAeq [dB]


Spectra at meter 1 - 5m during truck movement
dB Leq 8-minute
75
70
65
60
55
50
45
40
35
30
20 Hz
25 Hz
31.5 Hz
40 Hz
50 Hz
63 Hz
80 Hz
100 Hz
125 Hz
160 Hz
200 Hz
250 Hz
315 Hz
400 Hz
500 Hz
630 Hz
800 Hz
1 kHz
1.25 kHz
1.6 kHz
2 kHz
2.5 kHz
3.15 kHz
4 kHz
5 kHz
6.3 kHz
8 kHz
10 kHz
12.5 kHz
16 kHz
20 kHz
1/3rd Octave (Hz)


sound levels from HGV idling
80
70
60
50
40
30
20
dB Leq 1-minute
20 Hz
25 Hz
31.5 Hz
40 Hz
50 Hz
63 Hz
80 Hz
100 Hz
125 Hz
160 Hz
200 Hz
250 Hz
315 Hz
400 Hz
500 Hz
630 Hz
800 Hz
1 kHz
1.25 kHz
1.6 kHz
2 kHz
2.5 kHz
3.15 kHz
4 kHz
5 kHz
6.3 kHz
8 kHz
10 kHz
12.5 kHz
16 kHz
1/3rd octave (Hz)
Front of Cab Leq [dB]
Left of Cab Leq [dB]
Right of cab Leq [dB]
Back of Lorry Leq [dB]

| Time | Meter 1 LAeq [dB] | Meter 2 LAeq [dB] | M1 antilog | M2 antilog |
|---|---|---|---|---|
| 22.09.2023 11:09:05.069 | 64.7 | 65.4 | 2951209 | 3311311 |
| 22.09.2023 11:09:06.069 | 66.5 | 67.1 | 4466836 | 5888437 |
| 22.09.2023 11:09:07.069 | 65.2 | 66.7 | 3311311 | 4365158 |
| 22.09.2023 11:09:08.069 | 65 | 65.6 | 3162278 | 3467369 |
| 22.09.2023 11:09:09.069 | 65.5 | 66.3 | 3548134 | 4073803 |
| 22.09.2023 11:09:10.069 | 66.9 | 66.4 | 4897788 | 6309573 |
| 22.09.2023 11:09:11.069 | 69.4 | 68.6 | 8709636 | 10471285 |
| 22.09.2023 11:09:12.069 | 72.3 | 71 | 16982437 | 21877616 |
| 22.09.2023 11:09:13.069 | 74.5 | 73.2 | 28183829 | 34673685 |
| 22.09.2023 11:09:14.069 | 76 | 74.4 | 39810717 | 46773514 |
| 22.09.2023 11:09:15.069 | 75.9 | 74.9 | 38904514 | 45708819 |
| 22.09.2023 11:09:16.069 | 75.2 | 75.1 | 33113112 | 40738028 |
| 22.09.2023 11:09:17.069 | 72.4 | 72.7 | 17378008 | 28840315 |
| 22.09.2023 11:09:18.069 | 70.9 | 70.9 | 12302688 | 15135612 |
| 22.09.2023 11:09:19.069 | 68.2 | 68.8 | 6606934 | 9332543 |
| 22.09.2023 11:09:20.069 | 67.7 | 67.9 | 5888437 | 7585776 |
| 22.09.2023 11:09:21.069 | 66.7 | 68 | 4677351 | 6025596 |
| 22.09.2023 11:09:22.069 | 66.8 | 68.4 | 4786301 | 5888437 |
| 22.09.2023 11:09:23.069 | 64.7 | 67.2 | 2951209 | 5128614 |
| 22.09.2023 11:09:24.069 | 65.6 | 67.1 | 3630781 | 5011872 |
| 22.09.2023 11:09:25.069 | 65.3 | 67 | 3388442 | 4265795 |
| 22.09.2023 11:09:26.069 | 64.6 | 66.7 | 2884032 | 3388442 |
| 22.09.2023 11:09:27.069 | 64.7 | 66.9 | 2951209 | 3388442 |
| 22.09.2023 11:09:28.069 | 65.8 | 68.7 | 3801894 | 4570882 |
| 22.09.2023 11:09:29.069 | 65.3 | 70 | 3388442 | 4365158 |
| 22.09.2023 11:09:30.069 | 66.1 | 71.5 | 4073803 | 4677351 |
| 22.09.2023 11:09:31.069 | 67.6 | 73.5 | 5754399 | 6309573 |
| 22.09.2023 11:09:32.069 | 66.1 | 74 | 4073803 | 5754399 |
| 22.09.2023 11:09:33.069 | 65.9 | 73.8 | 3890451 | 4265795 |
| 22.09.2023 11:09:34.069 | 68 | 75.4 | 6309573 | 7413102 |
| 22.09.2023 11:09:35.069 | 66.8 | 73.4 | 4786301 | 5888437 |
| 22.09.2023 11:09:36.069 | 66.6 | 71.5 | 4570882 | 5011872 |
| 22.09.2023 11:09:37.069 | 65.9 | 69.6 | 3890451 | 4570882 |
| 22.09.2023 11:09:38.069 | 65.9 | 68.6 | 3890451 | 4265795 |
| 22.09.2023 11:09:39.069 | 64.9 | 67.6 | 3090295 | 3981072 |
| 22.09.2023 11:09:40.069 | 65.3 | 67 | 3388442 | 4168694 |
| 22.09.2023 11:09:41.069 | 65 | 67 | 3162278 | 4168694 |
| 22.09.2023 11:09:42.069 | 66.9 | 67.9 | 4897788 | 5754399 |
| 22.09.2023 11:09:43.069 | 65.7 | 66.5 | 3715352 | 5248075 |
| 22.09.2023 11:09:44.069 | 66.2 | 66.4 | 4168694 | 4677351 |
| 22.09.2023 11:09:45.069 | 67.3 | 66.1 | 5370318 | 6165950 |
| 22.09.2023 11:09:46.069 | 68.8 | 67.6 | 7585776 | 8511380 |
| 22.09.2023 11:09:47.069 | 70.3 | 68.7 | 10715193 | 13489629 |
| 22.09.2023 11:09:48.069 | 72.3 | 70.1 | 16982437 | 20417379 |
| 22.09.2023 11:09:49.069 | 73.8 | 72.1 | 23988329 | 28183829 |
| 22.09.2023 11:09:50.069 | 74.4 | 73.5 | 27542287 | 32359366 |
| 22.09.2023 11:09:51.069 | 74.8 | 74.6 | 30199517 | 36307805 |
| 22.09.2023 11:09:52.069 | 74.7 | 74.9 | 29512092 | 35481339 |
| 22.09.2023 11:09:53.069 | 73.2 | 73.7 | 20892961 | 29512092 |
| 22.09.2023 11:09:54.069 | 71.3 | 71.4 | 13489629 | 15488166 |
| 22.09.2023 11:09:55.069 | 68.7 | 69.7 | 7413102 | 12302688 |
| 22.09.2023 11:09:56.069 | 67.8 | 67.9 | 6025596 | 7244360 |
| 22.09.2023 11:09:57.069 | 67.6 | 68.4 | 5754399 | 7585776 |
| 22.09.2023 11:09:58.069 | 66.8 | 67.7 | 4786301 | 5888437 |
| 22.09.2023 11:09:59.069 | 64.9 | 66.7 | 3090295 | 5248075 |
| 22.09.2023 11:10:00.069 | 65.1 | 65.9 | 3235937 | 3715352 |
| 22.09.2023 11:10:01.069 | 65.4 | 65.5 | 3467369 | 3981072 |
| 22.09.2023 11:10:02.069 | 64.9 | 65.4 | 3090295 | 3715352 |
| 22.09.2023 11:10:03.069 | 64.9 | 66 | 3090295 | 3548134 |
| 22.09.2023 11:10:04.069 | 65.8 | 68 | 3801894 | 5248075 |
| 22.09.2023 11:10:05.069 | 66.3 | 71.2 | 4265795 | 5011872 |
| 22.09.2023 11:10:06.069 | 67.1 | 72.3 | 5128614 | 6025596 |
| 22.09.2023 11:10:07.069 | 66.9 | 72.9 | 4897788 | 5370318 |
| 22.09.2023 11:10:08.069 | 65.6 | 72.4 | 3630781 | 4677351 |
| 22.09.2023 11:10:09.069 | 64 | 72.7 | 2511886 | 3090295 |
| 22.09.2023 11:10:10.069 | 64.8 | 72.7 | 3019952 | 3235937 |
| 22.09.2023 11:10:11.069 | 64.7 | 70.5 | 2951209 | 3311311 |
| 22.09.2023 11:10:12.069 | 63.8 | 68.9 | 2398833 | 2754229 |
| 22.09.2023 11:10:13.069 | 63.8 | 67.7 | 2398833 | 2630268 |
| 22.09.2023 11:10:14.069 | 63.8 | 67.2 | 2398833 | 2818383 |
| 22.09.2023 11:10:15.069 | 63.8 | 66.9 | 2398833 | 2570396 |
| 22.09.2023 11:10:16.069 | 63.7 | 67 | 2344229 | 2570396 |
| 22.09.2023 11:10:17.069 | 63.9 | 67.6 | 2454709 | 3090295 |
| 22.09.2023 11:10:18.069 | 64.9 | 66.7 | 3090295 | 3630781 |
| 22.09.2023 11:10:19.069 | 65.8 | 65.8 | 3801894 | 4265795 |
| 22.09.2023 11:10:20.069 | 66.8 | 65.5 | 4786301 | 5011872 |
| 22.09.2023 11:10:21.069 | 67.8 | 66.7 | 6025596 | 7413102 |
| 22.09.2023 11:10:22.069 | 68.2 | 67.2 | 6606934 | 8317638 |
| 22.09.2023 11:10:23.069 | 69.9 | 68.5 | 9772372 | 12022644 |
| 22.09.2023 11:10:24.069 | 72.2 | 69.3 | 16595869 | 21877616 |
| 22.09.2023 11:10:25.069 | 74.1 | 70.4 | 25703958 | 31622777 |
| 22.09.2023 11:10:26.069 | 75.4 | 71.4 | 34673685 | 38018940 |
| 22.09.2023 11:10:27.069 | 75 | 72 | 31622777 | 40738028 |
| 22.09.2023 11:10:28.069 | 72.2 | 70.8 | 16595869 | 25118864 |
| 22.09.2023 11:10:29.069 | 69.6 | 68.2 | 9120108 | 11220185 |
| 22.09.2023 11:10:30.069 | 67.1 | 66.8 | 5128614 | 6918310 |
| 22.09.2023 11:10:31.069 | 67.1 | 66.3 | 5128614 | 5888437 |
| 22.09.2023 11:10:32.069 | 68 | 68.7 | 6309573 | 8709636 |
| 22.09.2023 11:10:33.069 | 66.7 | 67.6 | 4677351 | 6025596 |
| 22.09.2023 11:10:34.069 | 65.5 | 66.6 | 3548134 | 4897788 |
| 22.09.2023 11:10:35.069 | 64.4 | 65 | 2754229 | 3235937 |
| 22.09.2023 11:10:36.069 | 65.2 | 66.3 | 3311311 | 3630781 |
| 22.09.2023 11:10:37.069 | 67.7 | 68.3 | 5888437 | 8128305 |
| 22.09.2023 11:10:38.069 | 65.2 | 67.2 | 3311311 | 4265795 |
| 22.09.2023 11:10:39.069 | 66.1 | 69.5 | 4073803 | 4786301 |
| 22.09.2023 11:10:40.069 | 67.2 | 72.3 | 5248075 | 5888437 |
| 22.09.2023 11:10:41.069 | 67.1 | 72.8 | 5128614 | 6025596 |
| 22.09.2023 11:10:42.069 | 66.4 | 73 | 4365158 | 5623413 |
| 22.09.2023 11:10:43.069 | 62.8 | 70.6 | 1905461 | 3467369 |
| 22.09.2023 11:10:44.069 | 62.9 | 71.2 | 1949845 | 2238721 |
| 22.09.2023 11:10:45.069 | 62.7 | 69.1 | 1862087 | 2041738 |
| 22.09.2023 11:10:46.069 | 63 | 67.3 | 1995262 | 2290868 |
| 22.09.2023 11:10:47.069 | 62.1 | 66.5 | 1621810 | 2041738 |
| 22.09.2023 11:10:48.069 | 62.4 | 66.3 | 1737801 | 1949845 |
| 22.09.2023 11:10:49.069 | 62.3 | 66 | 1698244 | 1949845 |
| 22.09.2023 11:10:50.069 | 63.3 | 66.4 | 2137962 | 2884032 |
| 22.09.2023 11:10:51.069 | 63.9 | 66.6 | 2454709 | 3311311 |
| 22.09.2023 11:10:52.069 | 64.4 | 65.4 | 2754229 | 3235937 |
| 22.09.2023 11:10:53.069 | 64.9 | 64 | 3090295 | 3630781 |
| 22.09.2023 11:10:54.069 | 66.2 | 65.2 | 4168694 | 4677351 |



| Time | Meter 1 LAeq [dB] | Meter 2 LAeq [dB] | M1 antilog | M2 antilog |
|---|---|---|---|---|
| 22.09.2023 11:10:55.069 | 68.2 | 66.6 | 6606934 | 8511380 |
| 22.09.2023 11:10:56.069 | 70.2 | 69.1 | 10471285 | 11748976 |
| 22.09.2023 11:10:57.069 | 70.5 | 70 | 11220185 | 14125375 |
| 22.09.2023 11:10:58.069 | 73.9 | 70.7 | 24547089 | 35481339 |
| 22.09.2023 11:10:59.069 | 75.6 | 71.9 | 36307805 | 40738028 |
| 22.09.2023 11:11:00.069 | 75.9 | 72.1 | 38904514 | 44668359 |
| 22.09.2023 11:11:01.069 | 73.9 | 72.8 | 24547089 | 40738028 |
| 22.09.2023 11:11:02.069 | 71.3 | 70.2 | 13489629 | 18197009 |
| 22.09.2023 11:11:03.069 | 70.1 | 69.6 | 10232930 | 15135612 |
| 22.09.2023 11:11:04.069 | 68.4 | 68.1 | 6918310 | 8511380 |
| 22.09.2023 11:11:05.069 | 69.4 | 69.5 | 8709636 | 10232930 |
| 22.09.2023 11:11:06.069 | 68.5 | 69.3 | 7079458 | 10715193 |
| 22.09.2023 11:11:07.069 | 67.3 | 68.1 | 5370318 | 6309573 |
| 22.09.2023 11:11:08.069 | 66.3 | 66.2 | 4265795 | 5370318 |
| 22.09.2023 11:11:09.069 | 66.2 | 66.5 | 4168694 | 6025596 |
| 22.09.2023 11:11:10.069 | 65.1 | 66.3 | 3235937 | 3715352 |
| 22.09.2023 11:11:11.069 | 64.9 | 67 | 3090295 | 3890451 |
| 22.09.2023 11:11:12.069 | 66.9 | 70.6 | 4897788 | 6309573 |
| 22.09.2023 11:11:13.069 | 66 | 72.1 | 3981072 | 5011872 |
| 22.09.2023 11:11:14.069 | 64.4 | 70.7 | 2754229 | 3311311 |
| 22.09.2023 11:11:15.069 | 63.8 | 70.7 | 2398833 | 3311311 |
| 22.09.2023 11:11:16.069 | 62.8 | 70.7 | 1905461 | 2187762 |
| 22.09.2023 11:11:17.069 | 62.6 | 71 | 1819701 | 2089296 |
| 22.09.2023 11:11:18.069 | 62.9 | 69 | 1949845 | 2041738 |
| 22.09.2023 11:11:19.069 | 62.6 | 67.6 | 1819701 | 2187762 |
| 22.09.2023 11:11:20.069 | 62 | 66.2 | 1584893 | 1737801 |
| 22.09.2023 11:11:21.069 | 62.4 | 66.6 | 1737801 | 1995262 |
| 22.09.2023 11:11:22.069 | 63 | 66.3 | 1995262 | 2570396 |
| 22.09.2023 11:11:23.069 | 63.5 | 67 | 2238721 | 2630268 |
| 22.09.2023 11:11:24.069 | 64.6 | 66.3 | 2884032 | 3801894 |
| 22.09.2023 11:11:25.069 | 65.9 | 66 | 3890451 | 4466836 |
| 22.09.2023 11:11:26.069 | 68.1 | 66.6 | 6456542 | 7079458 |
| 22.09.2023 11:11:27.069 | 70.3 | 68.3 | 10715193 | 12589254 |
| 22.09.2023 11:11:28.069 | 70.8 | 70 | 12022644 | 14454398 |
| 22.09.2023 11:11:29.069 | 71.6 | 70.5 | 14454398 | 16982437 |
| 22.09.2023 11:11:30.069 | 73.1 | 71.8 | 20417379 | 22908677 |
| 22.09.2023 11:11:31.069 | 73.8 | 73 | 23988329 | 27542287 |
| 22.09.2023 11:11:32.069 | 74 | 73.4 | 25118864 | 27542287 |
| 22.09.2023 11:11:33.069 | 72.4 | 73.1 | 17378008 | 24547089 |
| 22.09.2023 11:11:34.069 | 71 | 70.9 | 12589254 | 13803843 |
| 22.09.2023 11:11:35.069 | 69.8 | 70.7 | 9549926 | 12589254 |
| 22.09.2023 11:11:36.069 | 70 | 69.6 | 10000000 | 13803843 |
| 22.09.2023 11:11:37.069 | 69.1 | 69.6 | 8128305 | 9772372 |
| 22.09.2023 11:11:38.069 | 67.6 | 68.9 | 5754399 | 10000000 |
| 22.09.2023 11:11:39.069 | 66.6 | 67 | 4570882 | 5888437 |
| 22.09.2023 11:11:40.069 | 66.2 | 66.3 | 4168694 | 5370318 |
| 22.09.2023 11:11:41.069 | 65.4 | 67 | 3467369 | 4168694 |
| 22.09.2023 11:11:42.069 | 64.9 | 67.2 | 3090295 | 3801894 |
| 22.09.2023 11:11:43.069 | 66.1 | 70.9 | 4073803 | 4570882 |
| 22.09.2023 11:11:44.069 | 66.6 | 72 | 4570882 | 5128614 |
| 22.09.2023 11:11:45.069 | 66.7 | 73.7 | 4677351 | 5888437 |
| 22.09.2023 11:11:46.069 | 64.2 | 72.3 | 2630268 | 3467369 |
| 22.09.2023 11:11:47.069 | 63.8 | 72.5 | 2398833 | 2570396 |
| 22.09.2023 11:11:48.069 | 64.4 | 70.8 | 2754229 | 3090295 |
| 22.09.2023 11:11:49.069 | 63.7 | 68.5 | 2344229 | 3162278 |
| 22.09.2023 11:11:50.069 | 63.1 | 66.5 | 2041738 | 2344229 |
| 22.09.2023 11:11:51.069 | 61.6 | 64.8 | 1445440 | 1949845 |
| 22.09.2023 11:11:52.069 | 62.1 | 65 | 1621810 | 1949845 |
| 22.09.2023 11:11:53.069 | 61.9 | 64.3 | 1548817 | 1698244 |
| 22.09.2023 11:11:54.069 | 62.9 | 64.7 | 1949845 | 2290868 |
| 22.09.2023 11:11:55.069 | 64.1 | 64.4 | 2570396 | 2884032 |
| 22.09.2023 11:11:56.069 | 65.9 | 64.7 | 3890451 | 4466836 |
| 22.09.2023 11:11:57.069 | 67 | 66.4 | 5011872 | 5495409 |
| 22.09.2023 11:11:58.069 | 70.3 | 68.2 | 10715193 | 16218101 |
| 22.09.2023 11:11:59.069 | 70.1 | 70.4 | 10232930 | 13803843 |
| 22.09.2023 11:12:00.069 | 70.9 | 70.9 | 12302688 | 14454398 |
| 22.09.2023 11:12:01.069 | 73.2 | 70.8 | 20892961 | 27542287 |
| 22.09.2023 11:12:02.069 | 75.3 | 71.9 | 33884416 | 39810717 |
| 22.09.2023 11:12:03.069 | 76.4 | 73.4 | 43651583 | 50118723 |
| 22.09.2023 11:12:04.069 | 73.4 | 73 | 21877616 | 41686938 |
| 22.09.2023 11:12:05.069 | 71.3 | 70.8 | 13489629 | 20417379 |
| 22.09.2023 11:12:06.069 | 69.8 | 69.4 | 9549926 | 12022644 |
| 22.09.2023 11:12:07.069 | 69.7 | 70.3 | 9332543 | 11481536 |
| 22.09.2023 11:12:08.069 | 68.4 | 69.1 | 6918310 | 8912509 |
| 22.09.2023 11:12:09.069 | 66.6 | 66.4 | 4570882 | 6309573 |
| 22.09.2023 11:12:10.069 | 66.6 | 65.8 | 4570882 | 7585776 |
| 22.09.2023 11:12:11.069 | 64.9 | 66 | 3090295 | 3630781 |
| 22.09.2023 11:12:12.069 | 64.5 | 66.8 | 2818383 | 3162278 |
| 22.09.2023 11:12:13.069 | 66.4 | 69.9 | 4365158 | 5888437 |
| 22.09.2023 11:12:14.069 | 65.9 | 71.7 | 3890451 | 4786301 |
| 22.09.2023 11:12:15.069 | 67.4 | 73.5 | 5495409 | 6309573 |
| 22.09.2023 11:12:16.069 | 66 | 73.6 | 3981072 | 5011872 |
| 22.09.2023 11:12:17.069 | 65.5 | 73.7 | 3548134 | 3981072 |
| 22.09.2023 11:12:18.069 | 65.1 | 71.2 | 3235937 | 3630781 |
| 22.09.2023 11:12:19.069 | 64.4 | 69.1 | 2754229 | 3467369 |
| 22.09.2023 11:12:20.069 | 62.7 | 66.4 | 1862087 | 2454709 |
| 22.09.2023 11:12:21.069 | 61 | 63.6 | 1258925 | 1348963 |
| 22.09.2023 11:12:22.069 | 61.6 | 64.8 | 1445440 | 1778279 |
| 22.09.2023 11:12:23.069 | 61.9 | 65.4 | 1548817 | 1862087 |
| 22.09.2023 11:12:24.069 | 63.9 | 64.7 | 2454709 | 2884032 |
| 22.09.2023 11:12:25.069 | 65.7 | 64.9 | 3715352 | 4265795 |
| 22.09.2023 11:12:26.069 | 67.1 | 65.3 | 5128614 | 6309573 |
| 22.09.2023 11:12:27.069 | 68.3 | 67.7 | 6760830 | 8128305 |
| 22.09.2023 11:12:28.069 | 69.5 | 69.9 | 8912509 | 10000000 |
| 22.09.2023 11:12:29.069 | 69.8 | 71 | 9549926 | 12589254 |
| 22.09.2023 11:12:30.069 | 72.6 | 71.2 | 18197009 | 25703958 |
| 22.09.2023 11:12:31.069 | 76 | 72.4 | 39810717 | 51286138 |
| 22.09.2023 11:12:32.069 | 76.9 | 73.6 | 48977882 | 56234133 |
| 22.09.2023 11:12:33.069 | 74 | 73 | 25118864 | 45708819 |
| 22.09.2023 11:12:34.069 | 72 | 71.3 | 15848932 | 21877616 |
| 22.09.2023 11:12:35.069 | 70.3 | 69.8 | 10715193 | 13803843 |
| 22.09.2023 11:12:36.069 | 69.8 | 70.9 | 9549926 | 11481536 |
| 22.09.2023 11:12:37.069 | 68.9 | 70.5 | 7762471 | 10964782 |
| 22.09.2023 11:12:38.069 | 66.9 | 67.6 | 4897788 | 7585776 |
| 22.09.2023 11:12:39.069 | 67.2 | 66.8 | 5248075 | 6918310 |
| 22.09.2023 11:12:40.069 | 65.7 | 67.5 | 3715352 | 4786301 |
| 22.09.2023 11:12:41.069 | 65.3 | 67.2 | 3388442 | 4677351 |
| 22.09.2023 11:12:42.069 | 66.7 | 70.8 | 4677351 | 5248075 |
| 22.09.2023 11:12:43.069 | 66.4 | 71.7 | 4365158 | 5623413 |
| 22.09.2023 11:12:44.069 | 66.8 | 73.3 | 4786301 | 7585776 |

