

Annex 16.3

Baseline Noise Survey
Detailed Results

(ERM)

Table C.1 Baseline Noise Levels - MEP (long term measurement)

Location	Date	Average Day Time LA90	Average Night Time LA90	Average Day Time LAeq	Average Night Time LAeq	Average Day Time LA10	Average Night Time LA10
S1 Station Road	Thursday 9-12-2010	45	43	52	46	50	47
	Friday 10-12-2010	46	43	51	47	51	48
	Saturday 11-12-10	40	38	47	43	47	44
	Sunday 12-12-10	35	33	45	45	45	43
	Monday 13-12-10	43	38	51	49	50	49
	Tuesday 14-12-10	29		39		36	
	Overall Level, RBL	35 (32)	35	49	46	49	47
S2 Station Road	Thursday 9-12-2010	46	45	56	54	55	49
	Friday 10-12-2010	48	46	56	49	55	50
	Saturday 11-12-10	40	37	51	42	48	41
	Sunday 12-12-10	38	37	52	59	45	44
	Monday 13-12-10	39	36	56	55	50	44
	Tuesday 14-12-10	38		57		52	
	Overall Level, RBL	38	36	55	54	51	44
S3 Hazeldene Marsh Lane	Thursday 6-01-11	47	44	55	54	55	53
	Friday 7-01-11	55	54	59	58	62	60
	Saturday 8-01-11	54		59		60	
	Sunday 9-01-11	47	48	53	57	55	59
	Monday 10-01-11	52	51	59	57	62	59
	Tuesday 11-01-11	56		59		61	
	Overall Level, RBL	47	45	58	57	61	59
Sk2 Staple Road, South Killingholme	Thursday 6-01-11	50	51	54	55	55	57
	Friday 7-01-11	51	43	56	51	58	51
	Saturday 8-01-11	44		51		53	
	Sunday 9-01-11	39	39	46	52	47	53
	Monday 10-01-11	51	46	56	52	58	54
	Tuesday 11-01-11	44		52		53	

	Overall Level, RBL	41	40	54	53	54	53
NK1 Nicolson Road, North Killingholme	Thursday 9-12-2010	37	32	48	40	48	41
	Friday 10-12-2010	39	34	49	42	51	43
	Saturday 11-12-10	37	36	44	41	46	43
	Sunday 12-12-10	40	37	46	51	46	48
	Monday 13-12-10	41	39	58	43	48	44
	Tuesday 14-12-10	38		72		49	
	Overall Level, RBL	37	35 (32)	64	46	48	43
EH5 Swinster Lane	Thursday 9-12-2010	32	26	47	38	43	36
	Friday 10-12-2010	34	29	46	38	44	38
	Saturday 11-12-10	30	29	42	37	42	37
	Sunday 12-12-10	35	30	44	42	43	43
	Monday 13-12-10	35	30	47	39	45	38
	Tuesday 14-12-10	36		47		46	
	Overall Level, RBL	35 (31)	35 (27)	46	39	44	38
ECO1 Killingholme Haven Pits	Thursday 9-12-2010	45	40	53	47	54	48
	Friday 10-12-2010	43	40	52	49	53	48
	Saturday 11-12-10	45	45	51	49	52	51
	Sunday 12-12-10	42	38	51	44	54	44
	Monday 13-12-10	42	38	53	47	55	45
	Tuesday 14-12-10	42		55		56	
	Overall Level, RBL	43	40	53	48	54	48

Notes: All levels are dB(A)

RBL values in brackets are the calculated RBL by the agreed determination method. Where the RBL is less than 30, a Rating Level of 35 dB(A) is applied.

Data for NK1 Nicholson Rd and S1 Station Road on Tuesday 14 -12-2010 removed as unrepresentative. Overall level calculated by omitting the data for Tuesday 14 -12-2010.

Location **Eco1** was monitored for the purpose of assessing the acoustic environment for ecological receptors at the Killingholme pits – there are no residential receptors nearby to this location.

Measurement Position S1 Station Road (east)

- 16.3.1 The east end of Station Road defines a reasonably remote location on the bank of the Humber River; with little through traffic and remote houses about a coastal lighthouse.
- 16.3.2 The acoustic environment at location S1 is mainly influenced by marine related noise and distant road traffic noise.

