

Appendix 5.8

Derivation of background sound levels for SRFI operational noise assessment



Derivation of background sound levels

*Measured Background Sound Levels***Table 1 Background sound levels – Daytime (07:00 – 23:00)**

| Monitoring Location | Background Sound Level (L _{A90,15min} dB) - Day | | | | | | | |
|---------------------|--|----------------|------------|---------------------|------------------------|----------------|------------|---------------------|
| | Broadly Westerly Winds | | | | Broadly Easterly Winds | | | |
| | Modal Value | Lower Quartile | Difference | Sens Test Required? | Modal Value | Lower Quartile | Difference | Sens Test Required? |
| N1 | 33 | 31 | -2 | NO | 39 | 37 | -2 | NO |
| N2 | 34 | 32 | -2 | NO | 41 | 41 | 0 | NO |
| N3 | 36 | 36 | 0 | NO | 48 | 39 | -9 | YES |
| N4 | 43 | 41 | -2 | NO | 41 | 40 | -1 | NO |
| N5 | 52 | 47 | -5 | YES | 42 | 41 | -1 | NO |
| N6 | 48 | 44 | -4 | YES | 51 | 48 | -3 | YES |
| N7 | 48 | 45 | -3 | YES | 58 | 51 | -7 | YES |
| N8 | 60 | 59 | -1 | NO | 66 | 62 | -4 | YES |
| N10 | 43 | 40 | -3 | YES | 46 | 43 | -3 | YES |
| N11 | 41 | 38 | -3 | YES | 43 | 41 | -2 | NO |
| N12 | 37 | 37 | 0 | NO | 42 | 39 | -3 | YES |
| N13 | 38 | 33 | -5 | YES | 35 | 34 | -1 | NO |
| N14 | 31 | 31 | 0 | NO | 35 | 33 | -2 | NO |
| N15 | 46 | 42 | -4 | YES | 48 | 45 | -3 | YES |

Derivation of background sound levels

Table 2 Background sound levels – Night-time (23:00 – 07:00)

| Monitoring Location | Background Sound Level (L _{A90,15min} dB) - Night | | | | | | | |
|---------------------|--|----------------|------------|---------------------|------------------------|----------------|------------|---------------------|
| | Broadly Westerly Winds | | | | Broadly Easterly Winds | | | |
| | Modal Value | Lower Quartile | Difference | Sens Test Required? | Modal Value | Lower Quartile | Difference | Sens Test Required? |
| N1 | 30 | 28 | -2 | NO | 30 | 31 | -1 | NO |
| N2 | 31 | 27 | -4 | YES | 38 | 35 | -3 | YES |
| N3 | 35 | 31 | -4 | YES | 39 | 37 | -2 | NO |
| N4 | 41 | 36 | -5 | YES | 37 | 37 | 0 | NO |
| N5 | 45 | 41 | -4 | YES | 47 | 34 | -13 | YES |
| N6 | 38 | 35 | -3 | YES | 41 | 38 | -3 | YES |
| N7 | 46 | 42 | -4 | YES | 47 | 45 | -2 | NO |
| N8 | 53 | 50 | -3 | YES | 54 | 50 | -4 | YES |
| N10 | 37 | 34 | -3 | YES | 41 | 38 | -3 | YES |
| N11 | 32 | 29 | -3 | YES | 37 | 36 | -1 | NO |
| N12 | 32 | 31 | -1 | NO | 38 | 37 | -1 | NO |
| N13 | 28 | 23 | -5 | YES | 28 | 28 | 0 | NO |
| N14 | 28 | 26 | -2 | NO | 33 | 31 | -2 | NO |
| N15 | 39 | 34 | -5 | YES | 39 | 38 | -1 | NO |

Derivation of background sound levels

Table 3 Representative Monitoring Positions for Receptor Locations

| Survey Location | Representative of Receptors | Notes |
|-----------------|-----------------------------|---|
| N1 | R5 | Survey position at receptor location. |
| N2 | R6 | Survey position at receptor location. |
| N3 | R12 | Survey position representative of receptor location. |
| N4 | R00, R13, R14, R15, | Representative of rear facades of these buildings which is the façade that would be most exposed to operational noise from the SRFI. |
| N5 | R25, R26, R27 | Survey position at receptor R27. Position also considered representative of R25 and R26. |
| N11 | R37, R39 | Survey location at receptor R39. Very similar distances back from B430 – background sound level exposure likely to be similar. |
| N12 | R36 | Survey position at receptor location. |
| N13 | R31, R32, R33, R34, R35 | Monitoring position close to receptor R32 and is representative of R31, R32 and R33 and R34. R35 likely to have higher current exposure (in terms of LAeq) owing to its closer proximity to Camp Road. |
| N14 | R30 | Survey position at receptor location. |
| N15 | R28, R29 | Survey position is close to receptor R29 and representative of the western façade. It was approx. 50m back from centre of the carriageway. R28 is 20m from the centre of the carriageway and therefore more exposed to road traffic noise from the B430. Proposed correction +4 dB to the LAeq but no correction to the LA90 as this reflects distant road traffic noise. |