| Time | Meter 1 LAeq [dB] | Meter 2 LAeq [dB] | M1 antilog | M2 antilog |
|---|---|---|---|---|
| 22.09.2023 11:12:45.069 | 65.4 | 72.5 | 3467369 | 3981072 |
| 22.09.2023 11:12:46.069 | 66.5 | 72.8 | 4466836 | 5248075 |
| 22.09.2023 11:12:47.069 | 65.1 | 70.1 | 3235937 | 5128614 |
| 22.09.2023 11:12:48.069 | 64.1 | 68.3 | 2570396 | 3162278 |
| 22.09.2023 11:12:49.069 | 63.9 | 68.1 | 2454709 | 2818383 |
| 22.09.2023 11:12:50.069 | 63.1 | 66.3 | 2041738 | 2344229 |
| 22.09.2023 11:12:51.069 | 63.4 | 66 | 2187762 | 2630268 |
| 22.09.2023 11:12:52.069 | 64.1 | 66.3 | 2570396 | 3162278 |
| 22.09.2023 11:12:53.069 | 66 | 66.5 | 3981072 | 4677351 |
| 22.09.2023 11:12:54.069 | 67.8 | 66.4 | 6025596 | 7762471 |
| 22.09.2023 11:12:55.069 | 70.1 | 69.4 | 10232930 | 13182567 |
| 22.09.2023 11:12:56.069 | 70.8 | 71.6 | 12022644 | 14454398 |
| 22.09.2023 11:12:57.069 | 71.5 | 71.5 | 14125375 | 16982437 |
| 22.09.2023 11:12:58.069 | 74.5 | 72.4 | 28183829 | 38018940 |
| 22.09.2023 11:12:59.069 | 76.8 | 73.3 | 47863009 | 54954087 |
| 22.09.2023 11:13:00.069 | 77.6 | 75.7 | 57543994 | 77624712 |
| 22.09.2023 11:13:01.069 | 74.3 | 73.6 | 26915348 | 44668359 |
| 22.09.2023 11:13:02.069 | 71.8 | 71.6 | 15135612 | 25703958 |
| 22.09.2023 11:13:03.069 | 71 | 70.8 | 12589254 | 14791084 |
| 22.09.2023 11:13:04.069 | 70 | 71.2 | 10000000 | 14791084 |
| 22.09.2023 11:13:05.069 | 68.3 | 68.7 | 6760830 | 9332543 |
| 22.09.2023 11:13:06.069 | 68.6 | 67.6 | 7244360 | 10232930 |
| 22.09.2023 11:13:07.069 | 66 | 66.7 | 3981072 | 6309573 |
| 22.09.2023 11:13:08.069 | 65.7 | 67.6 | 3715352 | 5370318 |
| 22.09.2023 11:13:09.069 | 67.2 | 70.8 | 5248075 | 6606934 |
| 22.09.2023 11:13:10.069 | 66 | 71.1 | 3981072 | 4786301 |
| 22.09.2023 11:13:11.069 | 67.8 | 73.4 | 6025596 | 7762471 |
| 22.09.2023 11:13:12.069 | 66.1 | 72.5 | 4073803 | 6760830 |
| 22.09.2023 11:13:13.069 | 66.9 | 72.4 | 4897788 | 6025596 |
| 22.09.2023 11:13:14.069 | 66.3 | 70.1 | 4265795 | 4897788 |
| 22.09.2023 11:13:15.069 | 65.1 | 69.8 | 3235937 | 3981072 |
| 22.09.2023 11:13:16.069 | 64.7 | 68.8 | 2951209 | 3630781 |
| 22.09.2023 11:13:17.069 | 65 | 67.7 | 3162278 | 4677351 |
| 22.09.2023 11:13:18.069 | 65.3 | 68.2 | 3388442 | 4570882 |
| 22.09.2023 11:13:19.069 | 66.7 | 68.1 | 4677351 | 5495409 |
| 22.09.2023 11:13:20.069 | 66.6 | 66.7 | 4570882 | 5623413 |
| 22.09.2023 11:13:21.069 | 68.5 | 68.5 | 7079458 | 8317638 |
| 22.09.2023 11:13:22.069 | 70.3 | 70.3 | 10715193 | 11748976 |
| 22.09.2023 11:13:23.069 | 70.2 | 71.9 | 10471285 | 11481536 |
| 22.09.2023 11:13:24.069 | 73.3 | 72.7 | 21379621 | 28840315 |
| 22.09.2023 11:13:25.069 | 76.8 | 74.3 | 47863009 | 61659500 |
| 22.09.2023 11:13:26.069 | 78.2 | 75.4 | 66069345 | 72443596 |
| 22.09.2023 11:13:27.069 | 75.8 | 74.9 | 38018940 | 64565423 |
| 22.09.2023 11:13:28.069 | 72.9 | 72 | 19498446 | 32359366 |
| 22.09.2023 11:13:29.069 | 71.6 | 70.8 | 14454398 | 20417379 |
| 22.09.2023 11:13:30.069 | 70.7 | 70.7 | 11748976 | 14791084 |
| 22.09.2023 11:13:31.069 | 67.9 | 69.4 | 6165950 | 8511380 |
| 22.09.2023 11:13:32.069 | 67.3 | 66.5 | 5370318 | 6309573 |
| 22.09.2023 11:13:33.069 | 66.6 | 66.8 | 4570882 | 6165950 |
| 22.09.2023 11:13:34.069 | 65.5 | 67 | 3548134 | 4265795 |
| 22.09.2023 11:13:35.069 | 66.2 | 69.2 | 4168694 | 5623413 |
| 22.09.2023 11:13:36.069 | 67 | 72.1 | 5011872 | 6165950 |
| 22.09.2023 11:13:37.069 | 68 | 73.6 | 6309573 | 7585776 |
| 22.09.2023 11:13:38.069 | 66.4 | 73.8 | 4365158 | 6309573 |
| 22.09.2023 11:13:39.069 | 65.8 | 73.9 | 3801894 | 4466836 |
| 22.09.2023 11:13:40.069 | 65.4 | 71.3 | 3467369 | 3715352 |
| 22.09.2023 11:13:41.069 | 65 | 70 | 3162278 | 3630781 |
| 22.09.2023 11:13:42.069 | 64.7 | 68.8 | 2951209 | 3467369 |
| 22.09.2023 11:13:43.069 | 64.3 | 67.3 | 2691535 | 3090295 |
| 22.09.2023 11:13:44.069 | 64.3 | 67.1 | 2691535 | 3548134 |
| 22.09.2023 11:13:45.069 | 64.8 | 66.9 | 3019952 | 3715352 |
| 22.09.2023 11:13:46.069 | 66 | 66.5 | 3981072 | 4677351 |
| 22.09.2023 11:13:47.069 | 67.9 | 66.8 | 6165950 | 7762471 |
| 22.09.2023 11:13:48.069 | 69.8 | 69.6 | 9549926 | 10964782 |
| 22.09.2023 11:13:49.069 | 71.1 | 71.8 | 12882496 | 14125375 |
| 22.09.2023 11:13:50.069 | 72.4 | 72.3 | 17378008 | 23442288 |
| 22.09.2023 11:13:51.069 | 76.4 | 74 | 43651583 | 63095734 |
| 22.09.2023 11:13:52.069 | 78.6 | 75.8 | 72443596 | 81283052 |
| 22.09.2023 11:13:53.069 | 77.5 | 76.7 | 56234133 | 117489755 |
| 22.09.2023 11:13:54.069 | 73.5 | 73.3 | 22387211 | 30902954 |
| 22.09.2023 11:13:55.069 | 72 | 71.5 | 15848932 | 23442288 |
| 22.09.2023 11:13:56.069 | 72 | 71.9 | 15848932 | 19054607 |
| 22.09.2023 11:13:57.069 | 69.2 | 70.9 | 8317638 | 14125375 |
| 22.09.2023 11:13:58.069 | 67.9 | 67.3 | 6165950 | 8317638 |
| 22.09.2023 11:13:59.069 | 66.8 | 67.5 | 4786301 | 7079458 |
| 22.09.2023 11:14:00.069 | 65.6 | 66.7 | 3630781 | 4365158 |
| 22.09.2023 11:14:01.069 | 66.1 | 68 | 4073803 | 6606934 |
| 22.09.2023 11:14:02.069 | 67.3 | 72.4 | 5370318 | 6165950 |
| 22.09.2023 11:14:03.069 | 69.1 | 75.2 | 8128305 | 10000000 |
| 22.09.2023 11:14:04.069 | 67 | 74.6 | 5011872 | 8317638 |
| 22.09.2023 11:14:05.069 | 64.1 | 73.5 | 2570396 | 3890451 |
| 22.09.2023 11:14:06.069 | 63.3 | 69.4 | 2137962 | 2630268 |
| 22.09.2023 11:14:07.069 | 62.6 | 67.9 | 1819701 | 2187762 |
| 22.09.2023 11:14:08.069 | 63.8 | 67.8 | 2398833 | 2884032 |
| 22.09.2023 11:14:09.069 | 64.1 | 67.9 | 2570396 | 2884032 |
| 22.09.2023 11:14:10.069 | 62.6 | 66.2 | 1819701 | 2238721 |
| 22.09.2023 11:14:11.069 | 64.6 | 65.9 | 2884032 | 3890451 |
| 22.09.2023 11:14:12.069 | 66.2 | 66.5 | 4168694 | 4786301 |
| 22.09.2023 11:14:13.069 | 68.8 | 67 | 7585776 | 10000000 |
| 22.09.2023 11:14:14.069 | 71.7 | 70.7 | 14791084 | 17782794 |
| 22.09.2023 11:14:15.069 | 71.7 | 72.6 | 14791084 | 17782794 |
| 22.09.2023 11:14:16.069 | 73.5 | 72.8 | 22387211 | 31622777 |
| 22.09.2023 11:14:17.069 | 76.7 | 73.7 | 46773514 | 54954087 |
| 22.09.2023 11:14:18.069 | 78.2 | 74.8 | 66069345 | 107151931 |
| 22.09.2023 11:14:19.069 | 76.1 | 75.4 | 40738028 | 83176377 |
| 22.09.2023 11:14:20.069 | 72.6 | 72.2 | 18197009 | 28840315 |
| 22.09.2023 11:14:21.069 | 71.1 | 69.8 | 12882496 | 16218101 |
| 22.09.2023 11:14:22.069 | 71.4 | 71 | 13803843 | 17782794 |
| 22.09.2023 11:14:23.069 | 69.6 | 69.9 | 9120108 | 12882496 |
| 22.09.2023 11:14:24.069 | 68 | 68.4 | 6309573 | 8709636 |
| 22.09.2023 11:14:25.069 | 68.4 | 67.3 | 6918310 | 7762471 |
| 22.09.2023 11:14:26.069 | 67.6 | 67.9 | 5754399 | 7244360 |
| 22.09.2023 11:14:27.069 | 66.7 | 68.2 | 4677351 | 5495409 |
| 22.09.2023 11:14:28.069 | 67.8 | 71.6 | 6025596 | 7244360 |
| 22.09.2023 11:14:29.069 | 67.6 | 73 | 5754399 | 7413102 |
| 22.09.2023 11:14:30.069 | 66.7 | 74 | 4677351 | 8511380 |
| 22.09.2023 11:14:31.069 | 64.3 | 72.6 | 2691535 | 3162278 |
| 22.09.2023 11:14:32.069 | 62.8 | 69.7 | 1905461 | 2137962 |
| 22.09.2023 11:14:33.069 | 63.2 | 68.3 | 2089296 | 2630268 |
| 22.09.2023 11:14:34.069 | 62.8 | 67 | 1905461 | 2238721 |

| Time | Meter 1 LAeq [dB] | Meter 2 LAeq [dB] | M1 antilog | M2 antilog |
|---|---|---|---|---|
| 22.09.2023 11:14:35.069 | 65.2 | 66.6 | 3311311 | 9549926 |
| 22.09.2023 11:14:36.069 | 64 | 68.1 | 2511886 | 5011872 |
| 22.09.2023 11:14:37.069 | 65.2 | 67.1 | 3311311 | 3981072 |
| 22.09.2023 11:14:38.069 | 67.3 | 66.7 | 5370318 | 6606934 |
| 22.09.2023 11:14:39.069 | 69.1 | 68.1 | 8128305 | 8709636 |
| 22.09.2023 11:14:40.069 | 71.6 | 70.2 | 14454398 | 17378008 |
| 22.09.2023 11:14:41.069 | 71.3 | 71.6 | 13489629 | 15135612 |
| 22.09.2023 11:14:42.069 | 73.4 | 72.2 | 21877616 | 26302680 |
| 22.09.2023 11:14:43.069 | 75.2 | 72.6 | 33113112 | 38904514 |
| 22.09.2023 11:14:44.069 | 75.1 | 72.5 | 32359366 | 39810717 |
| 22.09.2023 11:14:45.069 | 74.7 | 73 | 29512092 | 38018940 |
| 22.09.2023 11:14:46.069 | 72.8 | 71.4 | 19054607 | 22908677 |
| 22.09.2023 11:14:47.069 | 70.2 | 69.9 | 10471285 | 17782794 |
| 22.09.2023 11:14:48.069 | 71.2 | 70.5 | 13182567 | 15135612 |
| 22.09.2023 11:14:49.069 | 70.4 | 72 | 10964782 | 15848932 |
| 22.09.2023 11:14:50.069 | 69.1 | 70.2 | 8128305 | 13182567 |
| 22.09.2023 11:14:51.069 | 69.1 | 68.4 | 8128305 | 10232930 |
| 22.09.2023 11:14:52.069 | 67.5 | 68.8 | 5623413 | 8511380 |
| 22.09.2023 11:14:53.069 | 66.3 | 67 | 4265795 | 6025596 |
| 22.09.2023 11:14:54.069 | 66.7 | 69.3 | 4677351 | 8709636 |
| 22.09.2023 11:14:55.069 | 67.5 | 71.1 | 5623413 | 12882496 |
| 22.09.2023 11:14:56.069 | 67.5 | 73.3 | 5623413 | 21379620 |
| 22.09.2023 11:14:57.069 | 67.2 | 72.7 | 5248075 | 18620871 |
| 22.09.2023 11:14:58.069 | 66.7 | 73.6 | 4677351 | 22908677 |
| 22.09.2023 11:14:59.069 | 66.5 | 74.6 | 4466836 | 28840315 |
| 22.09.2023 11:15:00.069 | 65.7 | 72.3 | 3715352 | 16982437 |
| 22.09.2023 11:15:01.069 | 66.7 | 71.1 | 4677351 | 12882496 |
| 22.09.2023 11:15:02.069 | 66.1 | 69.2 | 4073803 | 8317638 |
| 22.09.2023 11:15:03.069 | 66.1 | 68.5 | 4073803 | 7079458 |
| 22.09.2023 11:15:04.069 | 66.4 | 68.3 | 4365158 | 6760830 |
| 22.09.2023 11:15:05.069 | 65 | 67.8 | 3162278 | 6165950 |
| 22.09.2023 11:15:06.069 | 66.2 | 66.8 | 4168694 | 4786301 |
| 22.09.2023 11:15:07.069 | 67.5 | 66.8 | 5623413 | 4786301 |
| 22.09.2023 11:15:08.069 | 70.2 | 69.1 | 10471285 | 8128305 |
| 22.09.2023 11:15:09.069 | 72.8 | 71.7 | 19054607 | 14791084 |
| 22.09.2023 11:15:10.069 | 72.7 | 73.2 | 18620871 | 20892961 |
| 22.09.2023 11:15:11.069 | 75.3 | 73.7 | 33884416 | 23442288 |
| 22.09.2023 11:15:12.069 | 77.9 | 75.1 | 61659500 | 32359366 |
| 22.09.2023 11:15:13.069 | 78.8 | 77.2 | 75857758 | 52480746 |
| 22.09.2023 11:15:14.069 | 75.9 | 75.7 | 38904514 | 37153523 |
| 22.09.2023 11:15:15.069 | 72.7 | 72.5 | 18620871 | 17782794 |
| 22.09.2023 11:15:16.069 | 71.9 | 70.6 | 15488166 | 11481536 |
| 22.09.2023 11:15:17.069 | 70.9 | 71.1 | 12302688 | 12882496 |
| 22.09.2023 11:15:18.069 | 69.8 | 70.6 | 9549926 | 11481536 |
| 22.09.2023 11:15:19.069 | 69.6 | 69.5 | 9120108 | 8912509 |
| 22.09.2023 11:15:20.069 | 68.6 | 68.4 | 7244360 | 6918310 |
| 22.09.2023 11:15:21.069 | 67.4 | 68.1 | 5495409 | 6456542 |
| 22.09.2023 11:15:22.069 | 66.6 | 69.2 | 4570882 | 8317638 |
| 22.09.2023 11:15:23.069 | 67.2 | 72.3 | 5248075 | 16982437 |
| 22.09.2023 11:15:24.069 | 67.1 | 72.9 | 5128614 | 19498446 |
| 22.09.2023 11:15:25.069 | 65.2 | 73 | 3311311 | 19952623 |
| 22.09.2023 11:15:26.069 | 64.8 | 72.8 | 3019952 | 19054607 |
| 22.09.2023 11:15:27.069 | 64.8 | 71.1 | 3019952 | 12882496 |
| 22.09.2023 11:15:28.069 | 64.3 | 69.4 | 2691535 | 8709636 |
| 22.09.2023 11:15:29.069 | 63.4 | 67.8 | 2187762 | 6165950 |
| 22.09.2023 11:15:30.069 | 63.5 | 67 | 2238721 | 5011872 |
| 22.09.2023 11:15:31.069 | 65.7 | 68.3 | 3715352 | 6760830 |
| 22.09.2023 11:15:32.069 | 64.3 | 67 | 2691535 | 5011872 |
| 22.09.2023 11:15:33.069 | 66.9 | 67 | 4897788 | 5011872 |
| 22.09.2023 11:15:34.069 | 68.7 | 67.7 | 7413102 | 5888437 |
| 22.09.2023 11:15:35.069 | 70.8 | 70.1 | 12022644 | 10232930 |
| 22.09.2023 11:15:36.069 | 72.1 | 73.1 | 16218101 | 20417379 |
| 22.09.2023 11:15:37.069 | 73.8 | 73.9 | 23988329 | 24547089 |
| 22.09.2023 11:15:38.069 | 76.6 | 74.2 | 45708819 | 26302680 |
| 22.09.2023 11:15:39.069 | 78.2 | 75.4 | 66069345 | 34673685 |
| 22.09.2023 11:15:40.069 | 77.1 | 75.9 | 51286138 | 38904514 |
| 22.09.2023 11:15:41.069 | 73.8 | 73.3 | 23988329 | 21379620 |
| 22.09.2023 11:15:42.069 | 72.7 | 71.5 | 18620871 | 14125375 |
| 22.09.2023 11:15:43.069 | 71.5 | 71.7 | 14125375 | 14791084 |
| 22.09.2023 11:15:44.069 | 70.7 | 71.4 | 11748976 | 13803843 |
| 22.09.2023 11:15:45.069 | 69.3 | 68.6 | 8511380 | 7244360 |
| 22.09.2023 11:15:46.069 | 68.3 | 68.1 | 6760830 | 6456542 |
| 22.09.2023 11:15:47.069 | 67.1 | 67.8 | 5128614 | 6165950 |
| 22.09.2023 11:15:48.069 | 67.5 | 69.8 | 5623413 | 9549926 |
| 22.09.2023 11:15:49.069 | 66.6 | 72.2 | 4570882 | 16595869 |
| 22.09.2023 11:15:50.069 | 67.8 | 73.8 | 6025596 | 23988329 |
| 22.09.2023 11:15:51.069 | 65.1 | 72.3 | 3235937 | 16982437 |
| 22.09.2023 11:15:52.069 | 65.1 | 72.7 | 3235937 | 18620871 |
| 22.09.2023 11:15:53.069 | 65.3 | 70.9 | 3388442 | 12302688 |
| 22.09.2023 11:15:54.069 | 64.4 | 69.1 | 2754229 | 8128305 |
| 22.09.2023 11:15:55.069 | 63.4 | 67.5 | 2187762 | 5623413 |
| 22.09.2023 11:15:56.069 | 63.9 | 67.5 | 2454709 | 5623413 |
| 22.09.2023 11:15:57.069 | 65.6 | 68.4 | 3630781 | 6918310 |
| 22.09.2023 11:15:58.069 | 66.9 | 67.3 | 4897788 | 5370318 |
| 22.09.2023 11:15:59.069 | 69.1 | 67.7 | 8128305 | 5888437 |
| 22.09.2023 11:16:00.069 | 72.1 | 70.9 | 16218101 | 12302688 |
| 22.09.2023 11:16:01.069 | 73.1 | 73.7 | 20417379 | 23442288 |
| 22.09.2023 11:16:02.069 | 75.3 | 74 | 33884416 | 25118864 |
| 22.09.2023 11:16:03.069 | 78.3 | 75.2 | 67608298 | 33113112 |
| 22.09.2023 11:16:04.069 | 79 | 76.1 | 79432823 | 40738028 |
| 22.09.2023 11:16:05.069 | 75.9 | 74.1 | 38904514 | 25703958 |
| 22.09.2023 11:16:06.069 | 72.7 | 71.8 | 18620871 | 15135612 |
| 22.09.2023 11:16:07.069 | 71.9 | 70.9 | 15488166 | 12302688 |
| 22.09.2023 11:16:08.069 | 70.7 | 71.6 | 11748976 | 14454398 |
| 22.09.2023 11:16:09.069 | 69.3 | 69.5 | 8511380 | 8912509 |
| 22.09.2023 11:16:10.069 | 69.4 | 67.9 | 8709636 | 6165950 |
| 22.09.2023 11:16:11.069 | 67.9 | 67.8 | 6165950 | 6025596 |
| 22.09.2023 11:16:12.069 | 66.7 | 67.7 | 4677351 | 5888437 |
| 22.09.2023 11:16:13.069 | 67.5 | 69.8 | 5623413 | 9549926 |
| 22.09.2023 11:16:14.069 | 66.8 | 72.2 | 4786301 | 16595869 |
| 22.09.2023 11:16:15.069 | 67.1 | 73.2 | 5128614 | 20892961 |
| 22.09.2023 11:16:16.069 | 65.4 | 72.6 | 3467369 | 18197009 |
| 22.09.2023 11:16:17.069 | 64.8 | 72.6 | 3019952 | 18197009 |
| 22.09.2023 11:16:18.069 | 65.2 | 70.7 | 3311311 | 11748976 |
| 22.09.2023 11:16:19.069 | 64.3 | 69.8 | 2691535 | 9549926 |
| 22.09.2023 11:16:20.069 | 64.3 | 68.6 | 2691535 | 7244360 |
| 22.09.2023 11:16:21.069 | 63.8 | 67.2 | 2398833 | 5248075 |
| 22.09.2023 11:16:22.069 | 64.4 | 67.3 | 2754229 | 5370318 |
| 22.09.2023 11:16:23.069 | 66.4 | 67.1 | 4365158 | 5128614 |
| 22.09.2023 11:16:24.069 | 67.4 | 67.3 | 5495409 | 5370318 |