Measurement Position S2 Station Road (adjacent to transport depot)

- 16.3.3 Located in the corner of the loading bay of Den Hartogh Logistics, the noise measurement location was selected to be generally equivalent to that experienced by the nearest residential building. This part of Station Road was observed to accommodate all through traffic for the neighbouring industrial area. Vehicles were noted to be approximately 50 percent HGV and 50 percent light vehicles (cars/vans etc) during each period.
- 16.3.4 With the exception of the local through traffic, the acoustic environment at S1 and S2 are quite similar in character. The acoustic environment at location S2 is mainly influenced by marine related noise, namely ships engine noise and loading activities, distant road traffic noise and, to a lesser extent industrial noise from the neighbouring refinery.

Measurement Position S3 Hazledene, Marsh Lane

- 16.3.5 The measurement location was situated approximately 10 m back from Marsh Lane, 5 m from the boundary in the agricultural field to the west of Hazledene, in free-field conditions and with line-of-sight to all surrounding areas.
- 16.3.6 The acoustic environment at location S3 is generally influenced by industrial noise, in particular flaring from the refinery, distant road traffic noise, and to a lesser extent marine related noise, and occasional rail movements to the south west.

Measurement Position SK2 Staple Road, South Killingholme

- 16.3.7 Off Staple Road in South Killingholme, the acoustic environment at location SK2 is generally influenced by a significant level of traffic noise from the A160 as a constant source was more apparent than industrial noise from the neighbouring refinery during the daytime.

Measurement Position NK1 Nicholson Road, North Killingholme

- 16.3.8 Moderate levels of ambient traffic noise from the A160 dual carriageway to the south could be heard as a constant source, and

industrial noise from the neighbouring refinery to the east was at a similar level. Levels of traffic noise from Eastfield Road to the east of the site were audible, but notably less than those from the A160.

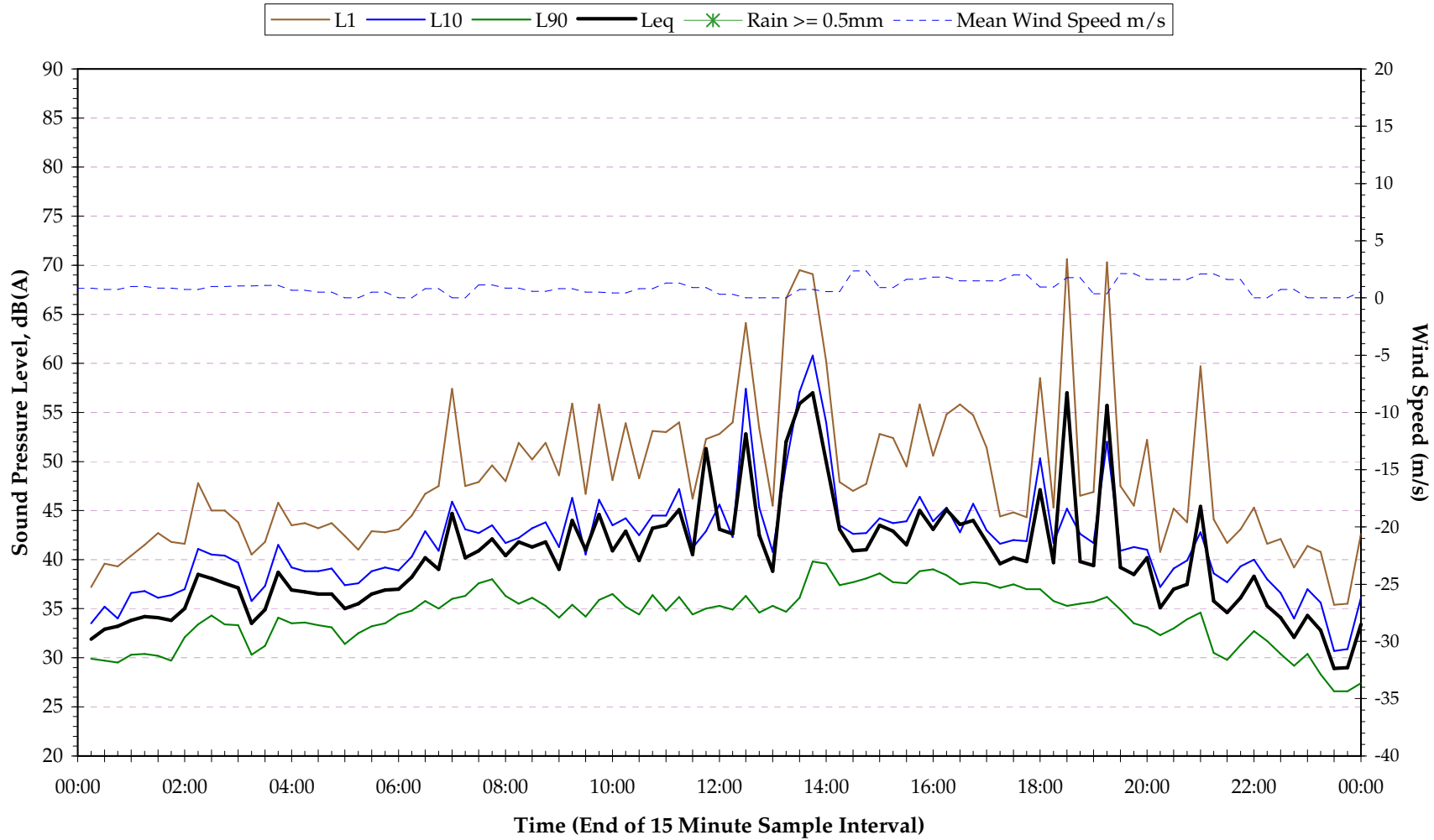
Measurement Position EH5 Swinster Lane, East Halton

