

Detailed Results of Road Traffic Noise Assessment (Interim Scenario 1)

Landuse	Noise Assessment Point	Level	Assessment Height (mPD)	Noise Criteria, L10(1-hr), dB(A)	Predicted Noise Level, L10(1-hr), dB(A)		
					Full Measures [A]	S1 [B]	[B]-[A]
Educational Institutions	WWTC2	1	9.1	65	<u>71.8</u>	<u>71.8</u>	0.0
		2	11.9	65	<u>72.0</u>	<u>72.1</u>	0.1
		3	14.7	65	<u>72.5</u>	<u>72.5</u>	0.0
		4	17.5	65	<u>73.2</u>	<u>73.3</u>	0.1
		5	20.3	65	<u>74.2</u>	<u>74.3</u>	0.1
		6	23.1	65	<u>75.2</u>	<u>75.2</u>	0.0
Domestic Premises	MTH1	1	11.9	70	63.4	63.4	0.0
		2	14.7	70	64.2	64.3	0.1
		3	17.5	70	65.0	65.0	0.0
		4	20.3	70	65.6	65.7	0.1
		5	23.1	70	66.4	66.4	0.0
		6	25.9	70	67.3	67.4	0.1
		7	28.7	70	68.4	68.5	0.1
		8	31.5	70	69.2	69.2	0.0
		9	34.3	70	69.8	69.8	0.0
		10	37.1	70	70.3	70.3	0.0
		11	39.9	70	<u>70.7</u>	<u>70.8</u>	0.1
		12	42.7	70	<u>71.2</u>	<u>71.2</u>	0.0
		13	45.5	70	<u>71.5</u>	<u>71.6</u>	0.1
		14	48.3	70	<u>71.9</u>	<u>72.0</u>	0.1
		15	51.1	70	<u>72.2</u>	<u>72.3</u>	0.1
		16	53.9	70	<u>72.5</u>	<u>72.6</u>	0.1
		17	56.7	70	<u>72.8</u>	<u>72.8</u>	0.0
		18	59.5	70	<u>73.0</u>	<u>73.1</u>	0.1
		19	62.3	70	<u>73.2</u>	<u>73.3</u>	0.1
		20	65.1	70	<u>73.4</u>	<u>73.4</u>	0.0
		21	67.9	70	<u>73.5</u>	<u>73.6</u>	0.1
		22	70.7	70	<u>73.7</u>	<u>73.8</u>	0.1
		23	73.5	70	<u>73.8</u>	<u>73.9</u>	0.1
		24	76.3	70	<u>73.9</u>	<u>74.0</u>	0.1
		25	79.1	70	<u>74.0</u>	<u>74.1</u>	0.1
Domestic Premises	MTH2	1	11.9	70	67.2	67.2	0.0
		2	14.7	70	67.9	67.9	0.0
		3	17.5	70	68.4	68.4	0.0
		4	20.3	70	68.7	68.7	0.0
		5	23.1	70	69.0	69.0	0.0
		6	25.9	70	69.4	69.4	0.0
		7	28.7	70	69.9	70.0	0.1
		8	31.5	70	70.4	70.4	0.0
		9	34.3	70	<u>70.7</u>	<u>70.8</u>	0.1
		10	37.1	70	<u>71.0</u>	<u>71.1</u>	0.1
		11	39.9	70	<u>71.3</u>	<u>71.4</u>	0.1
		12	42.7	70	<u>71.7</u>	<u>71.7</u>	0.0
		13	45.5	70	<u>71.9</u>	<u>72.0</u>	0.1
		14	48.3	70	<u>72.2</u>	<u>72.2</u>	0.0
		15	51.1	70	<u>72.4</u>	<u>72.4</u>	0.0
		16	53.9	70	<u>72.6</u>	<u>72.6</u>	0.0
		17	56.7	70	<u>72.7</u>	<u>72.8</u>	0.1
		18	59.5	70	<u>72.9</u>	<u>73.0</u>	0.1
		19	62.3	70	<u>73.0</u>	<u>73.1</u>	0.1
		20	65.1	70	<u>73.2</u>	<u>73.2</u>	0.0
		21	67.9	70	<u>73.4</u>	<u>73.4</u>	0.0
		22	70.7	70	<u>73.5</u>	<u>73.6</u>	0.1
		23	73.5	70	<u>73.6</u>	<u>73.7</u>	0.1
		24	76.3	70	<u>73.7</u>	<u>73.8</u>	0.1
		25	79.1	70	<u>73.7</u>	<u>73.8</u>	0.1

Detailed Results of Road Traffic Noise Assessment (Interim Scenario 1)