| Time | Meter 1 LAeq [dB] | Meter 2 LAeq [dB] | M1 antilog | M2 antilog |
|---|---|---|---|---|
| 22.09.2023 11:16:25.069 | 70.2 | 69.4 | 10471285 | 13803843 |
| 22.09.2023 11:16:26.069 | 72 | 72.3 | 15848932 | 19054607 |
| 22.09.2023 11:16:27.069 | 72.9 | 73.3 | 19498446 | 26302680 |
| 22.09.2023 11:16:28.069 | 76.7 | 74.5 | 46773514 | 61659500 |
| 22.09.2023 11:16:29.069 | 79.1 | 75.8 | 81283052 | 97723722 |
| 22.09.2023 11:16:30.069 | 78.9 | 77.2 | 77624712 | 147910839 |
| 22.09.2023 11:16:31.069 | 75.5 | 73.8 | 35481339 | 46773514 |
| 22.09.2023 11:16:32.069 | 72.2 | 71.8 | 16595869 | 25703958 |
| 22.09.2023 11:16:33.069 | 72.2 | 72.2 | 16595869 | 21877616 |
| 22.09.2023 11:16:34.069 | 70.9 | 71.3 | 12302688 | 17782794 |
| 22.09.2023 11:16:35.069 | 70.6 | 69.7 | 11481536 | 15135612 |
| 22.09.2023 11:16:36.069 | 69.1 | 68.9 | 8128305 | 11481536 |
| 22.09.2023 11:16:37.069 | 67.6 | 68.9 | 5754399 | 6918310 |
| 22.09.2023 11:16:38.069 | 66.6 | 69.8 | 4570882 | 5370318 |
| 22.09.2023 11:16:39.069 | 66.1 | 70.9 | 4073803 | 4466836 |
| 22.09.2023 11:16:40.069 | 66.4 | 72.3 | 4365158 | 5128614 |
| 22.09.2023 11:16:41.069 | 66 | 72.5 | 3981072 | 4365158 |
| 22.09.2023 11:16:42.069 | 65.6 | 72.5 | 3630781 | 4365158 |
| 22.09.2023 11:16:43.069 | 66 | 70.2 | 3981072 | 4677351 |
| 22.09.2023 11:16:44.069 | 66.1 | 69.7 | 4073803 | 5370318 |
| 22.09.2023 11:16:45.069 | 66.6 | 69.9 | 4570882 | 6760830 |
| 22.09.2023 11:16:46.069 | 65.2 | 68 | 3311311 | 3801894 |
| 22.09.2023 11:16:47.069 | 65.3 | 67.9 | 3388442 | 3715352 |
| 22.09.2023 11:16:48.069 | 66.4 | 66.5 | 4365158 | 4897788 |
| 22.09.2023 11:16:49.069 | 68.7 | 66.6 | 7413102 | 9120108 |
| 22.09.2023 11:16:50.069 | 70.1 | 68.7 | 10232930 | 13182567 |
| 22.09.2023 11:16:51.069 | 71.7 | 71.5 | 14791084 | 16982437 |
| 22.09.2023 11:16:52.069 | 73 | 73 | 19952623 | 27542287 |
| 22.09.2023 11:16:53.069 | 77.3 | 73.9 | 53703180 | 72443596 |
| 22.09.2023 11:16:54.069 | 78.5 | 73.7 | 70794578 | 81283052 |
| 22.09.2023 11:16:55.069 | 76.1 | 73.7 | 40738028 | 74131024 |
| 22.09.2023 11:16:56.069 | 71.9 | 70 | 15488166 | 25703958 |
| 22.09.2023 11:16:57.069 | 70.4 | 69.7 | 10964782 | 16218101 |
| 22.09.2023 11:16:58.069 | 70.5 | 70.8 | 11220185 | 13803843 |
| 22.09.2023 11:16:59.069 | 70.4 | 71.7 | 10964782 | 13489629 |
| 22.09.2023 11:17:00.069 | 70.2 | 69.6 | 10471285 | 14125375 |
| 22.09.2023 11:17:01.069 | 68 | 68.1 | 6309573 | 8912509 |
| 22.09.2023 11:17:02.069 | 66.5 | 68.5 | 4466836 | 6456542 |
| 22.09.2023 11:17:03.069 | 66.4 | 69.4 | 4365158 | 5248075 |
| 22.09.2023 11:17:04.069 | 66.1 | 71.5 | 4073803 | 5011872 |
| 22.09.2023 11:17:05.069 | 67.2 | 73.4 | 5248075 | 6760830 |
| 22.09.2023 11:17:06.069 | 65.4 | 72.5 | 3467369 | 4786301 |
| 22.09.2023 11:17:07.069 | 64.9 | 72.6 | 3090295 | 3630781 |
| 22.09.2023 11:17:08.069 | 65.9 | 71.7 | 3890451 | 6456542 |
| 22.09.2023 11:17:09.069 | 64.1 | 68.5 | 2570396 | 3235937 |
| 22.09.2023 11:17:10.069 | 64 | 68.1 | 2511886 | 2818383 |
| 22.09.2023 11:17:11.069 | 63.8 | 68 | 2398833 | 2818383 |
| 22.09.2023 11:17:12.069 | 64.5 | 67.6 | 2818383 | 3467369 |
| 22.09.2023 11:17:13.069 | 66.8 | 66.9 | 4786301 | 5754399 |
| 22.09.2023 11:17:14.069 | 69 | 67.7 | 7943282 | 9120108 |
| 22.09.2023 11:17:15.069 | 71 | 70.1 | 12589254 | 15848932 |
| 22.09.2023 11:17:16.069 | 71.5 | 72.2 | 14125375 | 16595869 |
| 22.09.2023 11:17:17.069 | 74.1 | 73 | 25703958 | 35481339 |
| 22.09.2023 11:17:18.069 | 77.4 | 74.4 | 54954087 | 67608298 |
| 22.09.2023 11:17:19.069 | 78.3 | 74.4 | 67608298 | 70794578 |
| 22.09.2023 11:17:20.069 | 76.1 | 74.3 | 40738028 | 67608298 |
| 22.09.2023 11:17:21.069 | 74.4 | 72.6 | 27542287 | 38018940 |
| 22.09.2023 11:17:22.069 | 72.5 | 70.9 | 17782794 | 22908677 |
| 22.09.2023 11:17:23.069 | 71.9 | 71.9 | 15488166 | 18620871 |
| 22.09.2023 11:17:24.069 | 69.5 | 70.3 | 8912509 | 14125375 |
| 22.09.2023 11:17:25.069 | 69.8 | 68.9 | 9549926 | 13803843 |
| 22.09.2023 11:17:26.069 | 67.8 | 67.3 | 6025596 | 7585776 |
| 22.09.2023 11:17:27.069 | 66.6 | 67.8 | 4570882 | 5623413 |
| 22.09.2023 11:17:28.069 | 66.6 | 69.3 | 4570882 | 8600934 |
| 22.09.2023 11:17:29.069 | 66.7 | 72.1 | 4677351 | 5370318 |
| 22.09.2023 11:17:30.069 | 68 | 74.1 | 6309573 | 8511380 |
| 22.09.2023 11:17:31.069 | 65.5 | 72.7 | 3548134 | 5128614 |
| 22.09.2023 11:17:32.069 | 64.6 | 73.2 | 2884032 | 3388442 |
| 22.09.2023 11:17:33.069 | 63.7 | 69.9 | 2344229 | 2511886 |
| 22.09.2023 11:17:34.069 | 63 | 68.1 | 1995262 | 2454709 |
| 22.09.2023 11:17:35.069 | 63.8 | 67.4 | 2398833 | 3235937 |
| 22.09.2023 11:17:36.069 | 64.7 | 68.5 | 2951209 | 3467369 |
| 22.09.2023 11:17:37.069 | 64.5 | 68.5 | 2818383 | 3162278 |
| 22.09.2023 11:17:38.069 | 66.4 | 68.3 | 4365158 | 5754399 |

Laboratory Location
**Campbell Associates Ltd**
5b Chelmsford Road Industrial Estate
GREAT DUNMOW, Essex, GB-CM6 1HD
Phone 01371 871030

# Certificate of Calibration and Conformance

**Certificate number:** **U44105**

**Test Object:** **Sound Calibrator**

**Producer:** **Norsonic AS.**
**Type:** **1251**
**Serial number:** **31060**
**Customer:** **The Airshed Limited**
**Address:** **5 Lauder Place,**
**East Linton. EH40 3DB.**
**Contact Person:** **Hilary Fraser.**
**Order No:** **AS-23-03**

| **Measurement Results** | Level dB | Level Stability dB | Frequency Hz | Distortion % |
|---|---|---|---|---|
| *Measurement 1* | 114.11 | 0.06 | 1000.14 | 0.37 |
| *Measurement 2* | 114.13 | 0.04 | 1000.13 | 0.37 |
| *Measurement 3* | 114.10 | 0.06 | 1000.13 | 0.37 |
| ***Result (Average):*** | **114.11** | **0.05** | **1000.13** | **0.37** |
| *Expanded Uncertainty:* | 0.1 | 0.03 | 1 | 0.25 |
| *Degree of Freedom:* | >100 | 21 | >100 | >100 |
| *Coverage Factor:* | 2 | 2.13 | 2 | 2 |

The stated level is relative to 20µPa. The level is traceable to National Standards. The stated level is valid at reference conditions. The following correction factors have been applied during the measurement
Pres:0.0005 dB/kPa Temp:0.003 dB/°C Humi:0 dB/%RH Load volume: 0.0003 dB/mm3

| **Conditions** | *Pressure kPa* | *Temperature °C* | *Humidity %RH* |
|---|---|---|---|
| Reference conditions | 101.325 | 23 | 50 |
| Measurement conditions | 101.27 ±0.042 | 22.8 ±0.1 | 37.2 ±1.8 |

The reported expanded uncertainty of measurements is based on a standard uncertainty multiplied by the coverage factor of k=2, providing a level of confidence of approximately 95%. Where the degrees of freedom are insufficient to maintain this confidence level, the coverage factor is increased to maintain this confidence level. The uncertainty has been determined in accordance with UKAS requirements.

Records: K:\C A\Calibration\Nor-1504\Nor-1018 CalCal\Current Year\NOR1251_31060_M1.nmf

**Preconditioning**
The equipment was preconditioned for more than 4 hours in the specified calibration environment.

**Method**
Calibration has been performed as set out in the current version of CA Technical procedure TP01

**Calibration Dates:**

| | | | |
|---|---|---|---|
| Received date: | 18/04/2023 | Reviewed date: | 26/04/2023 |
| Calibration date: | 25/04/2023 | Issued date: | 26/04/2023 |

**Technicians: (Electronic certificate)**
Calibrated by: *Michael Tickner*
Reviewed by: *Jenny Crawford*

Laboratory Location
**Campbell Associates Ltd**
5b Chelmsford Road Industrial Estate
GREAT DUNMOW, Essex, GB-CM6 1HD
Phone 01371 871030

# Certificate of Calibration

**Certificate number:** **U44107**

**Test Object:** **Sound Level Meter, BS EN IEC 61672-1:2013 Class 1**

| | |
|---|---|
| **Producer:** | **Norsonic AS.** |
| **Type:** | **140** |
| **Serial number:** | **1406913** |
| **Customer:** | **The Airshed Limited** |
| **Address:** | **5 Lauder Place,** |
| | **East Linton. EH40 3DB.** |
| **Contact Person:** | **Hilary Fraser.** |
| **Order No:** | **AS-23-03** |

**Introduction:**
Calibration has been performed as set out in CA Technical Procedures which are based on the procedures for periodic verification of sound level meters as per the **Test Object** listed above. Results and conformance statement are overleaf and detailed results, where appropriate, are provided in the attached Measurement Report.

| **Tested:** | *Producer* | *Type* | *Serial No* | *Certificate No* |
|---|---|---|---|---|
| Microphone | Norsonic | 1225 | 208201 | 44106 |
| Calibrator* | Norsonic | 1251 | 31060 | U44105 |
| Preamplifier | Norsonic | 1209 | 21061 | Included |

* The calibrator was complete with any required coupler for the microphone specified.

Additional items that have also been submitted for verification:

| | |
|---|---|
| Wind shield | N/A |
| Attenuator | N/A |
| Extension cable | N/A |

These items have been taken into account wherever appropriate.

Instruction Manual: Im140_1Ed8R0En Firmware Version: 4.0.1430 The test object is a single channel instrument.

| **Conditions** | *Pressure kPa* | *Temperature °C* | *Humidity %RH* |
|---|---|---|---|
| Reference conditions | 101.325 | 23 | 50 |
| Measurement conditions | 101.28 ±0.01 | 23.18 ±0.3 | 36.73 ±1.05 |

**Calibration Dates:**

| | | | |
|---|---|---|---|
| Received date: | 18/04/2023 | Reviewed date: | 26/04/2023 |
| Calibration date: | 25/04/2023 | Issued date: | 26/04/2023 |

**Technicians: (Electronic certificate)**

Calibrated by: *Michael Tickner*

Reviewed by: *Jenny Crawford*

Laboratory Location
**Campbell Associates Ltd**
5b Chelmsford Road Industrial Estate
GREAT DUNMOW, Essex, GB-CM6 1HD
Phone 01371 871030

# Certificate of Calibration

**Certificate number:** **44106**

**Test Object:** **Measurement Microphone**

**Producer:** **Norsonic AS.**
**Type:** **1225**
**Serial number:** **208201**
**Customer:** **The Airshed Limited**
**Address:** **5 Lauder Place,**
**East Linton. EH40 3DB.**
**Contact Person:** **Hilary Fraser.**
**Order No:** **AS-23-03**

| **Measurement Results** | Sensitivity (dB re 1V/Pa) | Sensitivity (mV/Pa) | Capacitance (pF) |
|---|---|---|---|
| *Measurement 1* | *-25.80* | *51.27* | *22.61* |
| *Measurement 2* | *-25.80* | *51.28* | *22.61* |
| *Measurement 3* | *-25.80* | *51.28* | *22.59* |
| ***Result (Average):*** | ***-25.80*** | ***51.28*** | ***22.60*** |
| *Expanded Uncertainty:* | 0.10 | | 1.00 |
| *Degree of Freedom:* | >100 | | >100 |
| *Coverage Factor:* | 2 | | 2 |

The stated sensitivity is the pressure sensitivity at 250Hz, $S_{250}$, and is valid at reference conditions. The following correction factors have been applied during the measurement:
Pressure:uncertainty dB/kPa  Temperature:-0.005 dB/°C  Humidity:0 dB/%RH

| **Conditions** | *Pressure kPa* | *Temperature °C* | *Humidty %RH* |
|---|---|---|---|
| Reference conditions | 101.325 | 23 | 50 |
| Measurement conditions | 101.275 ± 0.042 | 23.2 ± 0.1 | 35.5 ± 1.2 |

The calibration test report shown on the next page gives details of the response at other frequencies relative to this 250 Hz reference sensitivity. Results ≥100 Hz are obtained using an electrostatic actuator as described in BS EN 61094-6 and those below 100 Hz are obtained in a reference pressure chamber. Detailed results are available from the calibration laboratory upon request.

The reported expanded uncertainty of measurements is based on a standard uncertainty multiplied by the coverage factor of k=2, providing a coverage probability of approximately 95%. Where the degrees of freedom are insufficient to maintain this confidence level, the coverage factor is increased to maintain this confidence level.

**Calibration Dates:**

| | | | |
|---|---|---|---|
| Received date: | 18/04/2023 | Reviewed date: | 26/04/2023 |
| Calibration date: | 25/04/2023 | Issued date: | 26/04/2023 |

**Technicians: (Electronic certificate)**

Calibrated by: *Michael Tickner*
Reviewed by: *Jenny Crawford*

Laboratory Location
**Campbell Associates Ltd**
5b Chelmsford Road Industrial Estate
GREAT DUNMOW, Essex, GB-CM6 1HD
Phone 01371 871030

# Certificate of Calibration and Conformance

**Certificate number:** **U38655**

**Test Object:** **Sound Level Meter, BS EN IEC 61672-1:2003 Class 1**

| | |
|---|---|
| **Producer:** | **Norsonic** |
| **Type:** | **140** |
| **Serial number:** | **1405074** |
| **Customer:** | **The Airshed Ltd** |
| **Address:** | **5 Lauder Place, East Linton, East Lothian. EH40 3DB.** |
| **Contact Person:** | **Hilary Fraser** |
| **Order No:** | **AS 21-08** |

**Introduction:**
Calibration has been performed as set out in CA Technical Procedures which are based on the procedures for periodic verification of sound level meters as per the **Test Object** listed above. Results and conformance statement are overleaf and detailed results, where appropriate, are provided in the attached Measurement Report.

| **Tested:** | *Producer* | *Type* | *Serial No* | *Certificate No* |
|---|---|---|---|---|
| Microphone | GRAS | 40AF | 114655 | 38654 |
| Calibrator* | Norsonic | 1251 | 31060 | U37894 |
| Preamplifier | Norsonic | 1209 | 21254 | included |

* The calibrator was complete with any required coupler for the microphone specified.

Additional items that have also been submitted for verification:

| | | |
|---|---|---|
| Wind shield | - | - |
| Attenuator | - | |
| Extension cable | - | |

These items have been taken into account whereever appropriate.

Instruction Manual: Im140_1Ed8R0En. Firmware Version: v2.1.670. The test object is a single channel instrument.

| **Conditions** | *Pressure kPa* | *Temperature °C* | *Humidty %RH* |
|---|---|---|---|
| Reference conditions | 101.325 | 23 | 50 |
| Measurement conditions | 99.28 +/-0.03 | 22.73 +/-0.1 | 39.00 +/-1.2 |

**Calibration Dates:**

| | | | |
|---|---|---|---|
| Received date: | 27/07/2021 | Reviewed date: | 06/08/2021 |
| Calibration date: | 06/08/2021 | Issued date: | 06/08/2021 |

**Technicians: (Electronic certificate)**

Calibrated by: *Palaniwel Marappan B.Eng (Hons), M.Sc*

Reviewed by: *Darren Batten*

Laboratory Location
**Campbell Associates Ltd**
5b Chelmsford Road Industrial Estate
GREAT DUNMOW, Essex, GB-CM6 1HD
Phone 01371 871030

# Certificate of Calibration

**Certificate number:** **38654**

**Test Object:** **Measurement Microphone**

| | |
|---|---|
| **Producer:** | **GRAS** |
| **Type:** | **40AF** |
| **Serial number:** | **114655** |
| **Customer:** | **The Airshed Ltd** |
| **Address:** | **5 Lauder Place, East Linton, East Lothian. EH40 3DB.** |
| **Contact Person:** | **Hilary Fraser** |
| **Order No:** | **AS 21-08** |

| **Measurement Results** | Sensitivity (dB re 1V/Pa) | Sensitivity (mV/Pa) | Capacitance (pF) |
|---|---|---|---|
| *Measurement 1* | *-26.57* | *46.94* | *22.56* |
| *Measurement 2* | *-26.56* | *46.99* | *22.63* |
| *Measurement 3* | *-26.56* | *47.01* | *22.67* |
| ***Result (Average):*** | ***-26.56*** | ***46.98*** | ***22.62*** |
| *Expanded Uncertainty:* | 0.10 | | 1.01 |
| *Degree of Freedom:* | >100 | | >100 |
| *Coverage Factor:* | 2 | | 2 |

The stated sensitivity is the pressure sensitivity at 250Hz, $S_{250}$, and is valid at reference conditions. The following correction factors have been applied during the measurement:

Pressure:-0.011 dB/kPa  Temperature:-0.01 dB/°C  Humidity:-0.001 dB/%RH

| **Conditions** | *Pressure kPa* | *Temperature °C* | *Humidty %RH* |
|---|---|---|---|
| Reference conditions | 101.325 | 23 | 50 |
| Measurement conditions | 99.257 ± 0.043 | 22.8 ± 0.1 | 39.1 ± 0.8 |

The calibration test report shown on the next page gives details of the response at other frequencies relative to this 250 Hz reference sensitivity. Results ≥100 Hz are obtained using an electrostatic actuator as described in BS EN 61094-6 and those below 100 Hz are obtained in a reference pressure chamber. Detailed results are available from the calibration laboratory upon request.

The reported expanded uncertainty of measurements is based on a standard uncertainty multiplied by the coverage factor of k=2, providing a coverage probability of approximately 95%. Where the degrees of freedom are insufficient to maintain this confidence level, the coverage factor is increased to maintain this confidence level.

**Calibration Dates:**

| | | | |
|---|---|---|---|
| Received date: | 27/07/2021 | Reviewed date: | 06/08/2021 |
| Calibration date: | 06/08/2021 | Issued date: | 06/08/2021 |

**Technicians: (Electronic certificate)**

Calibrated by: *Palaniwel Marappan BEng (Hons), MSc*

Reviewed by: *Darren Batten*

## Appendix 3 – Noise Model Outputs

# AS 0985 Shilford
# Run info
# scenario 04 - layout november 2023 lorry idling

## Project info

Project title: AS 0985 Shilford
Project No.:
Project engineer: Steve Fraser
Customer: Ironside Farrar

Description:
noise impact assessmet for proposed haulage depot

## Run description

Calculation type: Single Point Sound
Title: scenario 04 - layout november 2023 lorry idling
Group
Run file: RunFile.runx
Result number: 7
Local calculation (ThreadCount=4)
Calculation start: 21/11/2023 14:23:38
Calculation end: 21/11/2023 14:23:45
Calculation time: 00:04:358 [m:s:ms]
No. of points: 25
No. of calculated points: 25
Kernel version: SoundPLANnoise 9.0 (15/11/2023) - 64 bit

## Run parameters

Reflection order: 3
Maximum reflection distance to receiver 200 m
Maximum reflection distance to source 50 m
Search radius 5000 m
Weighting: dB(A)
Allowed tolerance (per individual source): 0.100 dB
Create ground effect areas from road surfaces: No
Treat roads as terrain following: No

Standards:
- Industry: ISO 9613-2: 1996
- Air absorption: ISO 9613-1

regular ground effect (chapter 7.3.1), for sources without a spectrum automatically alternative ground effect

- Limitation of screening loss:
  - single/multiple 20.0 dB /25.0 dB
- Side diffraction: ISO/TR 17534-3:2015 compliant: no side diffraction if terrain blocks line of sight
- Use Eqn (Abar=Dz-Max(Agr,0)) instead of Eqn (12) (Abar=Dz-Agr) for insertion loss
- Environment:
  - Air pressure 1013.3 mbar
  - rel. humidity 70.0 %
  - Temperature 10.0 °C
  - Meteo. corr. C0(7-23h)[dB]=0.0; C0(23-7h)[dB]=0.0;
  - Ignore Cmet for Lmax industry calculation: No

Parameter for screening: C2=20.0
Dissection parameters:
Distance to diameter factor 8
Minimal distance 1 m
Max. difference ground effect + diffraction 1.0 dB
Max. number of iterations 4
Attenuation
Foliage: ISO 9613-2
Built-up area: ISO 9613-2
Industrial site: ISO 9613-2

Assessment: PPG24 (day/night)
Reflection of "own" facade is suppressed

**Geometry data**

scenario 04 - layout november 2023 lorry idling.sit 21/11/2023 14:23:20
- contains:
calc area.geo 16/11/2023 11:25:06
existing buildings for august 2023.geo 16/11/2023 10:58:56
ground conditions scheme august 2023.geo 16/11/2023 10:46:30
idling lorries.geo 26/09/2023 09:36:52
lorry movements line sources.geo 16/11/2023 11:01:06
museum november 2023.geo 16/11/2023 11:25:06
north bund.geo 16/08/2023 13:54:34
OS vectormap.geo 15/08/2023 15:22:58
sources november 2023.geo 21/11/2023 14:23:20
welding shop.geo 16/11/2023 11:25:06
Workshop november 2023.geo 16/11/2023 11:25:06
RDGM0001.dgm 29/05/2023 14:48:48

# AS 0985 Shilford
# Assessed receiver levels
# scenario 04 - layout november 2023 lorry idling



| RNo | Receiver | Fl | Dir | X<br>m | Y<br>m | Z<br>m | LrD<br>dB(A) | |
|---|---|---|---|---|---|---|---|---|
| 19 | Shillford Mill (within scheme) | F 1 | S | 244899 | 656248 | 137.2 | 45 | |
| 19 | Shillford Mill (within scheme) | GF | S | 244899 | 656248 | 134.7 | 45 | |
| 4 | Cowdenmill Cottages west | F 1 | NW | 245363 | 656197 | 154.8 | 37 | |
| 3 | Cowdenmill Cottages west | F 1 | NW | 245357 | 656193 | 154.8 | 37 | |
| 20 | Shillford Mill (within scheme) | F 1 | N | 244896 | 656260 | 137.2 | 36 | |
| 5 | Cowdenmill Cottages west | F 1 | SW | 245356 | 656188 | 154.8 | 36 | |
| 4 | Cowdenmill Cottages west | GF | NW | 245363 | 656197 | 152.3 | 36 | |
| 15 | House at Barrhead Leather | F 1 | S | 244851 | 656246 | 138.0 | 35 | |
| 3 | Cowdenmill Cottages west | GF | NW | 245357 | 656193 | 152.3 | 35 | |
| 20 | Shillford Mill (within scheme) | GF | N | 244896 | 656260 | 134.7 | 34 | |
| 1 | Cowdenmill Cottages east | F 1 | NW | 245379 | 656211 | 154.5 | 34 | |
| 14 | House at Barrhead Leather | F 1 | N | 244850 | 656254 | 138.0 | 34 | |
| 22 | Viewfield | F 1 | S | 244739 | 656259 | 138.8 | 34 | |
| 5 | Cowdenmill Cottages west | GF | SW | 245356 | 656188 | 152.3 | 34 | |
| 22 | Viewfield | GF | S | 244739 | 656259 | 136.3 | 34 | |
| 25 | Woodend Cottage | F 1 | E | 244703 | 656230 | 139.6 | 33 | |
| 24 | Woodend Cottage | F 1 | S | 244695 | 656223 | 139.6 | 33 | |
| 14 | House at Barrhead Leather | GF | N | 244850 | 656254 | 135.5 | 33 | |
| 6 | Cowdenmoor Farm | F 1 | NW | 244912 | 655931 | 159.9 | 33 | |
| 15 | House at Barrhead Leather | GF | S | 244851 | 656246 | 135.5 | 33 | |
| 8 | Cowdenmoor Farm | GF | NW | 244951 | 655936 | 155.7 | 32 | |
| 7 | Cowdenmoor Farm | GF | NE | 244947 | 655935 | 155.7 | 32 | |
| 24 | Woodend Cottage | GF | S | 244695 | 656223 | 137.1 | 32 | |
| 1 | Cowdenmill Cottages east | GF | NW | 245379 | 656211 | 152.0 | 32 | |
| 21 | Viewfield | F 1 | N | 244737 | 656274 | 138.8 | 32 | |
| 25 | Woodend Cottage | GF | E | 244703 | 656230 | 137.1 | 32 | |
| 2 | Cowdenmill Cottages east | F 1 | NW | 245374 | 656206 | 154.5 | 32 | |
| 18 | Lagavulin | GF | SE | 244687 | 656197 | 137.6 | 32 | |
| 17 | Lagavulin | GF | NE | 244688 | 656206 | 137.6 | 32 | |
| 9 | Cowdenmoor Farm | GF | NE | 244957 | 655937 | 155.7 | 32 | |
| 6 | Cowdenmoor Farm | GF | NW | 244912 | 655931 | 157.4 | 32 | |
| 21 | Viewfield | GF | N | 244737 | 656274 | 136.3 | 31 | |
| 23 | Woodend Cottage | F 1 | N | 244693 | 656233 | 139.6 | 30 | |
| 23 | Woodend Cottage | GF | N | 244693 | 656233 | 137.1 | 29 | |
| 11 | Cowdenmoor Farm | F 1 | NE | 244925 | 655922 | 159.9 | 29 | |
| 11 | Cowdenmoor Farm | GF | NE | 244925 | 655922 | 157.4 | 27 | |
| 2 | Cowdenmill Cottages east | GF | NW | 245374 | 656206 | 152.0 | 27 | |
| 13 | Cowdenmoor Farm west | F 1 | S | 244925 | 655932 | 159.7 | 26 | |
| 12 | Cowdenmoor Farm | GF | NW | 244939 | 655926 | 155.7 | 26 | |
| 10 | Cowdenmoor Farm | F 1 | NE | 244921 | 655928 | 159.9 | 25 | |
| 13 | Cowdenmoor Farm west | GF | S | 244925 | 655932 | 157.2 | 24 | |

# AS 0985 Shilford
# Assessed receiver levels
# scenario 04 - layout november 2023 lorry idling



| RNo | Receiver | Fl | Dir | X<br>m | Y<br>m | Z<br>m | LrD<br>dB(A) | |
|---|---|---|---|---|---|---|---|---|
| 10 | Cowdenmoor Farm | GF | NE | 244921 | 655928 | 157.4 | 23 | |
| 16 | Lagavulin | GF | NW | 244679 | 656205 | 137.6 | 22 | |