- 16.3.9 Moderate levels of ambient traffic noise could be heard as a consistent source in the distance towards the south-east and west of the site. Whilst ambient traffic noise to the west emanated from Townside road, traffic noise to the south-east is understood to be influenced by traffic to and from Immingham Docks.
- 16.3.10 At this measurement location, engine noise could be heard from the vessels at Immingham Docks, along with intermittent loading activities from the same area. Similar to that experienced at position S1 Station Road (east); loading noise would constitute of intermittent clatters and bangs, being heard over engine and vehicle movement noises.
- 16.3.11 The acoustic environment at location EH5 is generally influenced by road traffic noise, marine and industrial noise is assumed to have similar influences on the total noise levels measured.

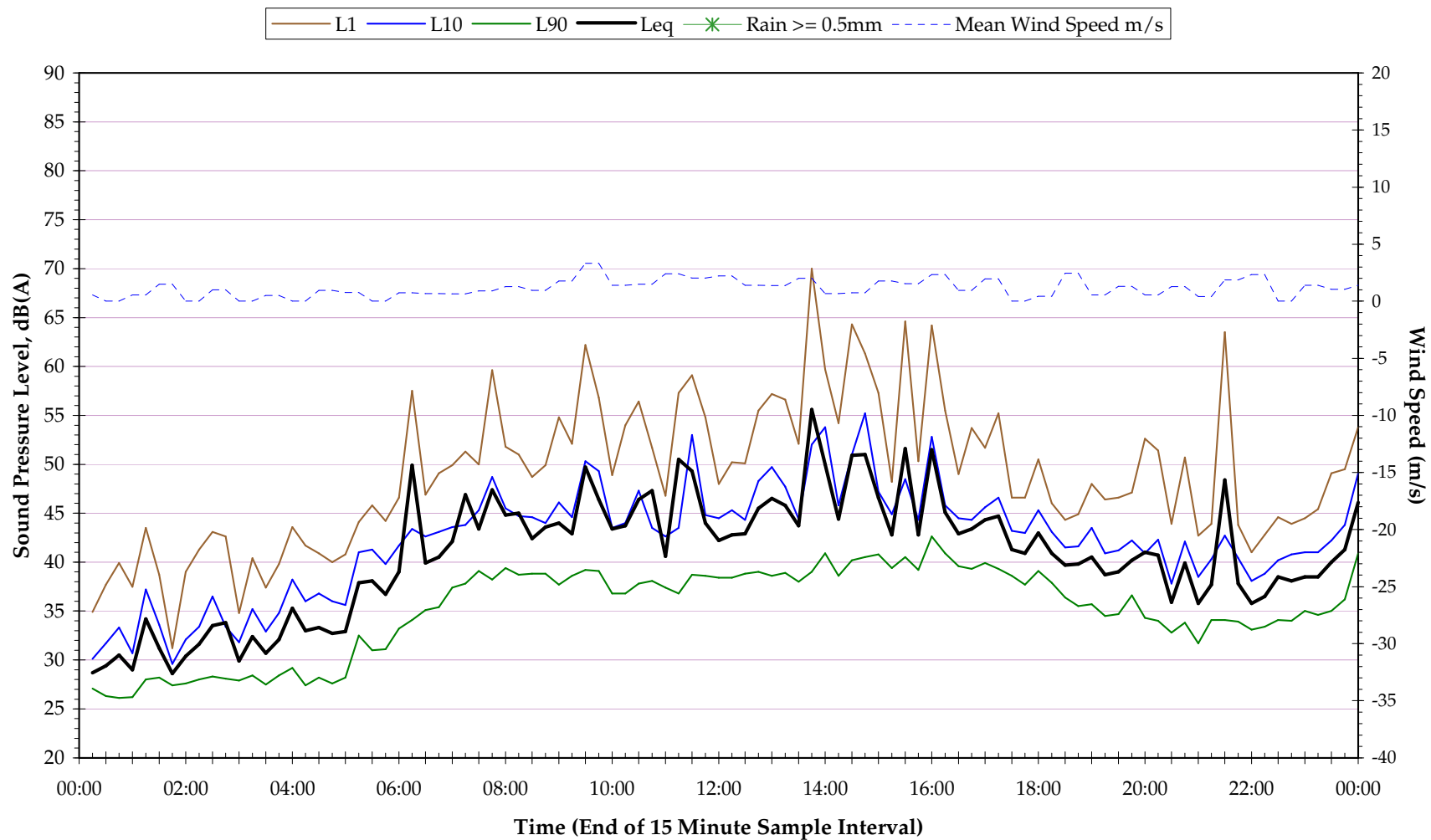
Measurement Position ECO1 North Killingholme Haven Pits