Landuse	Noise Assessment Point	Level	Assessment Height (mPD)	Noise Criteria, L10(1-hr), dB(A)	Predicted Noise Level, L10(1-hr), dB(A)		
					Full Measures [A]	S1 [B]	[B]-[A]
Domestic Premises	CCS1	1	14.1	70	<u>75.1</u>	<u>75.1</u>	0.0
		2	16.9	70	<u>75.0</u>	<u>75.0</u>	0.0
		3	19.7	70	<u>75.1</u>	<u>75.1</u>	0.0
Domestic Premises	SHR1	1	12.5	70	<u>73.1</u>	<u>73.1</u>	0.0
		2	15.3	70	<u>72.9</u>	<u>73.0</u>	0.1
		3	18.1	70	<u>72.9</u>	<u>73.0</u>	0.1
Domestic Premises	GH1	1	40.1	70	69.4	69.5	0.1
		2	42.9	70	<u>72.1</u>	<u>72.1</u>	0.0
		3	45.7	70	<u>73.5</u>	<u>73.6</u>	0.1
		4	48.5	70	<u>74.7</u>	<u>74.7</u>	0.0
		5	51.3	70	<u>75.2</u>	<u>75.2</u>	0.0
		6	54.1	70	<u>75.4</u>	<u>75.5</u>	0.1
		7	56.9	70	<u>75.5</u>	<u>75.5</u>	0.0
		8	59.7	70	<u>75.5</u>	<u>75.5</u>	0.0
		9	62.5	70	<u>75.5</u>	<u>75.5</u>	0.0
		10	65.3	70	<u>75.4</u>	<u>75.4</u>	0.0
		11	68.1	70	<u>75.3</u>	<u>75.4</u>	0.1
		12	70.9	70	<u>75.3</u>	<u>75.3</u>	0.0
		13	73.7	70	<u>75.2</u>	<u>75.2</u>	0.0
Domestic Premises	TLWV9	1	7.3	70	<u>74.5</u>	<u>74.5</u>	0.0
		2	10.1	70	<u>74.7</u>	<u>74.7</u>	0.0
		3	12.9	70	<u>75.1</u>	<u>75.1</u>	0.0
Place of Public Worship	LDSC1	1	8.8	65	<u>68.8</u>	<u>68.8</u>	0.0
		2	11.6	65	<u>69.5</u>	<u>69.5</u>	0.0
Clinics	STC3	1	6	55	<u>70.0</u>	<u>70.2</u>	0.2
		2	8.8	55	<u>70.8</u>	<u>71.0</u>	0.2
Domestic Premises	SC1	1	21.1	70	<u>73.5</u>	<u>73.5</u>	0.0
		2	23.9	70	<u>74.1</u>	<u>74.1</u>	0.0
		3	26.7	70	<u>74.7</u>	<u>74.7</u>	0.0
		4	29.5	70	<u>75.0</u>	<u>75.0</u>	0.0
		5	32.3	70	<u>75.2</u>	<u>75.2</u>	0.0
		6	35.1	70	<u>75.2</u>	<u>75.2</u>	0.0
		7	37.9	70	<u>75.2</u>	<u>75.2</u>	0.0
		8	40.7	70	<u>75.2</u>	<u>75.2</u>	0.0
		9	43.5	70	<u>75.2</u>	<u>75.2</u>	0.0
		10	46.3	70	<u>75.1</u>	<u>75.1</u>	0.0
		11	49.1	70	<u>75.0</u>	<u>75.0</u>	0.0
		12	51.9	70	<u>75.0</u>	<u>75.0</u>	0.0
		13	54.7	70	<u>74.9</u>	<u>74.9</u>	0.0
		14	57.5	70	<u>74.8</u>	<u>74.8</u>	0.0
		15	60.3	70	<u>74.7</u>	<u>74.7</u>	0.0
		16	63.1	70	<u>74.7</u>	<u>74.6</u>	-0.1
		17	65.9	70	<u>74.6</u>	<u>74.6</u>	0.0
		18	68.7	70	<u>74.5</u>	<u>74.5</u>	0.0
		19	71.5	70	<u>74.4</u>	<u>74.4</u>	0.0
		20	74.3	70	<u>74.3</u>	<u>74.3</u>	0.0
		21	77.1	70	<u>74.2</u>	<u>74.2</u>	0.0
		22	79.9	70	<u>74.2</u>	<u>74.2</u>	0.0
		23	82.7	70	<u>74.1</u>	<u>74.1</u>	0.0

Note:

[A] Full Measures: Assume all existing noise mitigation measures shown in Appendix 4.6 are in place;

[B] S1: Assume existing noise mitigation measures under works ID 1A, 1B, 2 and 4 stipulated in Table 4.7 is removed, others measures are in place

Detailed Results of Road Traffic Noise Assessment (Interim Scenario 2)

Landuse	Noise Assessment Point	Level	Assessment Height (mPD)	Noise Criteria, L10(1-hr), dB(A)	Predicted Noise Level, L10(1-hr), dB(A)		
					Full Measures [A]	S2 [B]	[B]-[A]
Domestic Premises	TLWV1	1	9.9	70	67.9	67.9	0.0
		2	12.7	70	69.1	69.1	0.0
Domestic Premises	OTT3	1	16.8	70	<u>73.8</u>	<u>73.9</u>	0.1
		2	19.6	70	<u>74.8</u>	<u>74.9</u>	0.1
		3	22.4	70	<u>75.6</u>	<u>75.8</u>	0.2
Domestic Premises	OTT4	1	16.8	70	<u>72.5</u>	<u>72.7</u>	0.2
		2	19.6	70	<u>73.5</u>	<u>73.7</u>	0.2
		3	22.4	70	<u>74.3</u>	<u>74.4</u>	0.1

Note:

[A] Full Measures: Assume all existing noise mitigation measures shown in Appendix 4.6 are in place;

[B] S2: Assume existing noise mitigation measures under works ID 3 stipulated in Table 4.7 is removed, others measures are in place