# AS 0985 Shilford
## Octave spectra of the sources in dB(A) - scenario 04 - layout november 2023 lorry idling

| Name | Source type | X | Y | Z | l or A | Li | R'w | L'w | Lw | KI | KT | DO-Wall | Time histogram | Emission spectrum | 125Hz | 250Hz | 500Hz | 1kHz | 2kHz | 4kHz | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | m | m | m | m,m² | dB(A) | dB | dB(A) | dB(A) | dB | dB | dB | | | dB(A) | dB(A) | dB(A) | dB(A) | dB(A) | dB(A) | |
| car doors | Area | 244953 | 656198 | 132.5 | 3331.59 | | | 56.0 | 91.2 | 0.0 | 0.0 | 0 | 100%/24h | Closing Car Doors | 67.8 | 77.0 | 83.9 | 87.5 | 84.7 | 81.8 | |
| fuel station pump | Point | 245123 | 656271 | 132.4 | | | | 70.9 | 70.9 | 0.0 | 0.0 | 0 | idling on time | fuel station pump | 63.0 | 59.1 | 56.3 | 57.8 | 52.0 | 46.6 | |
| lorry at fuel station | Point | 245113 | 656268 | 132.2 | | | | 88.0 | 88.0 | 0.0 | 0.0 | 0 | idling on time | idling lorry (1m from front measured at | 55.9 | 69.1 | 77.0 | 85.0 | 83.3 | 76.8 | |
| lorry idling east parking | Point | 245113 | 656320 | 133.6 | | | | 88.0 | 88.0 | 0.0 | 0.0 | 0 | idling on time | idling lorry (1m from front measured at | 55.9 | 69.1 | 77.0 | 85.0 | 83.3 | 76.8 | |
| lorry idling outside workshop | Point | 245039 | 656222 | 134.0 | | | | 88.0 | 88.0 | 0.0 | 0.0 | 0 | idling on time | idling lorry (1m from front measured at | 55.9 | 69.1 | 77.0 | 85.0 | 83.3 | 76.8 | |
| lorry idling south parking | Point | 245089 | 656278 | 132.5 | | | | 88.0 | 88.0 | 0.0 | 0.0 | 0 | idling on time | idling lorry (1m from front measured at | 55.9 | 69.1 | 77.0 | 85.0 | 83.3 | 76.8 | |
| lorry idling west parking | Point | 244970 | 656255 | 133.6 | | | | 88.0 | 88.0 | 0.0 | 0.0 | 0 | idling on time | lorry in motion (5m from centre of path | 64.3 | 71.5 | 78.2 | 84.4 | 83.1 | 77.6 | |
| Lorry Park East | Line | 245082 | 656306 | 133.6 | 167.76 | | | 73.0 | 95.2 | 0.0 | 0.0 | 0 | idling on time | lorry in motion (5m from centre of path | 71.6 | 78.7 | 85.4 | 91.6 | 90.3 | 84.9 | |
| Lorry park South | Line | 245089 | 656266 | 133.1 | 247.87 | | | 70.4 | 94.3 | 0.0 | 0.0 | 0 | idling on time | tractor unit idle | 88.2 | 78.6 | 75.0 | 74.5 | 70.9 | 65.8 | |
| Lorry Park West | Line | 244992 | 656266 | 133.4 | 128.54 | | | 71.2 | 92.3 | 0.0 | 0.0 | 0 | idling on time | lorry in motion (5m from centre of path | 68.6 | 75.8 | 82.5 | 88.7 | 87.4 | 81.9 | |
| pressure washer | Point | 245112 | 656232 | 134.7 | | | | 93.0 | 93.0 | 0.0 | 0.0 | 0 | idling on time | High-pressure cleaner | 70.0 | 77.1 | 83.1 | 86.0 | 87.0 | 87.1 | |
| Welding Shop-East Access Door | Area | 245084 | 656232 | 136.2 | 24.02 | 88.6 | 20.0 | 68.7 | 82.5 | 0.0 | 0.0 | 3 | 100%/24h | 1550_East Access_ | 66.4 | 70.0 | 72.6 | 79.1 | 78.0 | | |
| Welding Shop-East Access Door | Area | 245077 | 656231 | 136.2 | 24.02 | 88.3 | 20.0 | 68.3 | 82.1 | 0.0 | 0.0 | 3 | 100%/24h | 1549_East Access_ | 66.1 | 69.8 | 72.3 | 78.7 | 77.6 | | |
| Welding Shop-Facade 01 | Area | 245101 | 656224 | 136.7 | 106.44 | 91.0 | 35.0 | 56.3 | 76.6 | 0.0 | 0.0 | 3 | 100%/24h | 1555_Facade 01_ | 71.0 | 74.0 | 67.8 | 61.7 | 54.1 | 56.5 | |
| Welding Shop-Facade 02 | Area | 245087 | 656232 | 136.8 | 166.25 | 91.3 | 35.0 | 59.6 | 81.8 | 0.0 | 0.0 | 3 | 100%/24h | 1556_Facade 02_ | 76.2 | 79.1 | 73.0 | 66.9 | 59.3 | 61.7 | |
| Welding Shop-Facade 03 | Area | 245070 | 656224 | 136.7 | 107.92 | 90.3 | 35.0 | 55.6 | 76.0 | 0.0 | 0.0 | 3 | 100%/24h | 1557_Facade 03_ | 70.4 | 73.3 | 67.2 | 61.0 | 53.4 | 55.8 | |
| Welding Shop-Facade 04 | Area | 245086 | 656216 | 136.7 | 215.08 | 90.9 | 35.0 | 56.2 | 79.5 | 0.0 | 0.0 | 3 | 100%/24h | 1558_Facade 04_ | 73.9 | 76.9 | 70.7 | 64.6 | 57.0 | 59.6 | |
| Welding Shop-Roof 01 | Area | 245086 | 656224 | 140.2 | 469.57 | 90.8 | 35.0 | 56.1 | 82.9 | 0.0 | 0.0 | 0 | 100%/24h | 1553_Roof 01_ | 77.2 | 80.2 | 74.1 | 68.0 | 60.3 | 62.8 | |
| Workshop-East Access | Area | 245037 | 656215 | 136.4 | 24.02 | 88.6 | 20.0 | 68.4 | 82.2 | 0.0 | 0.0 | 3 | 100%/24h | 1903_East Access_ | 59.7 | 70.0 | 72.0 | 76.9 | 79.5 | | |
| Workshop-East Access | Area | 245041 | 656209 | 136.4 | 24.02 | 88.4 | 20.0 | 68.2 | 82.0 | 0.0 | 0.0 | 3 | 100%/24h | 1904_East Access | 59.5 | 69.9 | 71.9 | 76.7 | 79.4 | | |
| Workshop-Facade 01 | Area | 245025 | 656195 | 136.9 | 281.54 | 90.5 | 35.0 | 54.7 | 79.2 | 0.0 | 0.0 | 3 | 100%/24h | 1936_Facade 01 | 73.1 | 76.5 | 71.0 | 63.3 | 59.9 | 63.2 | |
| Workshop-Facade 02 | Area | 245036 | 656217 | 137.1 | 153.93 | 91.3 | 35.0 | 58.4 | 80.3 | 0.0 | 0.0 | 3 | 100%/24h | 1937_Facade 02 | 74.2 | 77.6 | 72.1 | 64.5 | 61.1 | 64.5 | |

# AS 0985 Shilford
## Octave spectra of the sources in dB(A) - scenario 04 - layout november 2023 lorry idling

| Name | Source type | X | Y | Z | l or A | Li | R'w | L'w | Lw | KI | KT | DO-Wall | Time histogram | Emission spectrum | 125Hz | 250Hz | 500Hz | 1kHz | 2kHz | 4kHz | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | m | m | m | m,m² | dB(A) | dB | dB(A) | dB(A) | dB | dB | dB | | | dB(A) | dB(A) | dB(A) | dB(A) | dB(A) | dB(A) | |
| Workshop-Facade 03 | Area | 245013 | 656221 | 136.9 | 278.06 | 90.9 | 35.0 | 55.0 | 79.5 | 0.0 | 0.0 | 3 | 100%/24h | 1938_Facade 03 | 73.5 | 76.8 | 71.2 | 63.6 | 60.2 | 63.5 | |
| Workshop-Facade 04 | Area | 245001 | 656200 | 136.9 | 199.67 | 90.2 | 35.0 | 54.5 | 77.5 | 0.0 | 0.0 | 3 | 100%/24h | 1939_Facade 04 | 71.5 | 74.9 | 69.3 | 61.6 | 58.1 | 61.1 | |
| Workshop-Roof 01 | Area | 245019 | 656208 | 140.4 | 1146.70 | 90.8 | 35.0 | 55.0 | 85.6 | 0.0 | 0.0 | 0 | 100%/24h | 1934_Roof 01_ | 79.5 | 82.9 | 77.4 | 69.7 | 66.3 | 69.7 | |

# AS 0985 Shilford
# Assessed level of source groups
# scenario 04 - layout november 2023 lorry idling

1
2

| Source group | LrD dB(A) | LrN dB(A) | |
|---|---|---|---|
| Receiver Shillford Mill (within scheme) Fl F 1 | LrD,lim dB(A) | LrN,lim dB(A) | LrD 45 dB(A) Sigma(LrD) 0 dB(A) |
| Museum Car Park | 28.6 | 28.6 | |
| fuel station | 30.1 | 30.1 | |
| lorry park | 44.5 | 44.5 | |
| wash station | 30.8 | 30.8 | |
| welding shop | 35.2 | 35.2 | |
| Workshop | 27.8 | 27.8 | |
| Receiver Shillford Mill (within scheme) Fl GF | LrD,lim dB(A) | LrN,lim dB(A) | LrD 45 dB(A) Sigma(LrD) 0 dB(A) |
| Museum Car Park | 27.8 | 27.8 | |
| fuel station | 29.6 | 29.6 | |
| lorry park | 44.1 | 44.1 | |
| wash station | 30.2 | 30.2 | |
| welding shop | 33.9 | 33.9 | |
| Workshop | 24.9 | 24.9 | |
| Receiver Cowdenmill Cottages west Fl F 1 | LrD,lim dB(A) | LrN,lim dB(A) | LrD 37 dB(A) Sigma(LrD) 0 dB(A) L |
| Museum Car Park | 20.1 | 20.1 | |
| fuel station | 21.7 | 21.7 | |
| lorry park | 35.2 | 35.2 | |
| wash station | 28.9 | 28.9 | |
| welding shop | 25.9 | 25.9 | |
| Workshop | 29.2 | 29.2 | |
| Receiver Cowdenmill Cottages west Fl F 1 | LrD,lim dB(A) | LrN,lim dB(A) | LrD 37 dB(A) Sigma(LrD) 0 dB(A) L |
| Museum Car Park | 20.1 | 20.1 | |
| fuel station | 20.5 | 20.5 | |
| lorry park | 34.4 | 34.4 | |
| wash station | 28.7 | 28.7 | |
| welding shop | 24.8 | 24.8 | |
| Workshop | 28.4 | 28.4 | |
| Receiver Shillford Mill (within scheme) Fl F 1 | LrD,lim dB(A) | LrN,lim dB(A) | LrD 36 dB(A) Sigma(LrD) 0 dB(A) |
| Museum Car Park | 22.4 | 22.4 | |
| fuel station | 15.4 | 15.4 | |
| lorry park | 35.5 | 35.5 | |
| wash station | 10.3 | 10.3 | |
| welding shop | 25.3 | 25.3 | |
| Workshop | 23.7 | 23.7 | |
| Receiver Cowdenmill Cottages west Fl F 1 | LrD,lim dB(A) | LrN,lim dB(A) | LrD 36 dB(A) Sigma(LrD) 0 dB(A) L |
| Museum Car Park | 18.3 | 18.3 | |
| fuel station | 19.6 | 19.6 | |
| lorry park | 33.9 | 33.9 | |
| wash station | 27.5 | 27.5 | |
| welding shop | 24.5 | 24.5 | |
| Workshop | 27.1 | 27.1 | |

# AS 0985 Shilford
# Assessed level of source groups
# scenario 04 - layout november 2023 lorry idling



| Source group | LrD dB(A) | LrN dB(A) | |
|---|---|---|---|
| Receiver Cowdenmill Cottages west Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 36 dB(A) Sigma(LrD) 0 dB(A) L | | | |
| Museum Car Park | 18.8 | 18.8 | |
| fuel station | 20.9 | 20.9 | |
| lorry park | 34.0 | 34.0 | |
| wash station | 26.6 | 26.6 | |
| welding shop | 23.1 | 23.1 | |
| Workshop | 27.8 | 27.8 | |
| Receiver House at Barrhead Leather Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 35 dB(A) Sigma(LrD) 0 dB(A) | | | |
| Museum Car Park | 24.4 | 24.4 | |
| fuel station | 20.1 | 20.1 | |
| lorry park | 32.1 | 32.1 | |
| wash station | 23.2 | 23.2 | |
| welding shop | 28.3 | 28.3 | |
| Workshop | 26.8 | 26.8 | |
| Receiver Cowdenmill Cottages west Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 35 dB(A) Sigma(LrD) 0 dB(A) L | | | |
| Museum Car Park | 18.3 | 18.3 | |
| fuel station | 18.2 | 18.2 | |
| lorry park | 32.5 | 32.5 | |
| wash station | 25.9 | 25.9 | |
| welding shop | 21.7 | 21.7 | |
| Workshop | 26.6 | 26.6 | |
| Receiver Shillford Mill (within scheme) Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 34 dB(A) Sigma(LrD) 0 dB(A) | | | |
| Museum Car Park | 20.6 | 20.6 | |
| fuel station | 10.4 | 10.4 | |
| lorry park | 34.0 | 34.0 | |
| wash station | 6.0 | 6.0 | |
| welding shop | 15.7 | 15.7 | |
| Workshop | 19.4 | 19.4 | |
| Receiver Cowdenmill Cottages east Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 34 dB(A) Sigma(LrD) 0 dB(A) L | | | |
| Museum Car Park | 11.2 | 11.2 | |
| fuel station | 18.8 | 18.8 | |
| lorry park | 33.0 | 33.0 | |
| wash station | 20.7 | 20.7 | |
| welding shop | 22.4 | 22.4 | |
| Workshop | 23.5 | 23.5 | |
| Receiver House at Barrhead Leather Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 34 dB(A) Sigma(LrD) 0 dB(A) | | | |
| Museum Car Park | 17.0 | 17.0 | |
| fuel station | 16.0 | 16.0 | |
| lorry park | 33.6 | 33.6 | |
| wash station | 7.9 | 7.9 | |
| welding shop | 19.4 | 19.4 | |
| Workshop | 19.0 | 19.0 | |

# AS 0985 Shilford
# Assessed level of source groups
# scenario 04 - layout november 2023 lorry idling



| Source group | LrD dB(A) | LrN dB(A) | |
|---|---|---|---|
| Receiver Viewfield Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 34 dB(A) Sigma(LrD) 0 dB(A) LrN 34.0 dB(A) S | | | |
| Museum Car Park | 27.4 | 27.4 | |
| fuel station | 16.4 | 16.4 | |
| lorry park | 31.3 | 31.3 | |
| wash station | 18.6 | 18.6 | |
| welding shop | 24.0 | 24.0 | |
| Workshop | 23.5 | 23.5 | |
| Receiver Cowdenmill Cottages west Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 34 dB(A) Sigma(LrD) 0 dB(A) L | | | |
| Museum Car Park | 16.4 | 16.4 | |
| fuel station | 18.3 | 18.3 | |
| lorry park | 31.9 | 31.9 | |
| wash station | 23.9 | 23.9 | |
| welding shop | 21.7 | 21.7 | |
| Workshop | 25.4 | 25.4 | |
| Receiver Viewfield Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 34 dB(A) Sigma(LrD) 0 dB(A) LrN 33.6 dB(A) S | | | |
| Museum Car Park | 25.3 | 25.3 | |
| fuel station | 17.8 | 17.8 | |
| lorry park | 31.8 | 31.8 | |
| wash station | 17.1 | 17.1 | |
| welding shop | 22.9 | 22.9 | |
| Workshop | 22.1 | 22.1 | |
| Receiver Woodend Cottage Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 33 dB(A) Sigma(LrD) 0 dB(A) LrN 33.4 | | | |
| Museum Car Park | 28.7 | 28.7 | |
| fuel station | 15.4 | 15.4 | |
| lorry park | 30.0 | 30.0 | |
| wash station | 2.0 | 2.0 | |
| welding shop | 23.2 | 23.2 | |
| Workshop | 22.8 | 22.8 | |
| Receiver Woodend Cottage Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 33 dB(A) Sigma(LrD) 0 dB(A) LrN 33.3 | | | |
| Museum Car Park | 28.7 | 28.7 | |
| fuel station | 14.9 | 14.9 | |
| lorry park | 29.9 | 29.9 | |
| wash station | 1.8 | 1.8 | |
| welding shop | 23.0 | 23.0 | |
| Workshop | 22.6 | 22.6 | |
| Receiver House at Barrhead Leather Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 33 dB(A) Sigma(LrD) 0 dB(A) | | | |
| Museum Car Park | 15.7 | 15.7 | |
| fuel station | 10.8 | 10.8 | |
| lorry park | 32.8 | 32.8 | |
| wash station | 11.7 | 11.7 | |
| welding shop | 17.0 | 17.0 | |
| Workshop | 15.7 | 15.7 | |

| Source group | LrD dB(A) | LrN dB(A) | |
|---|---|---|---|
| Receiver Cowdenmoor Farm Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 33 dB(A) Sigma(LrD) 0 dB(A) LrN 33.1 | | | |
| Museum Car Park | 28.0 | 28.0 | |
| fuel station | 11.4 | 11.4 | |
| lorry park | 30.0 | 30.0 | |
| wash station | 17.4 | 17.4 | |
| welding shop | 20.4 | 20.4 | |
| Workshop | 23.9 | 23.9 | |
| Receiver House at Barrhead Leather Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 33 dB(A) Sigma(LrD) 0 dB(A) | | | |
| Museum Car Park | 21.3 | 21.3 | |
| fuel station | 16.3 | 16.3 | |
| lorry park | 30.9 | 30.9 | |
| wash station | 17.8 | 17.8 | |
| welding shop | 24.3 | 24.3 | |
| Workshop | 23.4 | 23.4 | |
| Receiver Cowdenmoor Farm Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 32 dB(A) Sigma(LrD) 0 dB(A) LrN 32.4 | | | |
| Museum Car Park | 23.0 | 23.0 | |
| fuel station | 12.9 | 12.9 | |
| lorry park | 30.0 | 30.0 | |
| wash station | 20.3 | 20.3 | |
| welding shop | 21.7 | 21.7 | |
| Workshop | 24.5 | 24.5 | |
| Receiver Cowdenmoor Farm Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 32 dB(A) Sigma(LrD) 0 dB(A) LrN 32.4 | | | |
| Museum Car Park | 24.4 | 24.4 | |
| fuel station | 12.6 | 12.6 | |
| lorry park | 29.8 | 29.8 | |
| wash station | 19.8 | 19.8 | |
| welding shop | 20.6 | 20.6 | |
| Workshop | 24.3 | 24.3 | |
| Receiver Woodend Cottage Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 32 dB(A) Sigma(LrD) 0 dB(A) LrN 32.3 | | | |
| Museum Car Park | 26.8 | 26.8 | |
| fuel station | 12.5 | 12.5 | |
| lorry park | 29.5 | 29.5 | |
| wash station | 0.5 | 0.5 | |
| welding shop | 21.9 | 21.9 | |
| Workshop | 21.2 | 21.2 | |
| Receiver Cowdenmill Cottages east Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 32 dB(A) Sigma(LrD) 0 dB(A) L | | | |
| Museum Car Park | 6.2 | 6.2 | |
| fuel station | 18.3 | 18.3 | |
| lorry park | 31.5 | 31.5 | |
| wash station | 11.9 | 11.9 | |
| welding shop | 18.7 | 18.7 | |
| Workshop | 19.2 | 19.2 | |

# AS 0985 Shilford
# Assessed level of source groups
# scenario 04 - layout november 2023 lorry idling

1
2

| Source group | LrD dB(A) | LrN dB(A) | |
|---|---|---|---|
| Receiver Viewfield Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 32 dB(A) Sigma(LrD) 0 dB(A) LrN 32.1 dB(A) S | | | |
| Museum Car Park | 14.1 | 14.1 | |
| fuel station | 16.9 | 16.9 | |
| lorry park | 31.5 | 31.5 | |
| wash station | 10.6 | 10.6 | |
| welding shop | 19.2 | 19.2 | |
| Workshop | 16.1 | 16.1 | |
| Receiver Woodend Cottage Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 32 dB(A) Sigma(LrD) 0 dB(A) LrN 31.9 | | | |
| Museum Car Park | 24.5 | 24.5 | |
| fuel station | 13.5 | 13.5 | |
| lorry park | 29.7 | 29.7 | |
| wash station | 0.8 | 0.8 | |
| welding shop | 22.2 | 22.2 | |
| Workshop | 21.7 | 21.7 | |
| Receiver Cowdenmill Cottages east Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 32 dB(A) Sigma(LrD) 0 dB(A) L | | | |
| Museum Car Park | 10.4 | 10.4 | |
| fuel station | 13.1 | 13.1 | |
| lorry park | 30.4 | 30.4 | |
| wash station | 19.2 | 19.2 | |
| welding shop | 21.1 | 21.1 | |
| Workshop | 22.6 | 22.6 | |
| Receiver Lagavulin Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 32 dB(A) Sigma(LrD) 0 dB(A) LrN 31.8 dB(A) S | | | |
| Museum Car Park | 28.1 | 28.1 | |
| fuel station | 13.3 | 13.3 | |
| lorry park | 28.2 | 28.2 | |
| wash station | 0.4 | 0.4 | |
| welding shop | 17.1 | 17.1 | |
| Workshop | 21.3 | 21.3 | |
| Receiver Lagavulin Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 32 dB(A) Sigma(LrD) 0 dB(A) LrN 31.8 dB(A) S | | | |
| Museum Car Park | 28.0 | 28.0 | |
| fuel station | 13.7 | 13.7 | |
| lorry park | 28.2 | 28.2 | |
| wash station | 0.6 | 0.6 | |
| welding shop | 16.3 | 16.3 | |
| Workshop | 21.5 | 21.5 | |
| Receiver Cowdenmoor Farm Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 32 dB(A) Sigma(LrD) 0 dB(A) LrN 31.7 | | | |
| Museum Car Park | 22.9 | 22.9 | |
| fuel station | 11.0 | 11.0 | |
| lorry park | 29.4 | 29.4 | |
| wash station | 18.2 | 18.2 | |
| welding shop | 20.6 | 20.6 | |
| Workshop | 23.5 | 23.5 | |

# AS 0985 Shilford
# Assessed level of source groups
# scenario 04 - layout november 2023 lorry idling



| Source group | LrD dB(A) | LrN dB(A) | |
|---|---|---|---|
| Receiver Cowdenmoor Farm Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 32 dB(A) Sigma(LrD) 0 dB(A) LrN 31.( | | | |
| Museum Car Park | 25.5 | 25.5 | |
| fuel station | 10.0 | 10.0 | |
| lorry park | 29.1 | 29.1 | |
| wash station | 16.4 | 16.4 | |
| welding shop | 18.4 | 18.4 | |
| Workshop | 21.4 | 21.4 | |
| Receiver Viewfield Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 31 dB(A) Sigma(LrD) 0 dB(A) LrN 31.3 dB(A) S | | | |
| Museum Car Park | 12.3 | 12.3 | |
| fuel station | 16.2 | 16.2 | |
| lorry park | 30.9 | 30.9 | |
| wash station | 5.0 | 5.0 | |
| welding shop | 14.3 | 14.3 | |
| Workshop | 12.8 | 12.8 | |
| Receiver Woodend Cottage Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 30 dB(A) Sigma(LrD) 0 dB(A) LrN 30.0 | | | |
| Museum Car Park | 15.5 | 15.5 | |
| fuel station | 14.9 | 14.9 | |
| lorry park | 29.4 | 29.4 | |
| wash station | -0.4 | -0.4 | |
| welding shop | 13.7 | 13.7 | |
| Workshop | 14.7 | 14.7 | |
| Receiver Woodend Cottage Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 29 dB(A) Sigma(LrD) 0 dB(A) LrN 29.1 | | | |
| Museum Car Park | 8.0 | 8.0 | |
| fuel station | 13.0 | 13.0 | |
| lorry park | 28.8 | 28.8 | |
| wash station | -2.1 | -2.1 | |
| welding shop | 9.8 | 9.8 | |
| Workshop | 11.2 | 11.2 | |
| Receiver Cowdenmoor Farm Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 29 dB(A) Sigma(LrD) 0 dB(A) LrN 28.( | | | |
| Museum Car Park | 21.2 | 21.2 | |
| fuel station | 11.2 | 11.2 | |
| lorry park | 25.3 | 25.3 | |
| wash station | 17.4 | 17.4 | |
| welding shop | 19.5 | 19.5 | |
| Workshop | 19.9 | 19.9 | |
| Receiver Cowdenmoor Farm Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 27 dB(A) Sigma(LrD) 0 dB(A) LrN 27.4 | | | |
| Museum Car Park | 17.7 | 17.7 | |
| fuel station | 10.6 | 10.6 | |
| lorry park | 25.0 | 25.0 | |
| wash station | 17.4 | 17.4 | |
| welding shop | 17.8 | 17.8 | |
| Workshop | 16.4 | 16.4 | |