- 16.3.12 Approximately 300 m south of Immingham Docks, the microphone was positioned on the north-east bank of Haven Pits, immediately north of the railway line and 10 m from the road side.
- 16.3.13 Environmental noise at ECO1 was dominated by activities from the Humberside Shipping Terminal (HST).
- 16.3.14 Industrial noise was noticeable emanating from the metal work yard to the east of measurement position ECO1 but the overall influence of noise from this source is considered to be relatively low when compared to noises from Immingham Docks.

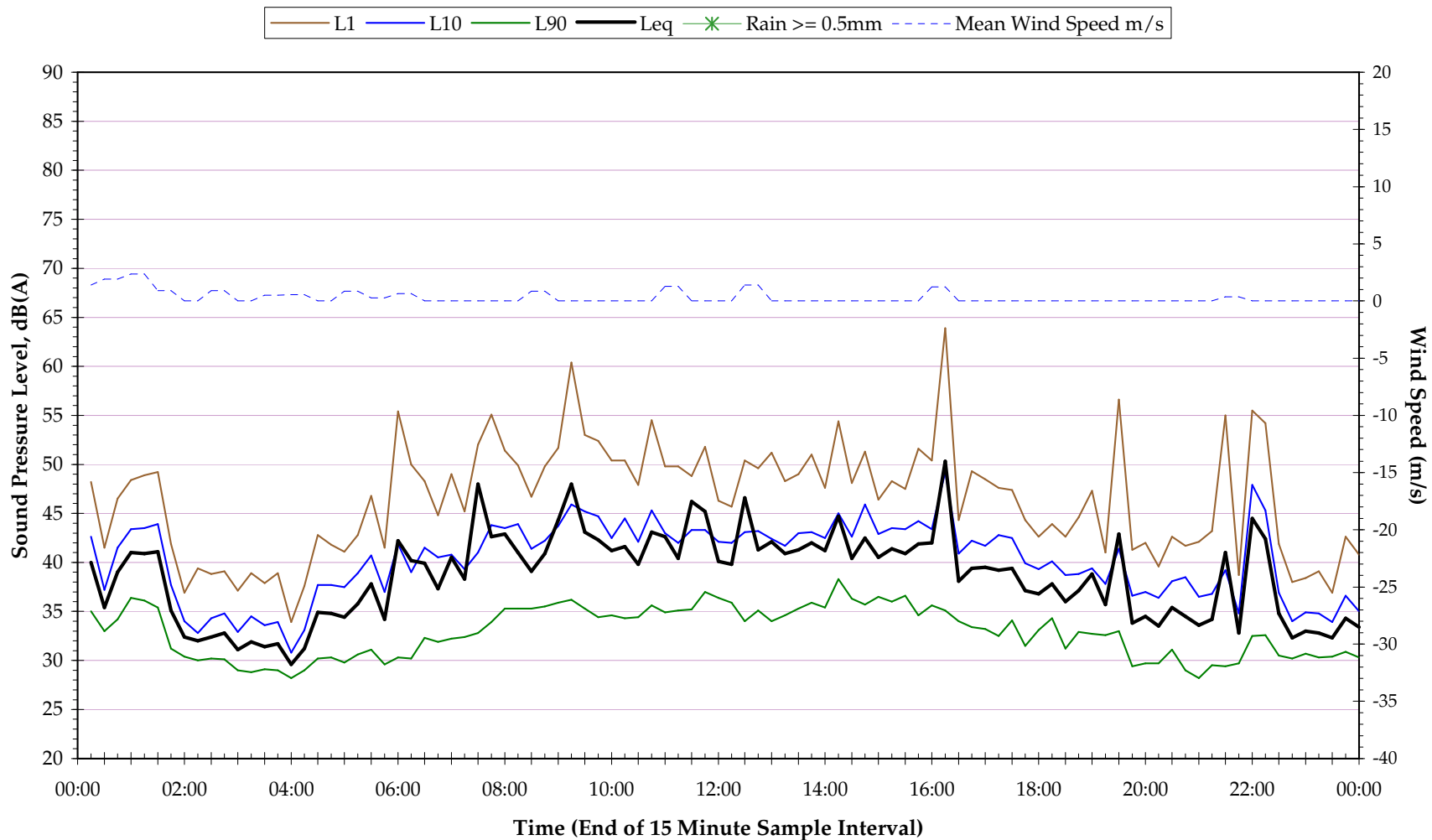
Statistical Noise Levels
Eh5 Swinster Lane - Thursday 9 December 2010



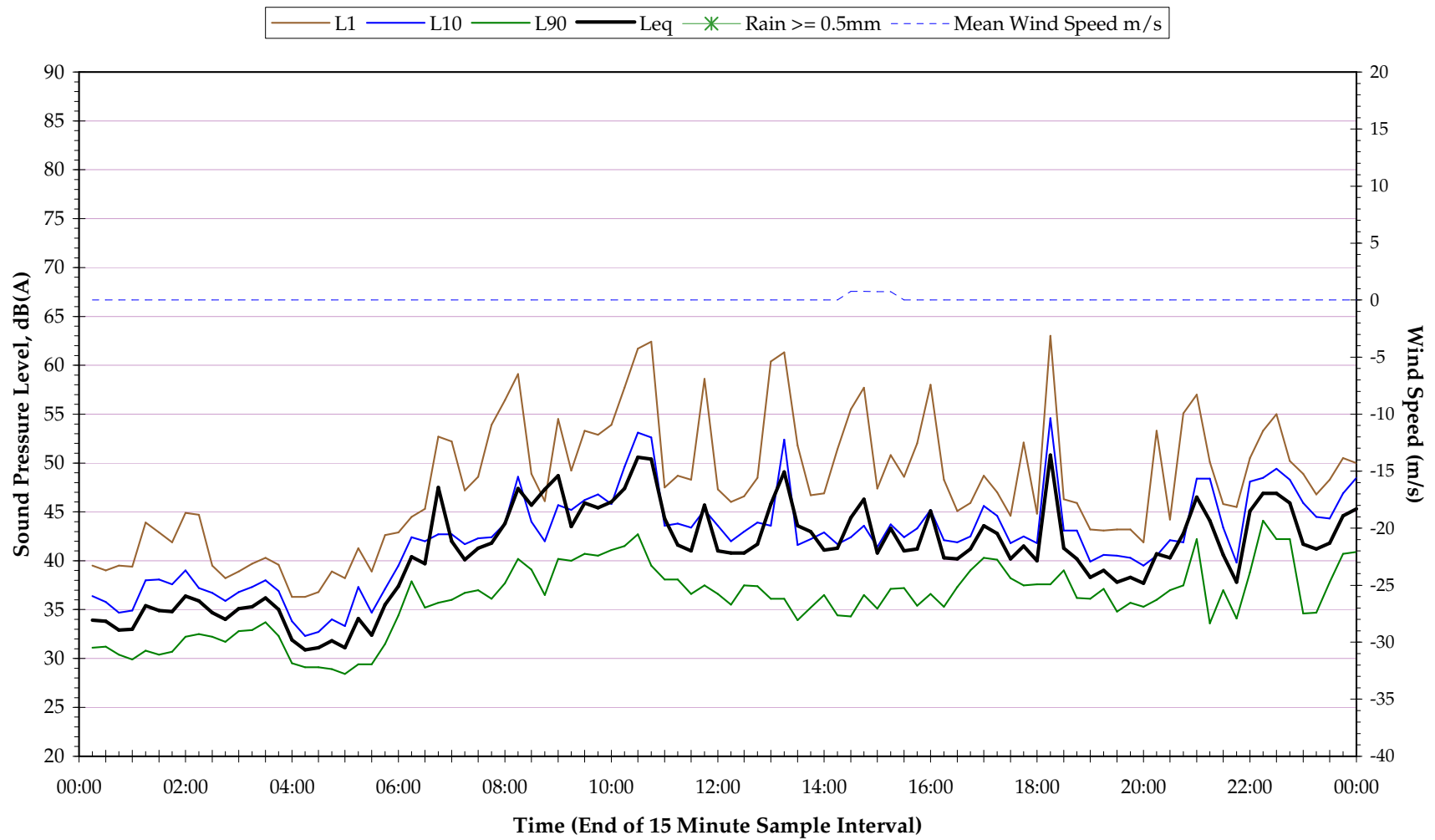
Statistical Noise Levels
Eh5 Swinster Lane - Friday 10 December 2010