# AS 0985 Shilford
# Assessed level of source groups
# scenario 04 - layout november 2023 lorry idling



| Source group | LrD dB(A) | LrN dB(A) | |
|---|---|---|---|
| Receiver Cowdenmill Cottages east Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 27 dB(A) Sigma(LrD) 0 dB(A) L | | | |
| Museum Car Park | 4.2 | 4.2 | |
| fuel station | 4.1 | 4.1 | |
| lorry park | 26.3 | 26.3 | |
| wash station | 6.9 | 6.9 | |
| welding shop | 14.7 | 14.7 | |
| Workshop | 15.4 | 15.4 | |
| Receiver Cowdenmoor Farm west Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 26 dB(A) Sigma(LrD) 0 dB(A) LrN | | | |
| Museum Car Park | 22.4 | 22.4 | |
| fuel station | 0.6 | 0.6 | |
| lorry park | 21.7 | 21.7 | |
| wash station | 6.8 | 6.8 | |
| welding shop | 14.9 | 14.9 | |
| Workshop | 18.2 | 18.2 | |
| Receiver Cowdenmoor Farm Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 26 dB(A) Sigma(LrD) 0 dB(A) LrN 26.2 | | | |
| Museum Car Park | 19.2 | 19.2 | |
| fuel station | 0.9 | 0.9 | |
| lorry park | 23.6 | 23.6 | |
| wash station | 11.6 | 11.6 | |
| welding shop | 14.7 | 14.7 | |
| Workshop | 18.0 | 18.0 | |
| Receiver Cowdenmoor Farm Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 25 dB(A) Sigma(LrD) 0 dB(A) LrN 24.5 | | | |
| Museum Car Park | 12.7 | 12.7 | |
| fuel station | -0.3 | -0.3 | |
| lorry park | 23.0 | 23.0 | |
| wash station | 3.3 | 3.3 | |
| welding shop | 13.3 | 13.3 | |
| Workshop | 16.0 | 16.0 | |
| Receiver Cowdenmoor Farm west Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 24 dB(A) Sigma(LrD) 0 dB(A) LrN | | | |
| Museum Car Park | 18.9 | 18.9 | |
| fuel station | -1.5 | -1.5 | |
| lorry park | 20.9 | 20.9 | |
| wash station | 2.4 | 2.4 | |
| welding shop | 12.0 | 12.0 | |
| Workshop | 15.7 | 15.7 | |
| Receiver Cowdenmoor Farm Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 23 dB(A) Sigma(LrD) 0 dB(A) LrN 22.6 | | | |
| Museum Car Park | 15.8 | 15.8 | |
| fuel station | -2.4 | -2.4 | |
| lorry park | 20.7 | 20.7 | |
| wash station | -0.4 | -0.4 | |
| welding shop | 9.7 | 9.7 | |
| Workshop | 12.6 | 12.6 | |