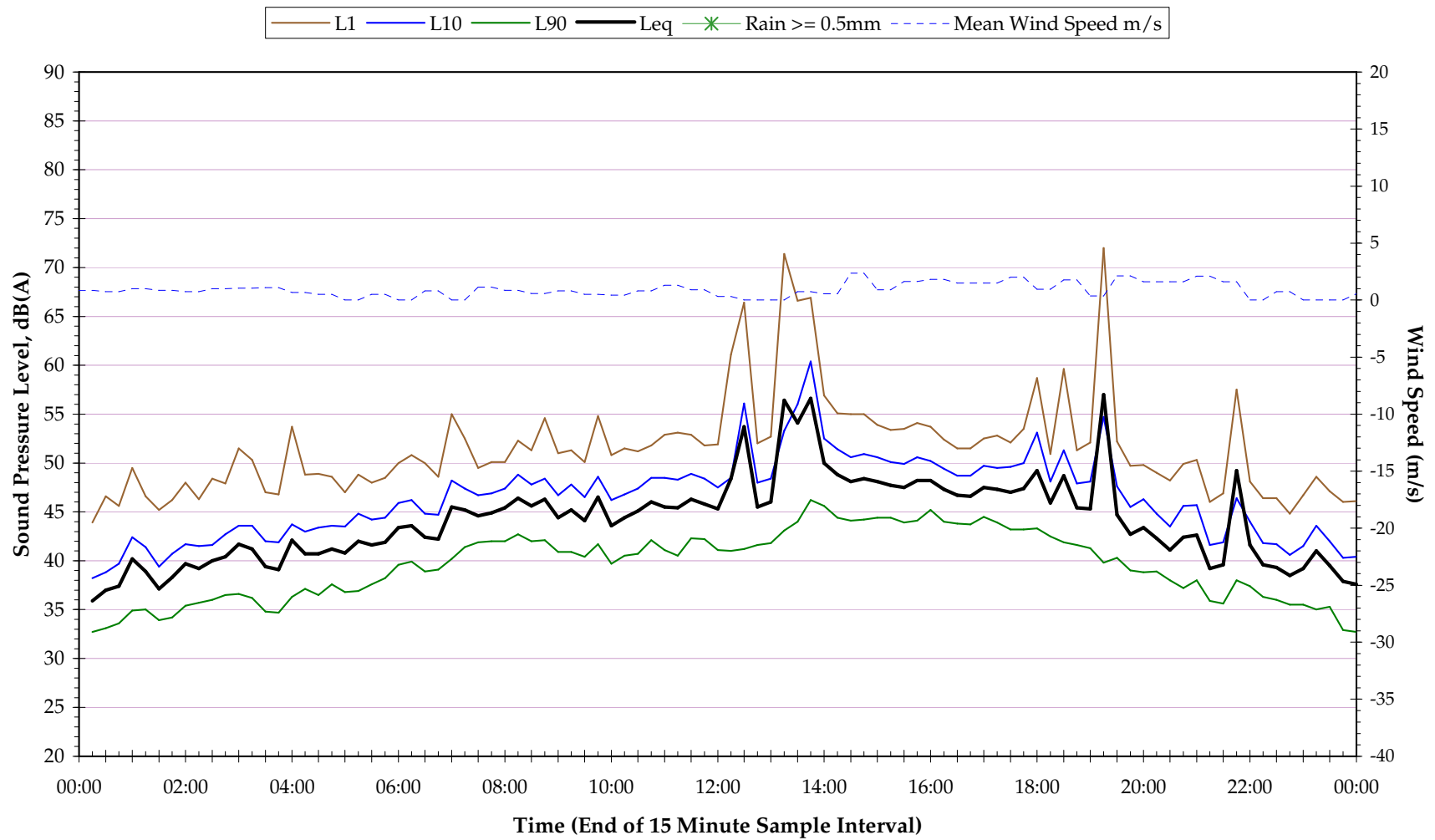
Statistical Noise Levels
Eh5 Swinster Lane - Saturday 11 December 2010



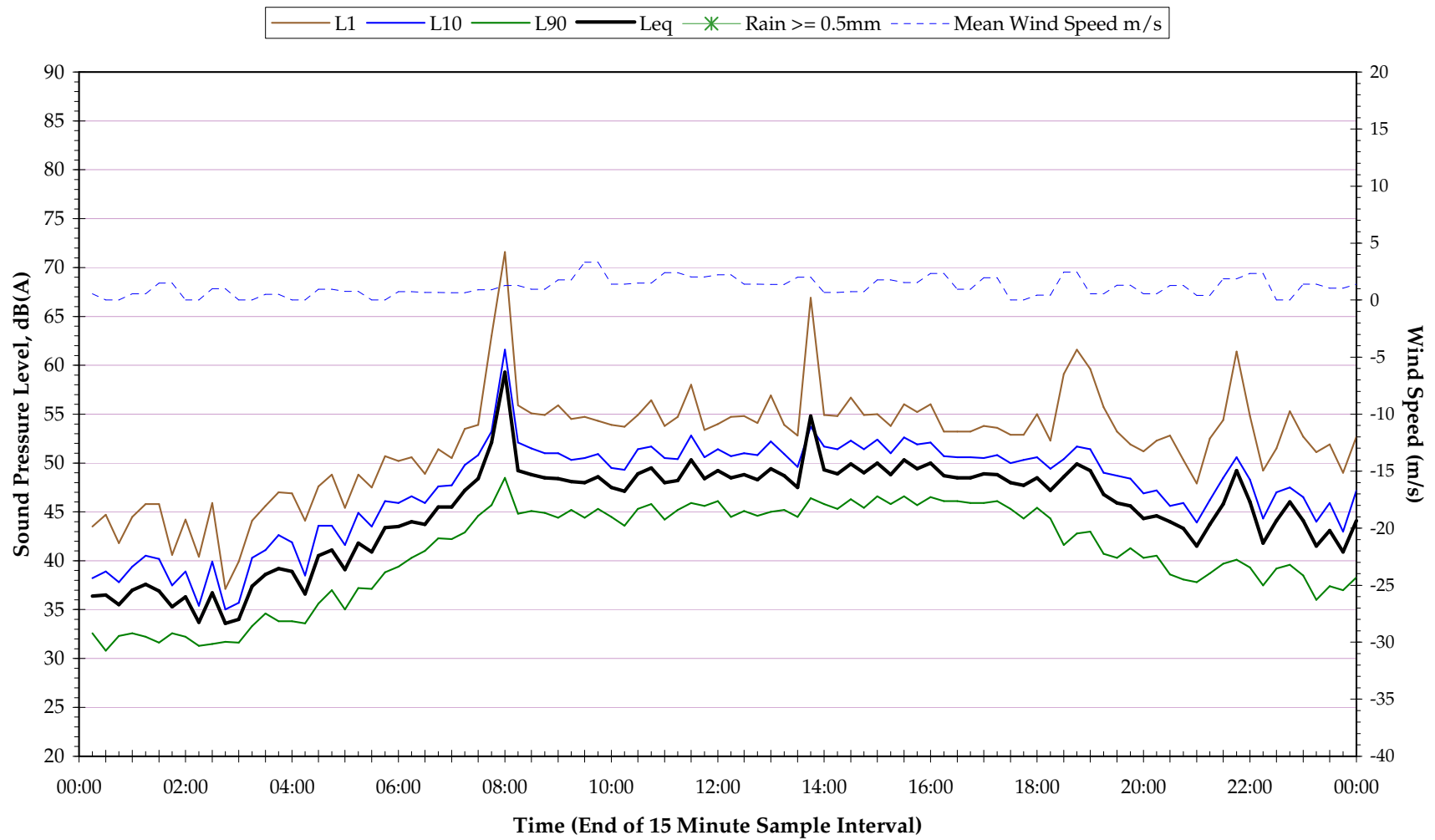
Statistical Noise Levels
Eh5 Swinster Lane - Sunday 12 December 2010