# AS 0985 Shilford
# Assessed level of source groups
# scenario 04 - layout november 2023 lorry idling

**1**
**2**

| Source group | LrD dB(A) | LrN dB(A) | |
|---|---|---|---|
| Receiver Lagavulin Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 22 dB(A) Sigma(LrD) 0 dB(A) LrN 21.7 dB(A) S | | | |
| Museum Car Park | 10.9 | 10.9 | |
| fuel station | -0.6 | -0.6 | |
| lorry park | 20.7 | 20.7 | |
| wash station | -2.3 | -2.3 | |
| welding shop | 7.6 | 7.6 | |
| Workshop | 11.1 | 11.1 | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| Receiver Shillford Mill (within scheme) Fl F 1 LrD,lim dB(A) LrN,lim dB(A) | | | | | LrD 45 dB(A) | Sigma(LrD) 0 dB(A) LrN |
| 18 | 19 | Welding Shop-Facade 04 | welding shop | Area | 7.2 | |
| 20 | 19 | Workshop-Facade 01 | Workshop | Area | 8.0 | |
| 13 | 19 | Welding Shop-Facade 01 | welding shop | Area | 9.0 | |
| 23 | 19 | Workshop-East Access | Workshop | Area | 9.3 | |
| 2 | 19 | fuel station pump | fuel station | Point | 12.1 | |
| 22 | 19 | Workshop-East Access | Workshop | Area | 12.1 | |
| 21 | 19 | Workshop-Facade 02 | Workshop | Area | 13.6 | |
| 4 | 19 | lorry idling outside workshop | lorry park | Point | 16.1 | |
| 19 | 19 | Workshop-Roof 01 | Workshop | Area | 19.0 | |
| 12 | 19 | Welding Shop-Roof 01 | welding shop | Area | 19.0 | |
| 17 | 19 | Welding Shop-Facade 03 | welding shop | Area | 19.4 | |
| 25 | 19 | Workshop-Facade 04 | Workshop | Area | 20.6 | |
| 6 | 19 | lorry idling east parking | lorry park | Point | 22.6 | |
| 24 | 19 | Workshop-Facade 03 | Workshop | Area | 25.5 | |
| 11 | 19 | car doors | Museum Car Park | Area | 28.6 | |
| 14 | 19 | Welding Shop-Facade 02 | welding shop | Area | 29.3 | |
| 5 | 19 | lorry idling south parking | lorry park | Point | 29.7 | |
| 1 | 19 | lorry at fuel station | fuel station | Point | 30.0 | |
| 15 | 19 | Welding Shop-East Access Door | welding shop | Area | 30.5 | |
| 16 | 19 | Welding Shop-East Access Door | welding shop | Area | 30.5 | |
| 3 | 19 | pressure washer | wash station | Point | 30.8 | |
| 9 | 19 | Lorry Park East | lorry park | Line | 34.2 | |
| 10 | 19 | Lorry park South | lorry park | Line | 36.2 | |
| 7 | 19 | lorry idling west parking | lorry park | Point | 39.2 | |
| 8 | 19 | Lorry Park West | lorry park | Line | 40.8 | |
| Receiver Shillford Mill (within scheme) Fl GF LrD,lim dB(A) LrN,lim dB(A) | | | | | LrD 45 dB(A) | Sigma(LrD) 0 dB(A) LrN |
| 18 | 19 | Welding Shop-Facade 04 | welding shop | Area | 5.1 | |
| 20 | 19 | Workshop-Facade 01 | Workshop | Area | 6.2 | |
| 13 | 19 | Welding Shop-Facade 01 | welding shop | Area | 7.5 | |
| 23 | 19 | Workshop-East Access | Workshop | Area | 7.9 | |
| 22 | 19 | Workshop-East Access | Workshop | Area | 10.0 | |
| 21 | 19 | Workshop-Facade 02 | Workshop | Area | 10.9 | |
| 2 | 19 | fuel station pump | fuel station | Point | 12.6 | |
| 4 | 19 | lorry idling outside workshop | lorry park | Point | 13.5 | |
| 19 | 19 | Workshop-Roof 01 | Workshop | Area | 14.6 | |
| 12 | 19 | Welding Shop-Roof 01 | welding shop | Area | 16.3 | |
| 17 | 19 | Welding Shop-Facade 03 | welding shop | Area | 16.8 | |
| 25 | 19 | Workshop-Facade 04 | Workshop | Area | 18.0 | |
| 6 | 19 | lorry idling east parking | lorry park | Point | 21.1 | |
| 24 | 19 | Workshop-Facade 03 | Workshop | Area | 22.7 | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 14 | 19 | Welding Shop-Facade 02 | welding shop | Area | 27.1 | |
| 11 | 19 | car doors | Museum Car Park | Area | 27.8 | |
| 5 | 19 | lorry idling south parking | lorry park | Point | 29.5 | |
| 1 | 19 | lorry at fuel station | fuel station | Point | 29.5 | |
| 15 | 19 | Welding Shop-East Access Door | welding shop | Area | 29.6 | |
| 16 | 19 | Welding Shop-East Access Door | welding shop | Area | 29.6 | |
| 3 | 19 | pressure washer | wash station | Point | 30.2 | |
| 9 | 19 | Lorry Park East | lorry park | Line | 33.7 | |
| 10 | 19 | Lorry park South | lorry park | Line | 37.1 | |
| 7 | 19 | lorry idling west parking | lorry park | Point | 38.3 | |
| 8 | 19 | Lorry Park West | lorry park | Line | 40.1 | |
| Receiver Cowdenmill Cottages west Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 37 dB(A) Sigma(LrD) 0 dB(A) LrN 3 | | | | | | |
| 2 | 4 | fuel station pump | fuel station | Point | 5.9 | |
| 17 | 4 | Welding Shop-Facade 03 | welding shop | Area | 6.6 | |
| 24 | 4 | Workshop-Facade 03 | Workshop | Area | 8.6 | |
| 25 | 4 | Workshop-Facade 04 | Workshop | Area | 11.4 | |
| 15 | 4 | Welding Shop-East Access Door | welding shop | Area | 13.0 | |
| 16 | 4 | Welding Shop-East Access Door | welding shop | Area | 14.2 | |
| 20 | 4 | Workshop-Facade 01 | Workshop | Area | 17.9 | |
| 14 | 4 | Welding Shop-Facade 02 | welding shop | Area | 18.2 | |
| 13 | 4 | Welding Shop-Facade 01 | welding shop | Area | 18.2 | |
| 4 | 4 | lorry idling outside workshop | lorry park | Point | 18.4 | |
| 21 | 4 | Workshop-Facade 02 | Workshop | Area | 19.8 | |
| 18 | 4 | Welding Shop-Facade 04 | welding shop | Area | 19.9 | |
| 11 | 4 | car doors | Museum Car Park | Area | 20.1 | |
| 12 | 4 | Welding Shop-Roof 01 | welding shop | Area | 20.4 | |
| 19 | 4 | Workshop-Roof 01 | Workshop | Area | 21.0 | |
| 7 | 4 | lorry idling west parking | lorry park | Point | 21.1 | |
| 1 | 4 | lorry at fuel station | fuel station | Point | 21.6 | |
| 5 | 4 | lorry idling south parking | lorry park | Point | 23.7 | |
| 23 | 4 | Workshop-East Access | Workshop | Area | 24.0 | |
| 22 | 4 | Workshop-East Access | Workshop | Area | 24.3 | |
| 6 | 4 | lorry idling east parking | lorry park | Point | 24.9 | |
| 8 | 4 | Lorry Park West | lorry park | Line | 25.7 | |
| 3 | 4 | pressure washer | wash station | Point | 28.9 | |
| 10 | 4 | Lorry park South | lorry park | Line | 29.8 | |
| 9 | 4 | Lorry Park East | lorry park | Line | 31.0 | |
| Receiver Cowdenmill Cottages west Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 37 dB(A) Sigma(LrD) 0 dB(A) LrN 3 | | | | | | |
| 17 | 3 | Welding Shop-Facade 03 | welding shop | Area | 5.7 | |
| 2 | 3 | fuel station pump | fuel station | Point | 5.9 | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 24 | 3 | Workshop-Facade 03 | Workshop | Area | 7.4 | |
| 25 | 3 | Workshop-Facade 04 | Workshop | Area | 9.3 | |
| 15 | 3 | Welding Shop-East Access Door | welding shop | Area | 12.3 | |
| 16 | 3 | Welding Shop-East Access Door | welding shop | Area | 13.5 | |
| 20 | 3 | Workshop-Facade 01 | Workshop | Area | 16.0 | |
| 14 | 3 | Welding Shop-Facade 02 | welding shop | Area | 17.5 | |
| 13 | 3 | Welding Shop-Facade 01 | welding shop | Area | 17.8 | |
| 18 | 3 | Welding Shop-Facade 04 | welding shop | Area | 18.2 | |
| 21 | 3 | Workshop-Facade 02 | Workshop | Area | 18.2 | |
| 7 | 3 | lorry idling west parking | lorry park | Point | 18.5 | |
| 12 | 3 | Welding Shop-Roof 01 | welding shop | Area | 18.8 | |
| 19 | 3 | Workshop-Roof 01 | Workshop | Area | 19.3 | |
| 11 | 3 | car doors | Museum Car Park | Area | 20.1 | |
| 1 | 3 | lorry at fuel station | fuel station | Point | 20.3 | |
| 4 | 3 | lorry idling outside workshop | lorry park | Point | 21.8 | |
| 5 | 3 | lorry idling south parking | lorry park | Point | 22.0 | |
| 23 | 3 | Workshop-East Access | Workshop | Area | 23.7 | |
| 8 | 3 | Lorry Park West | lorry park | Line | 23.9 | |
| 22 | 3 | Workshop-East Access | Workshop | Area | 24.0 | |
| 6 | 3 | lorry idling east parking | lorry park | Point | 24.4 | |
| 3 | 3 | pressure washer | wash station | Point | 28.7 | |
| 9 | 3 | Lorry Park East | lorry park | Line | 29.4 | |
| 10 | 3 | Lorry park South | lorry park | Line | 29.9 | |
| Receiver Shillford Mill (within scheme) Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 36 dB(A) Sigma(LrD) 0 dB(A) LrN | | | | | | |
| 13 | 20 | Welding Shop-Facade 01 | welding shop | Area | 3.9 | |
| 2 | 20 | fuel station pump | fuel station | Point | 5.6 | |
| 18 | 20 | Welding Shop-Facade 04 | welding shop | Area | 5.7 | |
| 20 | 20 | Workshop-Facade 01 | Workshop | Area | 6.7 | |
| 23 | 20 | Workshop-East Access | Workshop | Area | 8.9 | |
| 4 | 20 | lorry idling outside workshop | lorry park | Point | 9.6 | |
| 22 | 20 | Workshop-East Access | Workshop | Area | 9.9 | |
| 3 | 20 | pressure washer | wash station | Point | 10.3 | |
| 21 | 20 | Workshop-Facade 02 | Workshop | Area | 10.7 | |
| 1 | 20 | lorry at fuel station | fuel station | Point | 14.9 | |
| 17 | 20 | Welding Shop-Facade 03 | welding shop | Area | 15.0 | |
| 12 | 20 | Welding Shop-Roof 01 | welding shop | Area | 15.1 | |
| 19 | 20 | Workshop-Roof 01 | Workshop | Area | 16.7 | |
| 25 | 20 | Workshop-Facade 04 | Workshop | Area | 16.7 | |
| 7 | 20 | lorry idling west parking | lorry park | Point | 16.8 | |
| 15 | 20 | Welding Shop-East Access Door | welding shop | Area | 17.1 | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 16 | 20 | Welding Shop-East Access Door | welding shop | Area | 17.2 | |
| 24 | 20 | Workshop-Facade 03 | Workshop | Area | 20.4 | |
| 14 | 20 | Welding Shop-Facade 02 | welding shop | Area | 22.1 | |
| 5 | 20 | lorry idling south parking | lorry park | Point | 22.3 | |
| 11 | 20 | car doors | Museum Car Park | Area | 22.4 | |
| 6 | 20 | lorry idling east parking | lorry park | Point | 23.4 | |
| 8 | 20 | Lorry Park West | lorry park | Line | 28.1 | |
| 9 | 20 | Lorry Park East | lorry park | Line | 30.7 | |
| 10 | 20 | Lorry park South | lorry park | Line | 31.1 | |
| Receiver Cowdenmill Cottages west Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 36 dB(A) Sigma(LrD) 0 dB(A) LrN 3( | | | | | | |
| 17 | 5 | Welding Shop-Facade 03 | welding shop | Area | 5.7 | |
| 2 | 5 | fuel station pump | fuel station | Point | 5.9 | |
| 24 | 5 | Workshop-Facade 03 | Workshop | Area | 7.4 | |
| 25 | 5 | Workshop-Facade 04 | Workshop | Area | 8.8 | |
| 15 | 5 | Welding Shop-East Access Door | welding shop | Area | 11.3 | |
| 16 | 5 | Welding Shop-East Access Door | welding shop | Area | 12.6 | |
| 20 | 5 | Workshop-Facade 01 | Workshop | Area | 15.8 | |
| 14 | 5 | Welding Shop-Facade 02 | welding shop | Area | 17.2 | |
| 13 | 5 | Welding Shop-Facade 01 | welding shop | Area | 17.6 | |
| 18 | 5 | Welding Shop-Facade 04 | welding shop | Area | 17.9 | |
| 21 | 5 | Workshop-Facade 02 | Workshop | Area | 18.1 | |
| 7 | 5 | lorry idling west parking | lorry park | Point | 18.1 | |
| 11 | 5 | car doors | Museum Car Park | Area | 18.3 | |
| 12 | 5 | Welding Shop-Roof 01 | welding shop | Area | 18.7 | |
| 19 | 5 | Workshop-Roof 01 | Workshop | Area | 19.2 | |
| 1 | 5 | lorry at fuel station | fuel station | Point | 19.4 | |
| 4 | 5 | lorry idling outside workshop | lorry park | Point | 21.2 | |
| 23 | 5 | Workshop-East Access | Workshop | Area | 21.7 | |
| 5 | 5 | lorry idling south parking | lorry park | Point | 21.7 | |
| 22 | 5 | Workshop-East Access | Workshop | Area | 22.0 | |
| 6 | 5 | lorry idling east parking | lorry park | Point | 22.4 | |
| 8 | 5 | Lorry Park West | lorry park | Line | 23.3 | |
| 3 | 5 | pressure washer | wash station | Point | 27.5 | |
| 9 | 5 | Lorry Park East | lorry park | Line | 28.5 | |
| 10 | 5 | Lorry park South | lorry park | Line | 30.0 | |
| Receiver Cowdenmill Cottages west Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 36 dB(A) Sigma(LrD) 0 dB(A) LrN 3( | | | | | | |
| 17 | 4 | Welding Shop-Facade 03 | welding shop | Area | 5.9 | |
| 2 | 4 | fuel station pump | fuel station | Point | 6.6 | |
| 24 | 4 | Workshop-Facade 03 | Workshop | Area | 8.0 | |
| 25 | 4 | Workshop-Facade 04 | Workshop | Area | 8.7 | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 15 | 4 | Welding Shop-East Access Door | welding shop | Area | 8.9 | |
| 16 | 4 | Welding Shop-East Access Door | welding shop | Area | 9.4 | |
| 14 | 4 | Welding Shop-Facade 02 | welding shop | Area | 14.3 | |
| 20 | 4 | Workshop-Facade 01 | Workshop | Area | 14.6 | |
| 13 | 4 | Welding Shop-Facade 01 | welding shop | Area | 15.9 | |
| 18 | 4 | Welding Shop-Facade 04 | welding shop | Area | 16.5 | |
| 4 | 4 | lorry idling outside workshop | lorry park | Point | 16.6 | |
| 21 | 4 | Workshop-Facade 02 | Workshop | Area | 17.3 | |
| 7 | 4 | lorry idling west parking | lorry park | Point | 18.0 | |
| 12 | 4 | Welding Shop-Roof 01 | welding shop | Area | 18.6 | |
| 11 | 4 | car doors | Museum Car Park | Area | 18.8 | |
| 19 | 4 | Workshop-Roof 01 | Workshop | Area | 19.1 | |
| 5 | 4 | lorry idling south parking | lorry park | Point | 20.2 | |
| 1 | 4 | lorry at fuel station | fuel station | Point | 20.8 | |
| 23 | 4 | Workshop-East Access | Workshop | Area | 23.1 | |
| 22 | 4 | Workshop-East Access | Workshop | Area | 23.5 | |
| 6 | 4 | lorry idling east parking | lorry park | Point | 24.1 | |
| 8 | 4 | Lorry Park West | lorry park | Line | 24.1 | |
| 3 | 4 | pressure washer | wash station | Point | 26.6 | |
| 9 | 4 | Lorry Park East | lorry park | Line | 29.4 | |
| 10 | 4 | Lorry park South | lorry park | Line | 29.5 | |
| Receiver House at Barrhead Leather Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 35 dB(A) Sigma(LrD) 0 dB(A) LrN 3 | | | | | | |
| 13 | 15 | Welding Shop-Facade 01 | welding shop | Area | 3.1 | |
| 2 | 15 | fuel station pump | fuel station | Point | 5.2 | |
| 23 | 15 | Workshop-East Access | Workshop | Area | 6.4 | |
| 18 | 15 | Welding Shop-Facade 04 | welding shop | Area | 6.4 | |
| 20 | 15 | Workshop-Facade 01 | Workshop | Area | 7.9 | |
| 21 | 15 | Workshop-Facade 02 | Workshop | Area | 11.8 | |
| 17 | 15 | Welding Shop-Facade 03 | welding shop | Area | 14.1 | |
| 6 | 15 | lorry idling east parking | lorry park | Point | 14.3 | |
| 4 | 15 | lorry idling outside workshop | lorry park | Point | 16.8 | |
| 22 | 15 | Workshop-East Access | Workshop | Area | 17.2 | |
| 25 | 15 | Workshop-Facade 04 | Workshop | Area | 17.4 | |
| 5 | 15 | lorry idling south parking | lorry park | Point | 17.7 | |
| 12 | 15 | Welding Shop-Roof 01 | welding shop | Area | 19.5 | |
| 1 | 15 | lorry at fuel station | fuel station | Point | 19.9 | |
| 24 | 15 | Workshop-Facade 03 | Workshop | Area | 20.1 | |
| 7 | 15 | lorry idling west parking | lorry park | Point | 20.5 | |
| 14 | 15 | Welding Shop-Facade 02 | welding shop | Area | 21.6 | |
| 15 | 15 | Welding Shop-East Access Door | welding shop | Area | 22.9 | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 8 | 15 | Lorry Park West | lorry park | Line | 23.0 | |
| 3 | 15 | pressure washer | wash station | Point | 23.2 | |
| 16 | 15 | Welding Shop-East Access Door | welding shop | Area | 23.2 | |
| 9 | 15 | Lorry Park East | lorry park | Line | 23.7 | |
| 19 | 15 | Workshop-Roof 01 | Workshop | Area | 23.8 | |
| 11 | 15 | car doors | Museum Car Park | Area | 24.4 | |
| 10 | 15 | Lorry park South | lorry park | Line | 29.7 | |
| Receiver Cowdenmill Cottages west Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 35 dB(A) Sigma(LrD) 0 dB(A) LrN 3 | | | | | | |
| 17 | 3 | Welding Shop-Facade 03 | welding shop | Area | 5.1 | |
| 2 | 3 | fuel station pump | fuel station | Point | 6.6 | |
| 25 | 3 | Workshop-Facade 04 | Workshop | Area | 6.7 | |
| 24 | 3 | Workshop-Facade 03 | Workshop | Area | 6.9 | |
| 15 | 3 | Welding Shop-East Access Door | welding shop | Area | 8.2 | |
| 16 | 3 | Welding Shop-East Access Door | welding shop | Area | 10.3 | |
| 14 | 3 | Welding Shop-Facade 02 | welding shop | Area | 13.2 | |
| 20 | 3 | Workshop-Facade 01 | Workshop | Area | 13.4 | |
| 13 | 3 | Welding Shop-Facade 01 | welding shop | Area | 13.9 | |
| 7 | 3 | lorry idling west parking | lorry park | Point | 15.1 | |
| 18 | 3 | Welding Shop-Facade 04 | welding shop | Area | 15.2 | |
| 21 | 3 | Workshop-Facade 02 | Workshop | Area | 15.7 | |
| 12 | 3 | Welding Shop-Roof 01 | welding shop | Area | 16.8 | |
| 19 | 3 | Workshop-Roof 01 | Workshop | Area | 17.3 | |
| 5 | 3 | lorry idling south parking | lorry park | Point | 17.5 | |
| 1 | 3 | lorry at fuel station | fuel station | Point | 17.9 | |
| 11 | 3 | car doors | Museum Car Park | Area | 18.3 | |
| 4 | 3 | lorry idling outside workshop | lorry park | Point | 20.3 | |
| 6 | 3 | lorry idling east parking | lorry park | Point | 21.0 | |
| 8 | 3 | Lorry Park West | lorry park | Line | 21.8 | |
| 23 | 3 | Workshop-East Access | Workshop | Area | 22.2 | |
| 22 | 3 | Workshop-East Access | Workshop | Area | 22.4 | |
| 9 | 3 | Lorry Park East | lorry park | Line | 25.8 | |
| 3 | 3 | pressure washer | wash station | Point | 25.9 | |
| 10 | 3 | Lorry park South | lorry park | Line | 29.7 | |
| Receiver Shillford Mill (within scheme) Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 34 dB(A) Sigma(LrD) 0 dB(A) LrN | | | | | | |
| 13 | 20 | Welding Shop-Facade 01 | welding shop | Area | -0.5 | |
| 18 | 20 | Welding Shop-Facade 04 | welding shop | Area | 2.8 | |
| 20 | 20 | Workshop-Facade 01 | Workshop | Area | 4.7 | |
| 2 | 20 | fuel station pump | fuel station | Point | 4.7 | |
| 17 | 20 | Welding Shop-Facade 03 | welding shop | Area | 5.4 | |
| 21 | 20 | Workshop-Facade 02 | Workshop | Area | 6.0 | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 15 | 20 | Welding Shop-East Access Door | welding shop | Area | 6.0 | |
| 16 | 20 | Welding Shop-East Access Door | welding shop | Area | 6.0 | |
| 3 | 20 | pressure washer | wash station | Point | 6.0 | |
| 23 | 20 | Workshop-East Access | Workshop | Area | 7.4 | |
| 4 | 20 | lorry idling outside workshop | lorry park | Point | 7.5 | |
| 22 | 20 | Workshop-East Access | Workshop | Area | 7.9 | |
| 1 | 20 | lorry at fuel station | fuel station | Point | 9.1 | |
| 12 | 20 | Welding Shop-Roof 01 | welding shop | Area | 9.7 | |
| 14 | 20 | Welding Shop-Facade 02 | welding shop | Area | 11.3 | |
| 19 | 20 | Workshop-Roof 01 | Workshop | Area | 12.2 | |
| 7 | 20 | lorry idling west parking | lorry park | Point | 13.1 | |
| 25 | 20 | Workshop-Facade 04 | Workshop | Area | 14.0 | |
| 24 | 20 | Workshop-Facade 03 | Workshop | Area | 14.2 | |
| 5 | 20 | lorry idling south parking | lorry park | Point | 18.4 | |
| 6 | 20 | lorry idling east parking | lorry park | Point | 20.5 | |
| 11 | 20 | car doors | Museum Car Park | Area | 20.6 | |
| 8 | 20 | Lorry Park West | lorry park | Line | 24.5 | |
| 9 | 20 | Lorry Park East | lorry park | Line | 27.8 | |
| 10 | 20 | Lorry park South | lorry park | Line | 31.5 | |
| Receiver Cowdenmill Cottages east Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 34 dB(A) Sigma(LrD) 0 dB(A) LrN 34 | | | | | | |
| 17 | 1 | Welding Shop-Facade 03 | welding shop | Area | 1.0 | |
| 24 | 1 | Workshop-Facade 03 | Workshop | Area | 4.3 | |
| 25 | 1 | Workshop-Facade 04 | Workshop | Area | 4.4 | |
| 2 | 1 | fuel station pump | fuel station | Point | 5.3 | |
| 15 | 1 | Welding Shop-East Access Door | welding shop | Area | 6.8 | |
| 4 | 1 | lorry idling outside workshop | lorry park | Point | 7.9 | |
| 16 | 1 | Welding Shop-East Access Door | welding shop | Area | 8.5 | |
| 11 | 1 | car doors | Museum Car Park | Area | 11.2 | |
| 14 | 1 | Welding Shop-Facade 02 | welding shop | Area | 12.2 | |
| 20 | 1 | Workshop-Facade 01 | Workshop | Area | 14.1 | |
| 13 | 1 | Welding Shop-Facade 01 | welding shop | Area | 14.3 | |
| 22 | 1 | Workshop-East Access | Workshop | Area | 15.7 | |
| 23 | 1 | Workshop-East Access | Workshop | Area | 15.8 | |
| 21 | 1 | Workshop-Facade 02 | Workshop | Area | 15.9 | |
| 18 | 1 | Welding Shop-Facade 04 | welding shop | Area | 16.2 | |
| 7 | 1 | lorry idling west parking | lorry park | Point | 16.6 | |
| 1 | 1 | lorry at fuel station | fuel station | Point | 18.6 | |
| 12 | 1 | Welding Shop-Roof 01 | welding shop | Area | 18.8 | |
| 19 | 1 | Workshop-Roof 01 | Workshop | Area | 19.0 | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 3 | 1 | pressure washer | wash station | Point | 20.7 | |
| 5 | 1 | lorry idling south parking | lorry park | Point | 21.4 | |
| 8 | 1 | Lorry Park West | lorry park | Line | 22.1 | |
| 6 | 1 | lorry idling east parking | lorry park | Point | 22.2 | |
| 9 | 1 | Lorry Park East | lorry park | Line | 27.7 | |
| 10 | 1 | Lorry park South | lorry park | Line | 29.6 | |
| Receiver House at Barrhead Leather Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 34 dB(A) Sigma(LrD) 0 dB(A) LrN 3 | | | | | | |
| 13 | 14 | Welding Shop-Facade 01 | welding shop | Area | 1.2 | |
| 18 | 14 | Welding Shop-Facade 04 | welding shop | Area | 3.1 | |
| 20 | 14 | Workshop-Facade 01 | Workshop | Area | 4.2 | |
| 23 | 14 | Workshop-East Access | Workshop | Area | 5.0 | |
| 2 | 14 | fuel station pump | fuel station | Point | 5.6 | |
| 22 | 14 | Workshop-East Access | Workshop | Area | 6.7 | |
| 21 | 14 | Workshop-Facade 02 | Workshop | Area | 7.0 | |
| 3 | 14 | pressure washer | wash station | Point | 7.9 | |
| 4 | 14 | lorry idling outside workshop | lorry park | Point | 8.5 | |
| 17 | 14 | Welding Shop-Facade 03 | welding shop | Area | 8.5 | |
| 25 | 14 | Workshop-Facade 04 | Workshop | Area | 8.6 | |
| 15 | 14 | Welding Shop-East Access Door | welding shop | Area | 10.1 | |
| 16 | 14 | Welding Shop-East Access Door | welding shop | Area | 10.2 | |
| 7 | 14 | lorry idling west parking | lorry park | Point | 11.7 | |
| 12 | 14 | Welding Shop-Roof 01 | welding shop | Area | 11.7 | |
| 24 | 14 | Workshop-Facade 03 | Workshop | Area | 12.7 | |
| 5 | 14 | lorry idling south parking | lorry park | Point | 14.4 | |
| 1 | 14 | lorry at fuel station | fuel station | Point | 15.5 | |
| 19 | 14 | Workshop-Roof 01 | Workshop | Area | 15.7 | |
| 14 | 14 | Welding Shop-Facade 02 | welding shop | Area | 16.0 | |
| 11 | 14 | car doors | Museum Car Park | Area | 17.0 | |
| 8 | 14 | Lorry Park West | lorry park | Line | 22.4 | |
| 6 | 14 | lorry idling east parking | lorry park | Point | 23.9 | |
| 9 | 14 | Lorry Park East | lorry park | Line | 29.5 | |
| 10 | 14 | Lorry park South | lorry park | Line | 29.7 | |
| Receiver Viewfield Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 34 dB(A) Sigma(LrD) 0 dB(A) LrN 34.0 dB(A) Sigma | | | | | | |
| 13 | 22 | Welding Shop-Facade 01 | welding shop | Area | 0.0 | |
| 23 | 22 | Workshop-East Access | Workshop | Area | 2.1 | |
| 2 | 22 | fuel station pump | fuel station | Point | 2.6 | |
| 18 | 22 | Welding Shop-Facade 04 | welding shop | Area | 3.0 | |
| 20 | 22 | Workshop-Facade 01 | Workshop | Area | 4.2 | |
| 21 | 22 | Workshop-Facade 02 | Workshop | Area | 8.5 | |
| 17 | 22 | Welding Shop-Facade 03 | welding shop | Area | 11.2 | |
| 7 | 22 | lorry idling west parking | lorry park | Point | 12.2 | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 22 | 22 | Workshop-East Access | Workshop | Area | 12.8 | |
| 5 | 22 | lorry idling south parking | lorry park | Point | 15.1 | |
| 4 | 22 | lorry idling outside workshop | lorry park | Point | 15.1 | |
| 25 | 22 | Workshop-Facade 04 | Workshop | Area | 15.1 | |
| 12 | 22 | Welding Shop-Roof 01 | welding shop | Area | 16.0 | |
| 1 | 22 | lorry at fuel station | fuel station | Point | 16.2 | |
| 24 | 22 | Workshop-Facade 03 | Workshop | Area | 17.0 | |
| 15 | 22 | Welding Shop-East Access Door | welding shop | Area | 18.0 | |
| 14 | 22 | Welding Shop-Facade 02 | welding shop | Area | 18.2 | |
| 16 | 22 | Welding Shop-East Access Door | welding shop | Area | 18.2 | |
| 3 | 22 | pressure washer | wash station | Point | 18.6 | |
| 6 | 22 | lorry idling east parking | lorry park | Point | 20.1 | |
| 19 | 22 | Workshop-Roof 01 | Workshop | Area | 20.4 | |
| 8 | 22 | Lorry Park West | lorry park | Line | 21.0 | |
| 9 | 22 | Lorry Park East | lorry park | Line | 26.3 | |
| 11 | 22 | car doors | Museum Car Park | Area | 27.4 | |
| 10 | 22 | Lorry park South | lorry park | Line | 28.0 | |
| Receiver Cowdenmill Cottages west Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 34 dB(A) Sigma(LrD) 0 dB(A) LrN 3: | | | | | | |
| 17 | 5 | Welding Shop-Facade 03 | welding shop | Area | 5.2 | |
| 25 | 5 | Workshop-Facade 04 | Workshop | Area | 6.3 | |
| 2 | 5 | fuel station pump | fuel station | Point | 6.6 | |
| 15 | 5 | Welding Shop-East Access Door | welding shop | Area | 6.8 | |
| 24 | 5 | Workshop-Facade 03 | Workshop | Area | 6.8 | |
| 16 | 5 | Welding Shop-East Access Door | welding shop | Area | 9.0 | |
| 20 | 5 | Workshop-Facade 01 | Workshop | Area | 13.0 | |
| 14 | 5 | Welding Shop-Facade 02 | welding shop | Area | 13.6 | |
| 13 | 5 | Welding Shop-Facade 01 | welding shop | Area | 14.0 | |
| 7 | 5 | lorry idling west parking | lorry park | Point | 14.8 | |
| 21 | 5 | Workshop-Facade 02 | Workshop | Area | 15.5 | |
| 18 | 5 | Welding Shop-Facade 04 | welding shop | Area | 15.6 | |
| 11 | 5 | car doors | Museum Car Park | Area | 16.4 | |
| 12 | 5 | Welding Shop-Roof 01 | welding shop | Area | 16.6 | |
| 6 | 5 | lorry idling east parking | lorry park | Point | 17.0 | |
| 19 | 5 | Workshop-Roof 01 | Workshop | Area | 17.1 | |
| 5 | 5 | lorry idling south parking | lorry park | Point | 17.4 | |
| 1 | 5 | lorry at fuel station | fuel station | Point | 18.0 | |
| 4 | 5 | lorry idling outside workshop | lorry park | Point | 19.6 | |
| 23 | 5 | Workshop-East Access | Workshop | Area | 20.5 | |
| 22 | 5 | Workshop-East Access | Workshop | Area | 20.8 | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 8 | 5 | Lorry Park West | lorry park | Line | 21.3 | |
| 9 | 5 | Lorry Park East | lorry park | Line | 23.8 | |
| 3 | 5 | pressure washer | wash station | Point | 23.9 | |
| 10 | 5 | Lorry park South | lorry park | Line | 29.7 | |
| Receiver Viewfield Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 34 dB(A) Sigma(LrD) 0 dB(A) LrN 33.6 dB(A) Sigma | | | | | | |
| 13 | 22 | Welding Shop-Facade 01 | welding shop | Area | -0.8 | |
| 23 | 22 | Workshop-East Access | Workshop | Area | 2.1 | |
| 18 | 22 | Welding Shop-Facade 04 | welding shop | Area | 2.4 | |
| 2 | 22 | fuel station pump | fuel station | Point | 3.1 | |
| 20 | 22 | Workshop-Facade 01 | Workshop | Area | 3.7 | |
| 21 | 22 | Workshop-Facade 02 | Workshop | Area | 7.1 | |
| 17 | 22 | Welding Shop-Facade 03 | welding shop | Area | 9.9 | |
| 7 | 22 | lorry idling west parking | lorry park | Point | 12.0 | |
| 22 | 22 | Workshop-East Access | Workshop | Area | 12.0 | |
| 25 | 22 | Workshop-Facade 04 | Workshop | Area | 13.4 | |
| 4 | 22 | lorry idling outside workshop | lorry park | Point | 14.0 | |
| 12 | 22 | Welding Shop-Roof 01 | welding shop | Area | 14.9 | |
| 24 | 22 | Workshop-Facade 03 | Workshop | Area | 15.5 | |
| 5 | 22 | lorry idling south parking | lorry park | Point | 16.8 | |
| 14 | 22 | Welding Shop-Facade 02 | welding shop | Area | 16.9 | |
| 15 | 22 | Welding Shop-East Access Door | welding shop | Area | 17.0 | |
| 3 | 22 | pressure washer | wash station | Point | 17.1 | |
| 16 | 22 | Welding Shop-East Access Door | welding shop | Area | 17.3 | |
| 1 | 22 | lorry at fuel station | fuel station | Point | 17.7 | |
| 19 | 22 | Workshop-Roof 01 | Workshop | Area | 19.1 | |
| 6 | 22 | lorry idling east parking | lorry park | Point | 19.1 | |
| 8 | 22 | Lorry Park West | lorry park | Line | 21.9 | |
| 11 | 22 | car doors | Museum Car Park | Area | 25.3 | |
| 9 | 22 | Lorry Park East | lorry park | Line | 26.6 | |
| 10 | 22 | Lorry park South | lorry park | Line | 28.5 | |
| Receiver Woodend Cottage Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 33 dB(A) Sigma(LrD) 0 dB(A) LrN 33.4 dB(A | | | | | | |
| 23 | 25 | Workshop-East Access | Workshop | Area | -1.4 | |
| 13 | 25 | Welding Shop-Facade 01 | welding shop | Area | -0.9 | |
| 3 | 25 | pressure washer | wash station | Point | 2.0 | |
| 2 | 25 | fuel station pump | fuel station | Point | 2.4 | |
| 18 | 25 | Welding Shop-Facade 04 | welding shop | Area | 3.1 | |
| 20 | 25 | Workshop-Facade 01 | Workshop | Area | 5.2 | |
| 21 | 25 | Workshop-Facade 02 | Workshop | Area | 7.8 | |
| 17 | 25 | Welding Shop-Facade 03 | welding shop | Area | 10.0 | |
| 4 | 25 | lorry idling outside workshop | lorry park | Point | 10.6 | |
| 7 | 25 | lorry idling west parking | lorry park | Point | 11.5 | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 22 | 25 | Workshop-East Access | Workshop | Area | 13.0 | |
| 5 | 25 | lorry idling south parking | lorry park | Point | 13.4 | |
| 25 | 25 | Workshop-Facade 04 | Workshop | Area | 14.9 | |
| 1 | 25 | lorry at fuel station | fuel station | Point | 15.1 | |
| 12 | 25 | Welding Shop-Roof 01 | welding shop | Area | 15.2 | |
| 24 | 25 | Workshop-Facade 03 | Workshop | Area | 16.2 | |
| 14 | 25 | Welding Shop-Facade 02 | welding shop | Area | 17.2 | |
| 15 | 25 | Welding Shop-East Access Door | welding shop | Area | 17.3 | |
| 16 | 25 | Welding Shop-East Access Door | welding shop | Area | 17.5 | |
| 8 | 25 | Lorry Park West | lorry park | Line | 17.6 | |
| 6 | 25 | lorry idling east parking | lorry park | Point | 19.3 | |
| 19 | 25 | Workshop-Roof 01 | Workshop | Area | 19.4 | |
| 9 | 25 | Lorry Park East | lorry park | Line | 24.7 | |
| 10 | 25 | Lorry park South | lorry park | Line | 27.1 | |
| 11 | 25 | car doors | Museum Car Park | Area | 28.7 | |
| Receiver Woodend Cottage Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 33 dB(A) Sigma(LrD) 0 dB(A) LrN 33.3 dB(A | | | | | | |
| 23 | 24 | Workshop-East Access | Workshop | Area | -1.5 | |
| 13 | 24 | Welding Shop-Facade 01 | welding shop | Area | -1.2 | |
| 3 | 24 | pressure washer | wash station | Point | 1.8 | |
| 2 | 24 | fuel station pump | fuel station | Point | 2.3 | |
| 18 | 24 | Welding Shop-Facade 04 | welding shop | Area | 3.3 | |
| 20 | 24 | Workshop-Facade 01 | Workshop | Area | 5.5 | |
| 21 | 24 | Workshop-Facade 02 | Workshop | Area | 7.4 | |
| 17 | 24 | Welding Shop-Facade 03 | welding shop | Area | 9.6 | |
| 4 | 24 | lorry idling outside workshop | lorry park | Point | 10.4 | |
| 7 | 24 | lorry idling west parking | lorry park | Point | 12.2 | |
| 22 | 24 | Workshop-East Access | Workshop | Area | 12.8 | |
| 5 | 24 | lorry idling south parking | lorry park | Point | 13.5 | |
| 1 | 24 | lorry at fuel station | fuel station | Point | 14.6 | |
| 25 | 24 | Workshop-Facade 04 | Workshop | Area | 14.9 | |
| 12 | 24 | Welding Shop-Roof 01 | welding shop | Area | 14.9 | |
| 24 | 24 | Workshop-Facade 03 | Workshop | Area | 16.0 | |
| 14 | 24 | Welding Shop-Facade 02 | welding shop | Area | 16.9 | |
| 15 | 24 | Welding Shop-East Access Door | welding shop | Area | 17.2 | |
| 16 | 24 | Welding Shop-East Access Door | welding shop | Area | 17.4 | |
| 8 | 24 | Lorry Park West | lorry park | Line | 17.4 | |
| 19 | 24 | Workshop-Roof 01 | Workshop | Area | 19.2 | |
| 6 | 24 | lorry idling east parking | lorry park | Point | 19.4 | |
| 9 | 24 | Lorry Park East | lorry park | Line | 24.6 | |
| 10 | 24 | Lorry park South | lorry park | Line | 27.0 | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 11 | 24 | car doors | Museum Car Park | Area | 28.7 | |
| Receiver House at Barrhead Leather Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 33 dB(A) Sigma(LrD) 0 dB(A) LrN 3 | | | | | | |
| 13 | 14 | Welding Shop-Facade 01 | welding shop | Area | -1.9 | |
| 18 | 14 | Welding Shop-Facade 04 | welding shop | Area | 1.0 | |
| 20 | 14 | Workshop-Facade 01 | Workshop | Area | 2.4 | |
| 17 | 14 | Welding Shop-Facade 03 | welding shop | Area | 3.0 | |
| 23 | 14 | Workshop-East Access | Workshop | Area | 3.7 | |
| 21 | 14 | Workshop-Facade 02 | Workshop | Area | 4.3 | |
| 22 | 14 | Workshop-East Access | Workshop | Area | 5.0 | |
| 2 | 14 | fuel station pump | fuel station | Point | 5.8 | |
| 25 | 14 | Workshop-Facade 04 | Workshop | Area | 6.0 | |
| 4 | 14 | lorry idling outside workshop | lorry park | Point | 6.4 | |
| 12 | 14 | Welding Shop-Roof 01 | welding shop | Area | 7.8 | |
| 24 | 14 | Workshop-Facade 03 | Workshop | Area | 8.3 | |
| 7 | 14 | lorry idling west parking | lorry park | Point | 8.4 | |
| 1 | 14 | lorry at fuel station | fuel station | Point | 9.2 | |
| 5 | 14 | lorry idling south parking | lorry park | Point | 9.5 | |
| 14 | 14 | Welding Shop-Facade 02 | welding shop | Area | 9.9 | |
| 15 | 14 | Welding Shop-East Access Door | welding shop | Area | 11.7 | |
| 3 | 14 | pressure washer | wash station | Point | 11.7 | |
| 16 | 14 | Welding Shop-East Access Door | welding shop | Area | 12.1 | |
| 19 | 14 | Workshop-Roof 01 | Workshop | Area | 12.1 | |
| 11 | 14 | car doors | Museum Car Park | Area | 15.7 | |
| 8 | 14 | Lorry Park West | lorry park | Line | 20.4 | |
| 6 | 14 | lorry idling east parking | lorry park | Point | 22.9 | |
| 9 | 14 | Lorry Park East | lorry park | Line | 28.1 | |
| 10 | 14 | Lorry park South | lorry park | Line | 29.8 | |
| Receiver Cowdenmoor Farm Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 33 dB(A) Sigma(LrD) 0 dB(A) LrN 33.2 dB( | | | | | | |
| 2 | 6 | fuel station pump | fuel station | Point | 2.0 | |
| 4 | 6 | lorry idling outside workshop | lorry park | Point | 2.1 | |
| 15 | 6 | Welding Shop-East Access Door | welding shop | Area | 3.2 | |
| 16 | 6 | Welding Shop-East Access Door | welding shop | Area | 3.4 | |
| 23 | 6 | Workshop-East Access | Workshop | Area | 3.9 | |
| 22 | 6 | Workshop-East Access | Workshop | Area | 4.0 | |
| 13 | 6 | Welding Shop-Facade 01 | welding shop | Area | 4.4 | |
| 24 | 6 | Workshop-Facade 03 | Workshop | Area | 7.8 | |
| 21 | 6 | Workshop-Facade 02 | Workshop | Area | 9.0 | |
| 14 | 6 | Welding Shop-Facade 02 | welding shop | Area | 9.6 | |
| 1 | 6 | lorry at fuel station | fuel station | Point | 10.9 | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 17 | 6 | Welding Shop-Facade 03 | welding shop | Area | 12.4 | |
| 5 | 6 | lorry idling south parking | lorry park | Point | 15.0 | |
| 18 | 6 | Welding Shop-Facade 04 | welding shop | Area | 15.2 | |
| 12 | 6 | Welding Shop-Roof 01 | welding shop | Area | 16.4 | |
| 20 | 6 | Workshop-Facade 01 | Workshop | Area | 16.6 | |
| 3 | 6 | pressure washer | wash station | Point | 17.4 | |
| 25 | 6 | Workshop-Facade 04 | Workshop | Area | 17.4 | |
| 7 | 6 | lorry idling west parking | lorry park | Point | 17.5 | |
| 6 | 6 | lorry idling east parking | lorry park | Point | 18.8 | |
| 19 | 6 | Workshop-Roof 01 | Workshop | Area | 20.9 | |
| 8 | 6 | Lorry Park West | lorry park | Line | 21.8 | |
| 9 | 6 | Lorry Park East | lorry park | Line | 22.8 | |
| 10 | 6 | Lorry park South | lorry park | Line | 27.0 | |
| 11 | 6 | car doors | Museum Car Park | Area | 28.0 | |
| Receiver House at Barrhead Leather Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 33 dB(A) Sigma(LrD) 0 dB(A) LrN 3 | | | | | | |
| 13 | 15 | Welding Shop-Facade 01 | welding shop | Area | 1.7 | |
| 23 | 15 | Workshop-East Access | Workshop | Area | 4.5 | |
| 2 | 15 | fuel station pump | fuel station | Point | 5.2 | |
| 18 | 15 | Welding Shop-Facade 04 | welding shop | Area | 5.2 | |
| 20 | 15 | Workshop-Facade 01 | Workshop | Area | 6.5 | |
| 21 | 15 | Workshop-Facade 02 | Workshop | Area | 8.9 | |
| 6 | 15 | lorry idling east parking | lorry park | Point | 11.1 | |
| 17 | 15 | Welding Shop-Facade 03 | welding shop | Area | 11.2 | |
| 4 | 15 | lorry idling outside workshop | lorry park | Point | 12.1 | |
| 22 | 15 | Workshop-East Access | Workshop | Area | 13.1 | |
| 5 | 15 | lorry idling south parking | lorry park | Point | 13.4 | |
| 25 | 15 | Workshop-Facade 04 | Workshop | Area | 13.4 | |
| 1 | 15 | lorry at fuel station | fuel station | Point | 16.0 | |
| 12 | 15 | Welding Shop-Roof 01 | welding shop | Area | 17.0 | |
| 7 | 15 | lorry idling west parking | lorry park | Point | 17.2 | |
| 24 | 15 | Workshop-Facade 03 | Workshop | Area | 17.2 | |
| 3 | 15 | pressure washer | wash station | Point | 17.8 | |
| 15 | 15 | Welding Shop-East Access Door | welding shop | Area | 18.0 | |
| 16 | 15 | Welding Shop-East Access Door | welding shop | Area | 18.3 | |
| 14 | 15 | Welding Shop-Facade 02 | welding shop | Area | 18.5 | |
| 9 | 15 | Lorry Park East | lorry park | Line | 19.7 | |
| 8 | 15 | Lorry Park West | lorry park | Line | 19.7 | |
| 19 | 15 | Workshop-Roof 01 | Workshop | Area | 20.3 | |
| 11 | 15 | car doors | Museum Car Park | Area | 21.3 | |
| 10 | 15 | Lorry park South | lorry park | Line | 29.8 | |
| Receiver Cowdenmoor Farm Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 32 dB(A) Sigma(LrD) 0 dB(A) LrN 32.4 dB( | | | | | | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 2 | 8 | fuel station pump | fuel station | Point | 2.7 | |
| 4 | 8 | lorry idling outside workshop | lorry park | Point | 3.9 | |
| 23 | 8 | Workshop-East Access | Workshop | Area | 5.3 | |
| 22 | 8 | Workshop-East Access | Workshop | Area | 5.5 | |
| 13 | 8 | Welding Shop-Facade 01 | welding shop | Area | 6.0 | |
| 15 | 8 | Welding Shop-East Access Door | welding shop | Area | 6.1 | |
| 16 | 8 | Welding Shop-East Access Door | welding shop | Area | 6.3 | |
| 24 | 8 | Workshop-Facade 03 | Workshop | Area | 8.5 | |
| 21 | 8 | Workshop-Facade 02 | Workshop | Area | 9.6 | |
| 14 | 8 | Welding Shop-Facade 02 | welding shop | Area | 11.3 | |
| 1 | 8 | lorry at fuel station | fuel station | Point | 12.4 | |
| 17 | 8 | Welding Shop-Facade 03 | welding shop | Area | 13.1 | |
| 7 | 8 | lorry idling west parking | lorry park | Point | 15.7 | |
| 18 | 8 | Welding Shop-Facade 04 | welding shop | Area | 16.2 | |
| 20 | 8 | Workshop-Facade 01 | Workshop | Area | 16.3 | |
| 5 | 8 | lorry idling south parking | lorry park | Point | 16.4 | |
| 6 | 8 | lorry idling east parking | lorry park | Point | 16.8 | |
| 12 | 8 | Welding Shop-Roof 01 | welding shop | Area | 17.9 | |
| 25 | 8 | Workshop-Facade 04 | Workshop | Area | 17.9 | |
| 3 | 8 | pressure washer | wash station | Point | 20.3 | |
| 8 | 8 | Lorry Park West | lorry park | Line | 20.9 | |
| 19 | 8 | Workshop-Roof 01 | Workshop | Area | 21.9 | |
| 11 | 8 | car doors | Museum Car Park | Area | 23.0 | |
| 9 | 8 | Lorry Park East | lorry park | Line | 23.5 | |
| 10 | 8 | Lorry park South | lorry park | Line | 27.1 | |
| Receiver Cowdenmoor Farm Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 32 dB(A) Sigma(LrD) 0 dB(A) LrN 32.4 dB( | | | | | | |
| 2 | 7 | fuel station pump | fuel station | Point | 2.7 | |
| 13 | 7 | Welding Shop-Facade 01 | welding shop | Area | 5.0 | |
| 4 | 7 | lorry idling outside workshop | lorry park | Point | 5.1 | |
| 23 | 7 | Workshop-East Access | Workshop | Area | 5.2 | |
| 15 | 7 | Welding Shop-East Access Door | welding shop | Area | 5.8 | |
| 16 | 7 | Welding Shop-East Access Door | welding shop | Area | 6.0 | |
| 22 | 7 | Workshop-East Access | Workshop | Area | 6.6 | |
| 24 | 7 | Workshop-Facade 03 | Workshop | Area | 8.0 | |
| 14 | 7 | Welding Shop-Facade 02 | welding shop | Area | 10.2 | |
| 21 | 7 | Workshop-Facade 02 | Workshop | Area | 10.3 | |
| 17 | 7 | Welding Shop-Facade 03 | welding shop | Area | 11.8 | |
| 1 | 7 | lorry at fuel station | fuel station | Point | 12.2 | |
| 18 | 7 | Welding Shop-Facade 04 | welding shop | Area | 15.1 | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 7 | 7 | lorry idling west parking | lorry park | Point | 16.0 | |
| 20 | 7 | Workshop-Facade 01 | Workshop | Area | 16.1 | |
| 12 | 7 | Welding Shop-Roof 01 | welding shop | Area | 16.5 | |
| 5 | 7 | lorry idling south parking | lorry park | Point | 16.6 | |
| 6 | 7 | lorry idling east parking | lorry park | Point | 16.6 | |
| 25 | 7 | Workshop-Facade 04 | Workshop | Area | 17.2 | |
| 3 | 7 | pressure washer | wash station | Point | 19.8 | |
| 8 | 7 | Lorry Park West | lorry park | Line | 21.0 | |
| 19 | 7 | Workshop-Roof 01 | Workshop | Area | 21.7 | |
| 9 | 7 | Lorry Park East | lorry park | Line | 23.6 | |
| 11 | 7 | car doors | Museum Car Park | Area | 24.4 | |
| 10 | 7 | Lorry park South | lorry park | Line | 26.8 | |
| Receiver Woodend Cottage Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 32 dB(A) Sigma(LrD) 0 dB(A) LrN 32.3 dB(A | | | | | | |
| 23 | 24 | Workshop-East Access | Workshop | Area | -2.1 | |
| 13 | 24 | Welding Shop-Facade 01 | welding shop | Area | -1.5 | |
| 3 | 24 | pressure washer | wash station | Point | 0.5 | |
| 2 | 24 | fuel station pump | fuel station | Point | 2.6 | |
| 18 | 24 | Welding Shop-Facade 04 | welding shop | Area | 2.9 | |
| 20 | 24 | Workshop-Facade 01 | Workshop | Area | 3.9 | |
| 21 | 24 | Workshop-Facade 02 | Workshop | Area | 6.4 | |
| 4 | 24 | lorry idling outside workshop | lorry park | Point | 8.3 | |
| 17 | 24 | Welding Shop-Facade 03 | welding shop | Area | 8.7 | |
| 7 | 24 | lorry idling west parking | lorry park | Point | 9.8 | |
| 5 | 24 | lorry idling south parking | lorry park | Point | 10.9 | |
| 22 | 24 | Workshop-East Access | Workshop | Area | 11.2 | |
| 1 | 24 | lorry at fuel station | fuel station | Point | 12.0 | |
| 25 | 24 | Workshop-Facade 04 | Workshop | Area | 13.5 | |
| 12 | 24 | Welding Shop-Roof 01 | welding shop | Area | 13.8 | |
| 24 | 24 | Workshop-Facade 03 | Workshop | Area | 14.5 | |
| 8 | 24 | Lorry Park West | lorry park | Line | 15.5 | |
| 14 | 24 | Welding Shop-Facade 02 | welding shop | Area | 15.9 | |
| 15 | 24 | Welding Shop-East Access Door | welding shop | Area | 16.0 | |
| 16 | 24 | Welding Shop-East Access Door | welding shop | Area | 16.3 | |
| 19 | 24 | Workshop-Roof 01 | Workshop | Area | 17.8 | |
| 6 | 24 | lorry idling east parking | lorry park | Point | 18.3 | |
| 9 | 24 | Lorry Park East | lorry park | Line | 23.2 | |
| 11 | 24 | car doors | Museum Car Park | Area | 26.8 | |
| 10 | 24 | Lorry park South | lorry park | Line | 27.4 | |
| Receiver Cowdenmill Cottages east Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 32 dB(A) Sigma(LrD) 0 dB(A) LrN 32 | | | | | | |
| 17 | 1 | Welding Shop-Facade 03 | welding shop | Area | -1.4 | |
| 25 | 1 | Workshop-Facade 04 | Workshop | Area | -0.4 | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 24 | 1 | Workshop-Facade 03 | Workshop | Area | 1.6 | |
| 15 | 1 | Welding Shop-East Access Door | welding shop | Area | 2.5 | |
| 16 | 1 | Welding Shop-East Access Door | welding shop | Area | 2.6 | |
| 4 | 1 | lorry idling outside workshop | lorry park | Point | 2.9 | |
| 2 | 1 | fuel station pump | fuel station | Point | 6.0 | |
| 11 | 1 | car doors | Museum Car Park | Area | 6.2 | |
| 14 | 1 | Welding Shop-Facade 02 | welding shop | Area | 8.2 | |
| 23 | 1 | Workshop-East Access | Workshop | Area | 8.4 | |
| 22 | 1 | Workshop-East Access | Workshop | Area | 8.8 | |
| 13 | 1 | Welding Shop-Facade 01 | welding shop | Area | 9.8 | |
| 20 | 1 | Workshop-Facade 01 | Workshop | Area | 10.7 | |
| 21 | 1 | Workshop-Facade 02 | Workshop | Area | 11.5 | |
| 3 | 1 | pressure washer | wash station | Point | 11.9 | |
| 18 | 1 | Welding Shop-Facade 04 | welding shop | Area | 12.2 | |
| 7 | 1 | lorry idling west parking | lorry park | Point | 12.4 | |
| 12 | 1 | Welding Shop-Roof 01 | welding shop | Area | 15.8 | |
| 19 | 1 | Workshop-Roof 01 | Workshop | Area | 16.0 | |
| 5 | 1 | lorry idling south parking | lorry park | Point | 17.5 | |
| 8 | 1 | Lorry Park West | lorry park | Line | 17.5 | |
| 1 | 1 | lorry at fuel station | fuel station | Point | 18.1 | |
| 6 | 1 | lorry idling east parking | lorry park | Point | 21.8 | |
| 9 | 1 | Lorry Park East | lorry park | Line | 26.5 | |
| 10 | 1 | Lorry park South | lorry park | Line | 28.3 | |
| Receiver | Viewfield | Fl F 1 | LrD,lim dB(A) | LrN,lim dB(A) | LrD 32 dB(A) | Sigma(LrD) 0 dB(A) LrN 32.1 dB(A) Sigma |
| 13 | 21 | Welding Shop-Facade 01 | welding shop | Area | -2.1 | |
| 18 | 21 | Welding Shop-Facade 04 | welding shop | Area | -0.1 | |
| 20 | 21 | Workshop-Facade 01 | Workshop | Area | 0.5 | |
| 2 | 21 | fuel station pump | fuel station | Point | 2.5 | |
| 23 | 21 | Workshop-East Access | Workshop | Area | 3.1 | |
| 25 | 21 | Workshop-Facade 04 | Workshop | Area | 4.1 | |
| 21 | 21 | Workshop-Facade 02 | Workshop | Area | 4.6 | |
| 17 | 21 | Welding Shop-Facade 03 | welding shop | Area | 6.3 | |
| 22 | 21 | Workshop-East Access | Workshop | Area | 6.7 | |
| 24 | 21 | Workshop-Facade 03 | Workshop | Area | 8.8 | |
| 4 | 21 | lorry idling outside workshop | lorry park | Point | 9.2 | |
| 3 | 21 | pressure washer | wash station | Point | 10.6 | |
| 12 | 21 | Welding Shop-Roof 01 | welding shop | Area | 11.0 | |
| 15 | 21 | Welding Shop-East Access Door | welding shop | Area | 11.7 | |
| 16 | 21 | Welding Shop-East Access Door | welding shop | Area | 12.2 | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 19 | 21 | Workshop-Roof 01 | Workshop | Area | 13.0 | |
| 11 | 21 | car doors | Museum Car Park | Area | 14.1 | |
| 14 | 21 | Welding Shop-Facade 02 | welding shop | Area | 15.3 | |
| 5 | 21 | lorry idling south parking | lorry park | Point | 15.5 | |
| 1 | 21 | lorry at fuel station | fuel station | Point | 16.8 | |
| 7 | 21 | lorry idling west parking | lorry park | Point | 19.0 | |
| 6 | 21 | lorry idling east parking | lorry park | Point | 20.0 | |
| 8 | 21 | Lorry Park West | lorry park | Line | 21.9 | |
| 9 | 21 | Lorry Park East | lorry park | Line | 26.5 | |
| 10 | 21 | Lorry park South | lorry park | Line | 27.8 | |
| Receiver Woodend Cottage Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 32 dB(A) Sigma(LrD) 0 dB(A) LrN 31.9 dB(A | | | | | | |
| 23 | 25 | Workshop-East Access | Workshop | Area | -1.8 | |
| 13 | 25 | Welding Shop-Facade 01 | welding shop | Area | -1.4 | |
| 3 | 25 | pressure washer | wash station | Point | 0.8 | |
| 2 | 25 | fuel station pump | fuel station | Point | 2.8 | |
| 18 | 25 | Welding Shop-Facade 04 | welding shop | Area | 2.8 | |
| 20 | 25 | Workshop-Facade 01 | Workshop | Area | 3.8 | |
| 21 | 25 | Workshop-Facade 02 | Workshop | Area | 6.7 | |
| 4 | 25 | lorry idling outside workshop | lorry park | Point | 8.8 | |
| 17 | 25 | Welding Shop-Facade 03 | welding shop | Area | 9.2 | |
| 7 | 25 | lorry idling west parking | lorry park | Point | 9.4 | |
| 5 | 25 | lorry idling south parking | lorry park | Point | 11.0 | |
| 22 | 25 | Workshop-East Access | Workshop | Area | 11.6 | |
| 1 | 25 | lorry at fuel station | fuel station | Point | 13.1 | |
| 25 | 25 | Workshop-Facade 04 | Workshop | Area | 13.7 | |
| 12 | 25 | Welding Shop-Roof 01 | welding shop | Area | 14.4 | |
| 24 | 25 | Workshop-Facade 03 | Workshop | Area | 15.0 | |
| 15 | 25 | Welding Shop-East Access Door | welding shop | Area | 16.0 | |
| 8 | 25 | Lorry Park West | lorry park | Line | 16.1 | |
| 16 | 25 | Welding Shop-East Access Door | welding shop | Area | 16.3 | |
| 14 | 25 | Welding Shop-Facade 02 | welding shop | Area | 16.4 | |
| 19 | 25 | Workshop-Roof 01 | Workshop | Area | 18.5 | |
| 6 | 25 | lorry idling east parking | lorry park | Point | 18.6 | |
| 9 | 25 | Lorry Park East | lorry park | Line | 23.8 | |
| 11 | 25 | car doors | Museum Car Park | Area | 24.5 | |
| 10 | 25 | Lorry park South | lorry park | Line | 27.5 | |
| Receiver Cowdenmill Cottages east Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 32 dB(A) Sigma(LrD) 0 dB(A) LrN 3 | | | | | | |
| 17 | 2 | Welding Shop-Facade 03 | welding shop | Area | 0.9 | |
| 15 | 2 | Welding Shop-East Access Door | welding shop | Area | 2.3 | |
| 16 | 2 | Welding Shop-East Access Door | welding shop | Area | 2.7 | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 24 | 2 | Workshop-Facade 03 | Workshop | Area | 3.0 | |
| 25 | 2 | Workshop-Facade 04 | Workshop | Area | 4.7 | |
| 2 | 2 | fuel station pump | fuel station | Point | 4.7 | |
| 4 | 2 | lorry idling outside workshop | lorry park | Point | 7.5 | |
| 14 | 2 | Welding Shop-Facade 02 | welding shop | Area | 8.5 | |
| 11 | 2 | car doors | Museum Car Park | Area | 10.4 | |
| 1 | 2 | lorry at fuel station | fuel station | Point | 12.5 | |
| 7 | 2 | lorry idling west parking | lorry park | Point | 13.1 | |
| 5 | 2 | lorry idling south parking | lorry park | Point | 13.3 | |
| 20 | 2 | Workshop-Facade 01 | Workshop | Area | 13.8 | |
| 13 | 2 | Welding Shop-Facade 01 | welding shop | Area | 13.9 | |
| 23 | 2 | Workshop-East Access | Workshop | Area | 14.3 | |
| 22 | 2 | Workshop-East Access | Workshop | Area | 14.5 | |
| 6 | 2 | lorry idling east parking | lorry park | Point | 14.6 | |
| 21 | 2 | Workshop-Facade 02 | Workshop | Area | 15.2 | |
| 18 | 2 | Welding Shop-Facade 04 | welding shop | Area | 15.6 | |
| 8 | 2 | Lorry Park West | lorry park | Line | 17.3 | |
| 12 | 2 | Welding Shop-Roof 01 | welding shop | Area | 17.5 | |
| 19 | 2 | Workshop-Roof 01 | Workshop | Area | 18.3 | |
| 3 | 2 | pressure washer | wash station | Point | 19.2 | |
| 9 | 2 | Lorry Park East | lorry park | Line | 22.3 | |
| 10 | 2 | Lorry park South | lorry park | Line | 29.0 | |

| Receiver | Lagavulin | Fl GF | LrD,lim dB(A) | LrN,lim dB(A) | LrD 32 dB(A) | Sigma(LrD) 0 dB(A) | LrN 31.8 dB(A) | Sigma |
|---|---|---|---|---|---|---|---|---|
| 15 | 18 | Welding Shop-East Access Door | welding shop | | Area | -2.7 | | |
| 16 | 18 | Welding Shop-East Access Door | welding shop | | Area | -2.5 | | |
| 23 | 18 | Workshop-East Access | Workshop | | Area | -2.1 | | |
| 13 | 18 | Welding Shop-Facade 01 | welding shop | | Area | -1.5 | | |
| 3 | 18 | pressure washer | wash station | | Point | 0.4 | | |
| 2 | 18 | fuel station pump | fuel station | | Point | 2.7 | | |
| 14 | 18 | Welding Shop-Facade 02 | welding shop | | Area | 5.2 | | |
| 21 | 18 | Workshop-Facade 02 | Workshop | | Area | 6.3 | | |
| 20 | 18 | Workshop-Facade 01 | Workshop | | Area | 6.4 | | |
| 22 | 18 | Workshop-East Access | Workshop | | Area | 7.9 | | |
| 17 | 18 | Welding Shop-Facade 03 | welding shop | | Area | 8.4 | | |
| 4 | 18 | lorry idling outside workshop | lorry park | | Point | 8.9 | | |
| 7 | 18 | lorry idling west parking | lorry park | | Point | 9.4 | | |
| 18 | 18 | Welding Shop-Facade 04 | welding shop | | Area | 12.0 | | |
| 5 | 18 | lorry idling south parking | lorry park | | Point | 12.7 | | |
| 1 | 18 | lorry at fuel station | fuel station | | Point | 12.9 | | |
| 6 | 18 | lorry idling east parking | lorry park | | Point | 12.9 | | |
| 12 | 18 | Welding Shop-Roof 01 | welding shop | | Area | 13.8 | | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 8 | 18 | Lorry Park West | lorry park | Line | 14.3 | |
| 24 | 18 | Workshop-Facade 03 | Workshop | Area | 14.6 | |
| 25 | 18 | Workshop-Facade 04 | Workshop | Area | 14.7 | |
| 19 | 18 | Workshop-Roof 01 | Workshop | Area | 17.9 | |
| 9 | 18 | Lorry Park East | lorry park | Line | 19.2 | |
| 10 | 18 | Lorry park South | lorry park | Line | 27.0 | |
| 11 | 18 | car doors | Museum Car Park | Area | 28.1 | |
| Receiver Lagavulin Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 32 dB(A) Sigma(LrD) 0 dB(A) LrN 31.8 dB(A) Sigma | | | | | | |
| 15 | 17 | Welding Shop-East Access Door | welding shop | Area | -2.4 | |
| 16 | 17 | Welding Shop-East Access Door | welding shop | Area | -2.2 | |
| 23 | 17 | Workshop-East Access | Workshop | Area | -2.0 | |
| 13 | 17 | Welding Shop-Facade 01 | welding shop | Area | -1.6 | |
| 3 | 17 | pressure washer | wash station | Point | 0.6 | |
| 2 | 17 | fuel station pump | fuel station | Point | 2.6 | |
| 14 | 17 | Welding Shop-Facade 02 | welding shop | Area | 5.6 | |
| 21 | 17 | Workshop-Facade 02 | Workshop | Area | 6.4 | |
| 20 | 17 | Workshop-Facade 01 | Workshop | Area | 6.5 | |
| 18 | 17 | Welding Shop-Facade 04 | welding shop | Area | 7.0 | |
| 17 | 17 | Welding Shop-Facade 03 | welding shop | Area | 8.5 | |
| 4 | 17 | lorry idling outside workshop | lorry park | Point | 8.8 | |
| 7 | 17 | lorry idling west parking | lorry park | Point | 8.9 | |
| 22 | 17 | Workshop-East Access | Workshop | Area | 9.6 | |
| 5 | 17 | lorry idling south parking | lorry park | Point | 12.3 | |
| 1 | 17 | lorry at fuel station | fuel station | Point | 13.3 | |
| 12 | 17 | Welding Shop-Roof 01 | welding shop | Area | 14.0 | |
| 6 | 17 | lorry idling east parking | lorry park | Point | 14.4 | |
| 25 | 17 | Workshop-Facade 04 | Workshop | Area | 14.4 | |
| 24 | 17 | Workshop-Facade 03 | Workshop | Area | 14.7 | |
| 8 | 17 | Lorry Park West | lorry park | Line | 15.1 | |
| 19 | 17 | Workshop-Roof 01 | Workshop | Area | 18.1 | |
| 9 | 17 | Lorry Park East | lorry park | Line | 20.1 | |
| 10 | 17 | Lorry park South | lorry park | Line | 26.7 | |
| 11 | 17 | car doors | Museum Car Park | Area | 28.0 | |
| Receiver Cowdenmoor Farm Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 32 dB(A) Sigma(LrD) 0 dB(A) LrN 31.7 dB( | | | | | | |
| 2 | 9 | fuel station pump | fuel station | Point | 2.7 | |
| 4 | 9 | lorry idling outside workshop | lorry park | Point | 3.9 | |
| 15 | 9 | Welding Shop-East Access Door | welding shop | Area | 4.9 | |
| 16 | 9 | Welding Shop-East Access Door | welding shop | Area | 5.1 | |
| 23 | 9 | Workshop-East Access | Workshop | Area | 5.3 | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 13 | 9 | Welding Shop-Facade 01 | welding shop | Area | 5.3 | |
| 22 | 9 | Workshop-East Access | Workshop | Area | 5.3 | |
| 24 | 9 | Workshop-Facade 03 | Workshop | Area | 8.4 | |
| 21 | 9 | Workshop-Facade 02 | Workshop | Area | 9.1 | |
| 14 | 9 | Welding Shop-Facade 02 | welding shop | Area | 10.2 | |
| 1 | 9 | lorry at fuel station | fuel station | Point | 10.3 | |
| 17 | 9 | Welding Shop-Facade 03 | welding shop | Area | 12.1 | |
| 5 | 9 | lorry idling south parking | lorry park | Point | 12.9 | |
| 18 | 9 | Welding Shop-Facade 04 | welding shop | Area | 15.0 | |
| 6 | 9 | lorry idling east parking | lorry park | Point | 15.2 | |
| 20 | 9 | Workshop-Facade 01 | Workshop | Area | 15.3 | |
| 12 | 9 | Welding Shop-Roof 01 | welding shop | Area | 16.6 | |
| 7 | 9 | lorry idling west parking | lorry park | Point | 16.9 | |
| 25 | 9 | Workshop-Facade 04 | Workshop | Area | 17.1 | |
| 3 | 9 | pressure washer | wash station | Point | 18.2 | |
| 19 | 9 | Workshop-Roof 01 | Workshop | Area | 20.7 | |
| 8 | 9 | Lorry Park West | lorry park | Line | 21.2 | |
| 9 | 9 | Lorry Park East | lorry park | Line | 21.7 | |
| 11 | 9 | car doors | Museum Car Park | Area | 22.9 | |
| 10 | 9 | Lorry park South | lorry park | Line | 26.9 | |
| Receiver Cowdenmoor Farm Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 32 dB(A) Sigma(LrD) 0 dB(A) LrN 31.6 dB( | | | | | | |
| 4 | 6 | lorry idling outside workshop | lorry park | Point | 1.2 | |
| 2 | 6 | fuel station pump | fuel station | Point | 2.4 | |
| 15 | 6 | Welding Shop-East Access Door | welding shop | Area | 2.9 | |
| 16 | 6 | Welding Shop-East Access Door | welding shop | Area | 3.2 | |
| 23 | 6 | Workshop-East Access | Workshop | Area | 3.5 | |
| 22 | 6 | Workshop-East Access | Workshop | Area | 3.5 | |
| 13 | 6 | Welding Shop-Facade 01 | welding shop | Area | 4.0 | |
| 24 | 6 | Workshop-Facade 03 | Workshop | Area | 7.5 | |
| 21 | 6 | Workshop-Facade 02 | Workshop | Area | 8.6 | |
| 1 | 6 | lorry at fuel station | fuel station | Point | 9.1 | |
| 14 | 6 | Welding Shop-Facade 02 | welding shop | Area | 9.2 | |
| 17 | 6 | Welding Shop-Facade 03 | welding shop | Area | 9.6 | |
| 18 | 6 | Welding Shop-Facade 04 | welding shop | Area | 12.7 | |
| 5 | 6 | lorry idling south parking | lorry park | Point | 13.6 | |
| 20 | 6 | Workshop-Facade 01 | Workshop | Area | 13.7 | |
| 12 | 6 | Welding Shop-Roof 01 | welding shop | Area | 14.2 | |
| 25 | 6 | Workshop-Facade 04 | Workshop | Area | 14.9 | |
| 3 | 6 | pressure washer | wash station | Point | 16.4 | |
| 7 | 6 | lorry idling west parking | lorry park | Point | 16.5 | |
| 6 | 6 | lorry idling east parking | lorry park | Point | 17.0 | |
| 19 | 6 | Workshop-Roof 01 | Workshop | Area | 18.3 | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 8 | 6 | Lorry Park West | lorry park | Line | 20.4 | |
| 9 | 6 | Lorry Park East | lorry park | Line | 21.1 | |
| 11 | 6 | car doors | Museum Car Park | Area | 25.5 | |
| 10 | 6 | Lorry park South | lorry park | Line | 26.6 | |
| Receiver Viewfield Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 31 dB(A) Sigma(LrD) 0 dB(A) LrN 31.3 dB(A) Sigma | | | | | | |
| 13 | 21 | Welding Shop-Facade 01 | welding shop | Area | -4.5 | |
| 18 | 21 | Welding Shop-Facade 04 | welding shop | Area | -2.3 | |
| 20 | 21 | Workshop-Facade 01 | Workshop | Area | -1.2 | |
| 17 | 21 | Welding Shop-Facade 03 | welding shop | Area | 1.0 | |
| 21 | 21 | Workshop-Facade 02 | Workshop | Area | 1.3 | |
| 23 | 21 | Workshop-East Access | Workshop | Area | 1.6 | |
| 25 | 21 | Workshop-Facade 04 | Workshop | Area | 1.9 | |
| 22 | 21 | Workshop-East Access | Workshop | Area | 3.8 | |
| 2 | 21 | fuel station pump | fuel station | Point | 4.3 | |
| 4 | 21 | lorry idling outside workshop | lorry park | Point | 4.7 | |
| 24 | 21 | Workshop-Facade 03 | Workshop | Area | 4.9 | |
| 3 | 21 | pressure washer | wash station | Point | 5.0 | |
| 12 | 21 | Welding Shop-Roof 01 | welding shop | Area | 6.6 | |
| 16 | 21 | Welding Shop-East Access Door | welding shop | Area | 7.1 | |
| 15 | 21 | Welding Shop-East Access Door | welding shop | Area | 8.4 | |
| 19 | 21 | Workshop-Roof 01 | Workshop | Area | 9.2 | |
| 14 | 21 | Welding Shop-Facade 02 | welding shop | Area | 9.2 | |
| 11 | 21 | car doors | Museum Car Park | Area | 12.3 | |
| 5 | 21 | lorry idling south parking | lorry park | Point | 14.7 | |
| 1 | 21 | lorry at fuel station | fuel station | Point | 15.9 | |
| 7 | 21 | lorry idling west parking | lorry park | Point | 17.7 | |
| 6 | 21 | lorry idling east parking | lorry park | Point | 19.6 | |
| 8 | 21 | Lorry Park West | lorry park | Line | 20.9 | |
| 9 | 21 | Lorry Park East | lorry park | Line | 25.1 | |
| 10 | 21 | Lorry park South | lorry park | Line | 27.8 | |
| Receiver Woodend Cottage Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 30 dB(A) Sigma(LrD) 0 dB(A) LrN 30.0 dB(A | | | | | | |
| 13 | 23 | Welding Shop-Facade 01 | welding shop | Area | -4.2 | |
| 23 | 23 | Workshop-East Access | Workshop | Area | -2.3 | |
| 18 | 23 | Welding Shop-Facade 04 | welding shop | Area | -1.2 | |
| 3 | 23 | pressure washer | wash station | Point | -0.4 | |
| 20 | 23 | Workshop-Facade 01 | Workshop | Area | -0.3 | |
| 22 | 23 | Workshop-East Access | Workshop | Area | 0.9 | |
| 17 | 23 | Welding Shop-Facade 03 | welding shop | Area | 1.1 | |
| 4 | 23 | lorry idling outside workshop | lorry park | Point | 1.2 | |
| 21 | 23 | Workshop-Facade 02 | Workshop | Area | 1.4 | |
| 2 | 23 | fuel station pump | fuel station | Point | 2.3 | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 15 | 23 | Welding Shop-East Access Door | welding shop | Area | 3.3 | |
| 16 | 23 | Welding Shop-East Access Door | welding shop | Area | 3.5 | |
| 25 | 23 | Workshop-Facade 04 | Workshop | Area | 3.8 | |
| 24 | 23 | Workshop-Facade 03 | Workshop | Area | 7.5 | |
| 14 | 23 | Welding Shop-Facade 02 | welding shop | Area | 8.7 | |
| 12 | 23 | Welding Shop-Roof 01 | welding shop | Area | 9.5 | |
| 7 | 23 | lorry idling west parking | lorry park | Point | 10.5 | |
| 19 | 23 | Workshop-Roof 01 | Workshop | Area | 12.4 | |
| 5 | 23 | lorry idling south parking | lorry park | Point | 13.1 | |
| 1 | 23 | lorry at fuel station | fuel station | Point | 14.6 | |
| 11 | 23 | car doors | Museum Car Park | Area | 15.5 | |
| 8 | 23 | Lorry Park West | lorry park | Line | 17.5 | |
| 6 | 23 | lorry idling east parking | lorry park | Point | 18.9 | |
| 9 | 23 | Lorry Park East | lorry park | Line | 24.6 | |
| 10 | 23 | Lorry park South | lorry park | Line | 26.2 | |
| Receiver Woodend Cottage Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 29 dB(A) Sigma(LrD) 0 dB(A) LrN 29.1 dB(A | | | | | | |
| 13 | 23 | Welding Shop-Facade 01 | welding shop | Area | -5.7 | |
| 18 | 23 | Welding Shop-Facade 04 | welding shop | Area | -3.0 | |
| 23 | 23 | Workshop-East Access | Workshop | Area | -2.8 | |
| 20 | 23 | Workshop-Facade 01 | Workshop | Area | -2.3 | |
| 17 | 23 | Welding Shop-Facade 03 | welding shop | Area | -2.2 | |
| 3 | 23 | pressure washer | wash station | Point | -2.1 | |
| 4 | 23 | lorry idling outside workshop | lorry park | Point | -1.2 | |
| 21 | 23 | Workshop-Facade 02 | Workshop | Area | -0.7 | |
| 22 | 23 | Workshop-East Access | Workshop | Area | -0.7 | |
| 15 | 23 | Welding Shop-East Access Door | welding shop | Area | -0.3 | |
| 25 | 23 | Workshop-Facade 04 | Workshop | Area | -0.2 | |
| 16 | 23 | Welding Shop-East Access Door | welding shop | Area | 0.0 | |
| 2 | 23 | fuel station pump | fuel station | Point | 2.6 | |
| 24 | 23 | Workshop-Facade 03 | Workshop | Area | 4.0 | |
| 14 | 23 | Welding Shop-Facade 02 | welding shop | Area | 4.4 | |
| 12 | 23 | Welding Shop-Roof 01 | welding shop | Area | 5.6 | |
| 11 | 23 | car doors | Museum Car Park | Area | 8.0 | |
| 19 | 23 | Workshop-Roof 01 | Workshop | Area | 8.4 | |
| 7 | 23 | lorry idling west parking | lorry park | Point | 8.5 | |
| 5 | 23 | lorry idling south parking | lorry park | Point | 10.8 | |
| 1 | 23 | lorry at fuel station | fuel station | Point | 12.6 | |
| 8 | 23 | Lorry Park West | lorry park | Line | 16.0 | |
| 6 | 23 | lorry idling east parking | lorry park | Point | 18.1 | |
| 9 | 23 | Lorry Park East | lorry park | Line | 23.7 | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 10 | 23 | Lorry park South | lorry park | Line | 26.1 | |
| Receiver Cowdenmoor Farm Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 29 dB(A) Sigma(LrD) 0 dB(A) LrN 28.6 dB( | | | | | | |
| 4 | 11 | lorry idling outside workshop | lorry park | Point | -3.3 | |
| 15 | 11 | Welding Shop-East Access Door | welding shop | Area | -2.1 | |
| 23 | 11 | Workshop-East Access | Workshop | Area | -1.5 | |
| 22 | 11 | Workshop-East Access | Workshop | Area | -1.0 | |
| 24 | 11 | Workshop-Facade 03 | Workshop | Area | 1.7 | |
| 5 | 11 | lorry idling south parking | lorry park | Point | 1.8 | |
| 2 | 11 | fuel station pump | fuel station | Point | 1.8 | |
| 7 | 11 | lorry idling west parking | lorry park | Point | 1.9 | |
| 16 | 11 | Welding Shop-East Access Door | welding shop | Area | 2.0 | |
| 21 | 11 | Workshop-Facade 02 | Workshop | Area | 3.0 | |
| 13 | 11 | Welding Shop-Facade 01 | welding shop | Area | 4.6 | |
| 6 | 11 | lorry idling east parking | lorry park | Point | 6.4 | |
| 17 | 11 | Welding Shop-Facade 03 | welding shop | Area | 7.1 | |
| 14 | 11 | Welding Shop-Facade 02 | welding shop | Area | 7.8 | |
| 8 | 11 | Lorry Park West | lorry park | Line | 8.2 | |
| 1 | 11 | lorry at fuel station | fuel station | Point | 10.6 | |
| 20 | 11 | Workshop-Facade 01 | Workshop | Area | 12.4 | |
| 25 | 11 | Workshop-Facade 04 | Workshop | Area | 13.1 | |
| 18 | 11 | Welding Shop-Facade 04 | welding shop | Area | 15.4 | |
| 12 | 11 | Welding Shop-Roof 01 | welding shop | Area | 15.9 | |
| 9 | 11 | Lorry Park East | lorry park | Line | 16.6 | |
| 19 | 11 | Workshop-Roof 01 | Workshop | Area | 17.3 | |
| 3 | 11 | pressure washer | wash station | Point | 17.4 | |
| 11 | 11 | car doors | Museum Car Park | Area | 21.2 | |
| 10 | 11 | Lorry park South | lorry park | Line | 24.5 | |
| Receiver Cowdenmoor Farm Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 27 dB(A) Sigma(LrD) 0 dB(A) LrN 27.4 dB( | | | | | | |
| 4 | 11 | lorry idling outside workshop | lorry park | Point | -2.0 | |
| 7 | 11 | lorry idling west parking | lorry park | Point | -1.0 | |
| 15 | 11 | Welding Shop-East Access Door | welding shop | Area | -0.9 | |
| 23 | 11 | Workshop-East Access | Workshop | Area | -0.1 | |
| 24 | 11 | Workshop-Facade 03 | Workshop | Area | 0.0 | |
| 22 | 11 | Workshop-East Access | Workshop | Area | 0.1 | |
| 21 | 11 | Workshop-Facade 02 | Workshop | Area | 1.0 | |
| 2 | 11 | fuel station pump | fuel station | Point | 2.3 | |
| 16 | 11 | Welding Shop-East Access Door | welding shop | Area | 2.6 | |
| 17 | 11 | Welding Shop-Facade 03 | welding shop | Area | 3.6 | |
| 13 | 11 | Welding Shop-Facade 01 | welding shop | Area | 4.2 | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 5 | 11 | lorry idling south parking | lorry park | Point | 5.4 | |
| 6 | 11 | lorry idling east parking | lorry park | Point | 6.3 | |
| 20 | 11 | Workshop-Facade 01 | Workshop | Area | 7.0 | |
| 25 | 11 | Workshop-Facade 04 | Workshop | Area | 7.0 | |
| 14 | 11 | Welding Shop-Facade 02 | welding shop | Area | 7.5 | |
| 1 | 11 | lorry at fuel station | fuel station | Point | 9.9 | |
| 18 | 11 | Welding Shop-Facade 04 | welding shop | Area | 13.0 | |
| 8 | 11 | Lorry Park West | lorry park | Line | 14.3 | |
| 12 | 11 | Welding Shop-Roof 01 | welding shop | Area | 14.4 | |
| 19 | 11 | Workshop-Roof 01 | Workshop | Area | 14.6 | |
| 9 | 11 | Lorry Park East | lorry park | Line | 16.8 | |
| 3 | 11 | pressure washer | wash station | Point | 17.4 | |
| 11 | 11 | car doors | Museum Car Park | Area | 17.7 | |
| 10 | 11 | Lorry park South | lorry park | Line | 23.7 | |
| Receiver Cowdenmill Cottages east Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 27 dB(A) Sigma(LrD) 0 dB(A) LrN 27 | | | | | | |
| 17 | 2 | Welding Shop-Facade 03 | welding shop | Area | -2.5 | |
| 25 | 2 | Workshop-Facade 04 | Workshop | Area | -1.8 | |
| 15 | 2 | Welding Shop-East Access Door | welding shop | Area | -0.3 | |
| 4 | 2 | lorry idling outside workshop | lorry park | Point | -0.1 | |
| 24 | 2 | Workshop-Facade 03 | Workshop | Area | -0.1 | |
| 16 | 2 | Welding Shop-East Access Door | welding shop | Area | 0.2 | |
| 1 | 2 | lorry at fuel station | fuel station | Point | 0.6 | |
| 5 | 2 | lorry idling south parking | lorry park | Point | 0.7 | |
| 2 | 2 | fuel station pump | fuel station | Point | 1.5 | |
| 7 | 2 | lorry idling west parking | lorry park | Point | 1.6 | |
| 23 | 2 | Workshop-East Access | Workshop | Area | 3.8 | |
| 22 | 2 | Workshop-East Access | Workshop | Area | 3.8 | |
| 11 | 2 | car doors | Museum Car Park | Area | 4.2 | |
| 14 | 2 | Welding Shop-Facade 02 | welding shop | Area | 4.4 | |
| 13 | 2 | Welding Shop-Facade 01 | welding shop | Area | 5.5 | |
| 8 | 2 | Lorry Park West | lorry park | Line | 6.1 | |
| 3 | 2 | pressure washer | wash station | Point | 6.9 | |
| 21 | 2 | Workshop-Facade 02 | Workshop | Area | 8.0 | |
| 20 | 2 | Workshop-Facade 01 | Workshop | Area | 8.3 | |
| 18 | 2 | Welding Shop-Facade 04 | welding shop | Area | 8.7 | |
| 6 | 2 | lorry idling east parking | lorry park | Point | 10.9 | |
| 12 | 2 | Welding Shop-Roof 01 | welding shop | Area | 11.1 | |
| 19 | 2 | Workshop-Roof 01 | Workshop | Area | 11.8 | |
| 9 | 2 | Lorry Park East | lorry park | Line | 17.4 | |
| 10 | 2 | Lorry park South | lorry park | Line | 25.5 | |
| Receiver Cowdenmoor Farm west Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 26 dB(A) Sigma(LrD) 0 dB(A) LrN 26.3 | | | | | | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 2 | 13 | fuel station pump | fuel station | Point | -5.6 | |
| 13 | 13 | Welding Shop-Facade 01 | welding shop | Area | -0.9 | |
| 1 | 13 | lorry at fuel station | fuel station | Point | -0.5 | |
| 15 | 13 | Welding Shop-East Access Door | welding shop | Area | 0.1 | |
| 7 | 13 | lorry idling west parking | lorry park | Point | 0.3 | |
| 16 | 13 | Welding Shop-East Access Door | welding shop | Area | 0.3 | |
| 5 | 13 | lorry idling south parking | lorry park | Point | 0.5 | |
| 6 | 13 | lorry idling east parking | lorry park | Point | 1.4 | |
| 4 | 13 | lorry idling outside workshop | lorry park | Point | 1.8 | |
| 24 | 13 | Workshop-Facade 03 | Workshop | Area | 2.4 | |
| 23 | 13 | Workshop-East Access | Workshop | Area | 3.3 | |
| 22 | 13 | Workshop-East Access | Workshop | Area | 3.6 | |
| 21 | 13 | Workshop-Facade 02 | Workshop | Area | 3.7 | |
| 14 | 13 | Welding Shop-Facade 02 | welding shop | Area | 4.0 | |
| 17 | 13 | Welding Shop-Facade 03 | welding shop | Area | 5.4 | |
| 3 | 13 | pressure washer | wash station | Point | 6.8 | |
| 8 | 13 | Lorry Park West | lorry park | Line | 9.1 | |
| 18 | 13 | Welding Shop-Facade 04 | welding shop | Area | 9.3 | |
| 20 | 13 | Workshop-Facade 01 | Workshop | Area | 10.3 | |
| 25 | 13 | Workshop-Facade 04 | Workshop | Area | 11.1 | |
| 12 | 13 | Welding Shop-Roof 01 | welding shop | Area | 11.4 | |
| 9 | 13 | Lorry Park East | lorry park | Line | 14.8 | |
| 19 | 13 | Workshop-Roof 01 | Workshop | Area | 15.3 | |
| 10 | 13 | Lorry park South | lorry park | Line | 20.2 | |
| 11 | 13 | car doors | Museum Car Park | Area | 22.4 | |
| Receiver Cowdenmoor Farm Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 26 dB(A) Sigma(LrD) 0 dB(A) LrN 26.2 dB( | | | | | | |
| 13 | 12 | Welding Shop-Facade 01 | welding shop | Area | -2.5 | |
| 1 | 12 | lorry at fuel station | fuel station | Point | -2.2 | |
| 2 | 12 | fuel station pump | fuel station | Point | -2.0 | |
| 4 | 12 | lorry idling outside workshop | lorry park | Point | -0.6 | |
| 15 | 12 | Welding Shop-East Access Door | welding shop | Area | 0.7 | |
| 16 | 12 | Welding Shop-East Access Door | welding shop | Area | 1.0 | |
| 5 | 12 | lorry idling south parking | lorry park | Point | 1.1 | |
| 23 | 12 | Workshop-East Access | Workshop | Area | 1.4 | |
| 22 | 12 | Workshop-East Access | Workshop | Area | 1.5 | |
| 6 | 12 | lorry idling east parking | lorry park | Point | 1.8 | |
| 24 | 12 | Workshop-Facade 03 | Workshop | Area | 2.3 | |
| 21 | 12 | Workshop-Facade 02 | Workshop | Area | 3.3 | |
| 14 | 12 | Welding Shop-Facade 02 | welding shop | Area | 3.5 | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 17 | 12 | Welding Shop-Facade 03 | welding shop | Area | 4.8 | |
| 20 | 12 | Workshop-Facade 01 | Workshop | Area | 8.4 | |
| 18 | 12 | Welding Shop-Facade 04 | welding shop | Area | 9.0 | |
| 9 | 12 | Lorry Park East | lorry park | Line | 9.4 | |
| 25 | 12 | Workshop-Facade 04 | Workshop | Area | 10.9 | |
| 12 | 12 | Welding Shop-Roof 01 | welding shop | Area | 11.3 | |
| 3 | 12 | pressure washer | wash station | Point | 11.6 | |
| 7 | 12 | lorry idling west parking | lorry park | Point | 12.6 | |
| 8 | 12 | Lorry Park West | lorry park | Line | 15.4 | |
| 19 | 12 | Workshop-Roof 01 | Workshop | Area | 15.6 | |
| 11 | 12 | car doors | Museum Car Park | Area | 19.2 | |
| 10 | 12 | Lorry park South | lorry park | Line | 22.1 | |
| Receiver Cowdenmoor Farm Fl F 1 LrD,lim dB(A) LrN,lim dB(A) LrD 25 dB(A) Sigma(LrD) 0 dB(A) LrN 24.5 dB( | | | | | | |
| 2 | 10 | fuel station pump | fuel station | Point | -3.5 | |
| 4 | 10 | lorry idling outside workshop | lorry park | Point | -3.3 | |
| 1 | 10 | lorry at fuel station | fuel station | Point | -3.1 | |
| 13 | 10 | Welding Shop-Facade 01 | welding shop | Area | -2.5 | |
| 22 | 10 | Workshop-East Access | Workshop | Area | -1.6 | |
| 23 | 10 | Workshop-East Access | Workshop | Area | -0.8 | |
| 15 | 10 | Welding Shop-East Access Door | welding shop | Area | -0.6 | |
| 16 | 10 | Welding Shop-East Access Door | welding shop | Area | -0.3 | |
| 24 | 10 | Workshop-Facade 03 | Workshop | Area | 0.9 | |
| 21 | 10 | Workshop-Facade 02 | Workshop | Area | 1.7 | |
| 14 | 10 | Welding Shop-Facade 02 | welding shop | Area | 2.5 | |
| 7 | 10 | lorry idling west parking | lorry park | Point | 2.8 | |
| 3 | 10 | pressure washer | wash station | Point | 3.3 | |
| 17 | 10 | Welding Shop-Facade 03 | welding shop | Area | 3.5 | |
| 5 | 10 | lorry idling south parking | lorry park | Point | 5.7 | |
| 6 | 10 | lorry idling east parking | lorry park | Point | 7.4 | |
| 18 | 10 | Welding Shop-Facade 04 | welding shop | Area | 8.0 | |
| 20 | 10 | Workshop-Facade 01 | Workshop | Area | 8.2 | |
| 25 | 10 | Workshop-Facade 04 | Workshop | Area | 9.1 | |
| 12 | 10 | Welding Shop-Roof 01 | welding shop | Area | 9.4 | |
| 8 | 10 | Lorry Park West | lorry park | Line | 11.3 | |
| 11 | 10 | car doors | Museum Car Park | Area | 12.7 | |
| 9 | 10 | Lorry Park East | lorry park | Line | 12.7 | |
| 19 | 10 | Workshop-Roof 01 | Workshop | Area | 13.1 | |
| 10 | 10 | Lorry park South | lorry park | Line | 22.0 | |
| Receiver Cowdenmoor Farm west Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 24 dB(A) Sigma(LrD) 0 dB(A) LrN 24.1 | | | | | | |
| 2 | 13 | fuel station pump | fuel station | Point | -7.8 | |
| 6 | 13 | lorry idling east parking | lorry park | Point | -3.0 | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 1 | 13 | lorry at fuel station | fuel station | Point | -2.7 | |
| 13 | 13 | Welding Shop-Facade 01 | welding shop | Area | -2.4 | |
| 7 | 13 | lorry idling west parking | lorry park | Point | -1.1 | |
| 15 | 13 | Welding Shop-East Access Door | welding shop | Area | -0.4 | |
| 16 | 13 | Welding Shop-East Access Door | welding shop | Area | -0.1 | |
| 24 | 13 | Workshop-Facade 03 | Workshop | Area | 1.0 | |
| 4 | 13 | lorry idling outside workshop | lorry park | Point | 1.5 | |
| 17 | 13 | Welding Shop-Facade 03 | welding shop | Area | 1.8 | |
| 21 | 13 | Workshop-Facade 02 | Workshop | Area | 1.9 | |
| 14 | 13 | Welding Shop-Facade 02 | welding shop | Area | 2.2 | |
| 3 | 13 | pressure washer | wash station | Point | 2.4 | |
| 23 | 13 | Workshop-East Access | Workshop | Area | 3.2 | |
| 22 | 13 | Workshop-East Access | Workshop | Area | 3.3 | |
| 18 | 13 | Welding Shop-Facade 04 | welding shop | Area | 5.7 | |
| 5 | 13 | lorry idling south parking | lorry park | Point | 5.9 | |
| 20 | 13 | Workshop-Facade 01 | Workshop | Area | 7.4 | |
| 25 | 13 | Workshop-Facade 04 | Workshop | Area | 7.5 | |
| 12 | 13 | Welding Shop-Roof 01 | welding shop | Area | 8.0 | |
| 19 | 13 | Workshop-Roof 01 | Workshop | Area | 12.8 | |
| 8 | 13 | Lorry Park West | lorry park | Line | 13.5 | |
| 9 | 13 | Lorry Park East | lorry park | Line | 16.3 | |
| 10 | 13 | Lorry park South | lorry park | Line | 17.1 | |
| 11 | 13 | car doors | Museum Car Park | Area | 18.9 | |
| Receiver Cowdenmoor Farm Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 23 dB(A) Sigma(LrD) 0 dB(A) LrN 22.6 dB( | | | | | | |
| 2 | 10 | fuel station pump | fuel station | Point | -6.0 | |
| 1 | 10 | lorry at fuel station | fuel station | Point | -4.9 | |
| 13 | 10 | Welding Shop-Facade 01 | welding shop | Area | -4.4 | |
| 4 | 10 | lorry idling outside workshop | lorry park | Point | -4.0 | |
| 15 | 10 | Welding Shop-East Access Door | welding shop | Area | -2.2 | |
| 16 | 10 | Welding Shop-East Access Door | welding shop | Area | -1.9 | |
| 22 | 10 | Workshop-East Access | Workshop | Area | -1.7 | |
| 24 | 10 | Workshop-Facade 03 | Workshop | Area | -1.2 | |
| 17 | 10 | Welding Shop-Facade 03 | welding shop | Area | -0.7 | |
| 23 | 10 | Workshop-East Access | Workshop | Area | -0.5 | |
| 21 | 10 | Workshop-Facade 02 | Workshop | Area | -0.4 | |
| 3 | 10 | pressure washer | wash station | Point | -0.4 | |
| 14 | 10 | Welding Shop-Facade 02 | welding shop | Area | 0.3 | |
| 18 | 10 | Welding Shop-Facade 04 | welding shop | Area | 2.9 | |
| 6 | 10 | lorry idling east parking | lorry park | Point | 3.7 | |

| SNo | RNo | Source | Source group | Source ty | LrD dB(A) | |
|---|---|---|---|---|---|---|
| 20 | 10 | Workshop-Facade 01 | Workshop | Area | 3.7 | |
| 25 | 10 | Workshop-Facade 04 | Workshop | Area | 4.5 | |
| 5 | 10 | lorry idling south parking | lorry park | Point | 5.7 | |
| 12 | 10 | Welding Shop-Roof 01 | welding shop | Area | 5.8 | |
| 9 | 10 | Lorry Park East | lorry park | Line | 8.9 | |
| 19 | 10 | Workshop-Roof 01 | Workshop | Area | 9.8 | |
| 7 | 10 | lorry idling west parking | lorry park | Point | 9.9 | |
| 8 | 10 | Lorry Park West | lorry park | Line | 12.4 | |
| 11 | 10 | car doors | Museum Car Park | Area | 15.8 | |
| 10 | 10 | Lorry park South | lorry park | Line | 18.8 | |
| Receiver Lagavulin Fl GF LrD,lim dB(A) LrN,lim dB(A) LrD 22 dB(A) Sigma(LrD) 0 dB(A) LrN 21.7 dB(A) Sigma | | | | | | |
| 13 | 16 | Welding Shop-Facade 01 | welding shop | Area | -5.7 | |
| 5 | 16 | lorry idling south parking | lorry park | Point | -4.0 | |
| 1 | 16 | lorry at fuel station | fuel station | Point | -4.0 | |
| 15 | 16 | Welding Shop-East Access Door | welding shop | Area | -3.4 | |
| 16 | 16 | Welding Shop-East Access Door | welding shop | Area | -3.2 | |
| 2 | 16 | fuel station pump | fuel station | Point | -3.2 | |
| 23 | 16 | Workshop-East Access | Workshop | Area | -3.0 | |
| 3 | 16 | pressure washer | wash station | Point | -2.3 | |
| 17 | 16 | Welding Shop-Facade 03 | welding shop | Area | -2.1 | |
| 22 | 16 | Workshop-East Access | Workshop | Area | -1.5 | |
| 4 | 16 | lorry idling outside workshop | lorry park | Point | -1.3 | |
| 7 | 16 | lorry idling west parking | lorry park | Point | -1.2 | |
| 20 | 16 | Workshop-Facade 01 | Workshop | Area | -1.2 | |
| 21 | 16 | Workshop-Facade 02 | Workshop | Area | -0.4 | |
| 6 | 16 | lorry idling east parking | lorry park | Point | -0.1 | |
| 14 | 16 | Welding Shop-Facade 02 | welding shop | Area | 0.1 | |
| 18 | 16 | Welding Shop-Facade 04 | welding shop | Area | 1.4 | |
| 12 | 16 | Welding Shop-Roof 01 | welding shop | Area | 2.0 | |
| 25 | 16 | Workshop-Facade 04 | Workshop | Area | 2.6 | |
| 8 | 16 | Lorry Park West | lorry park | Line | 3.2 | |
| 24 | 16 | Workshop-Facade 03 | Workshop | Area | 3.2 | |
| 9 | 16 | Lorry Park East | lorry park | Line | 6.7 | |
| 19 | 16 | Workshop-Roof 01 | Workshop | Area | 7.8 | |
| 11 | 16 | car doors | Museum Car Park | Area | 10.9 | |
| 10 | 16 | Lorry park South | lorry park | Line | 20.3 | |