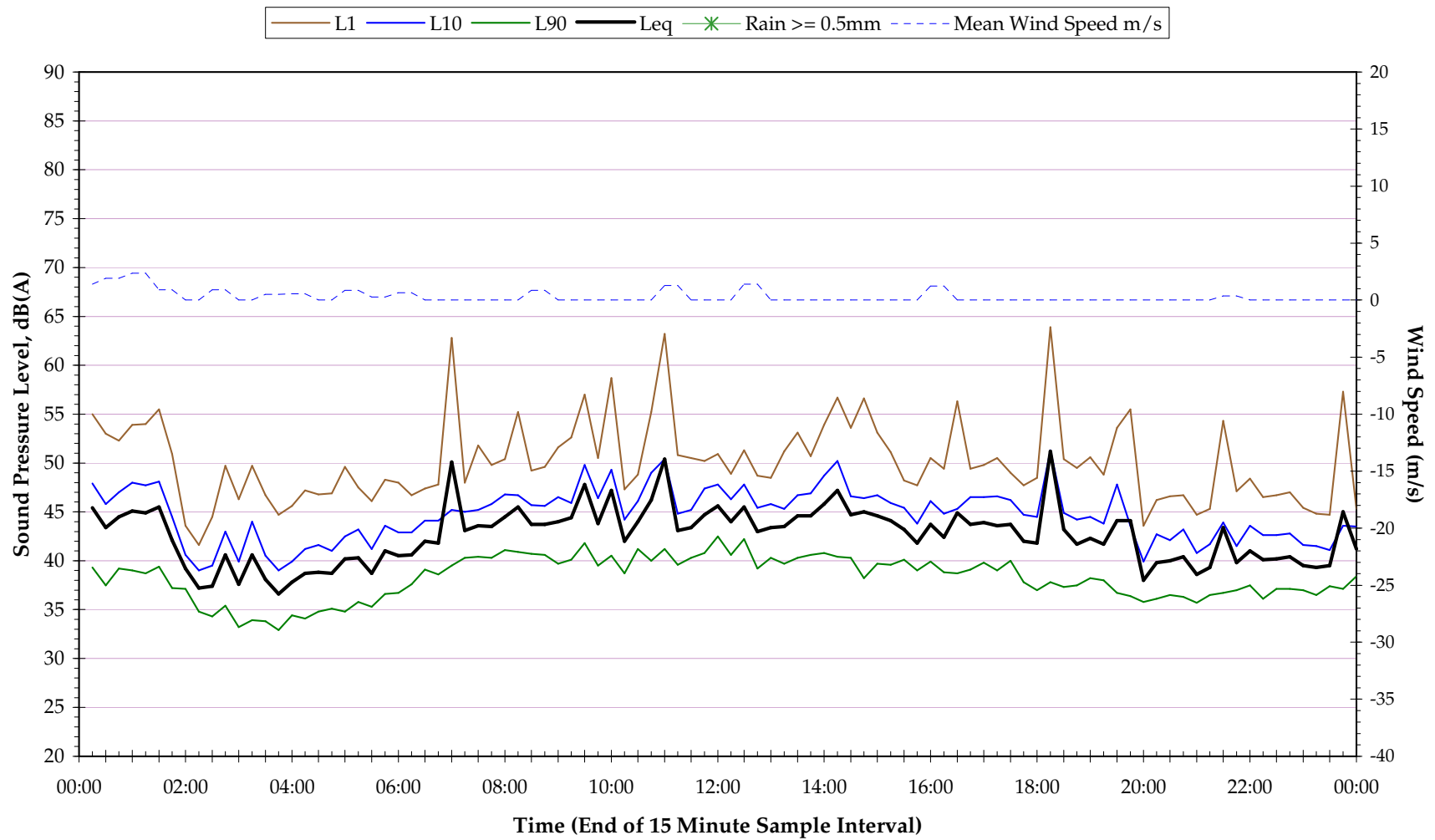
Statistical Noise Levels
NK1 Nicholson Road - Thursday 9 December 2010



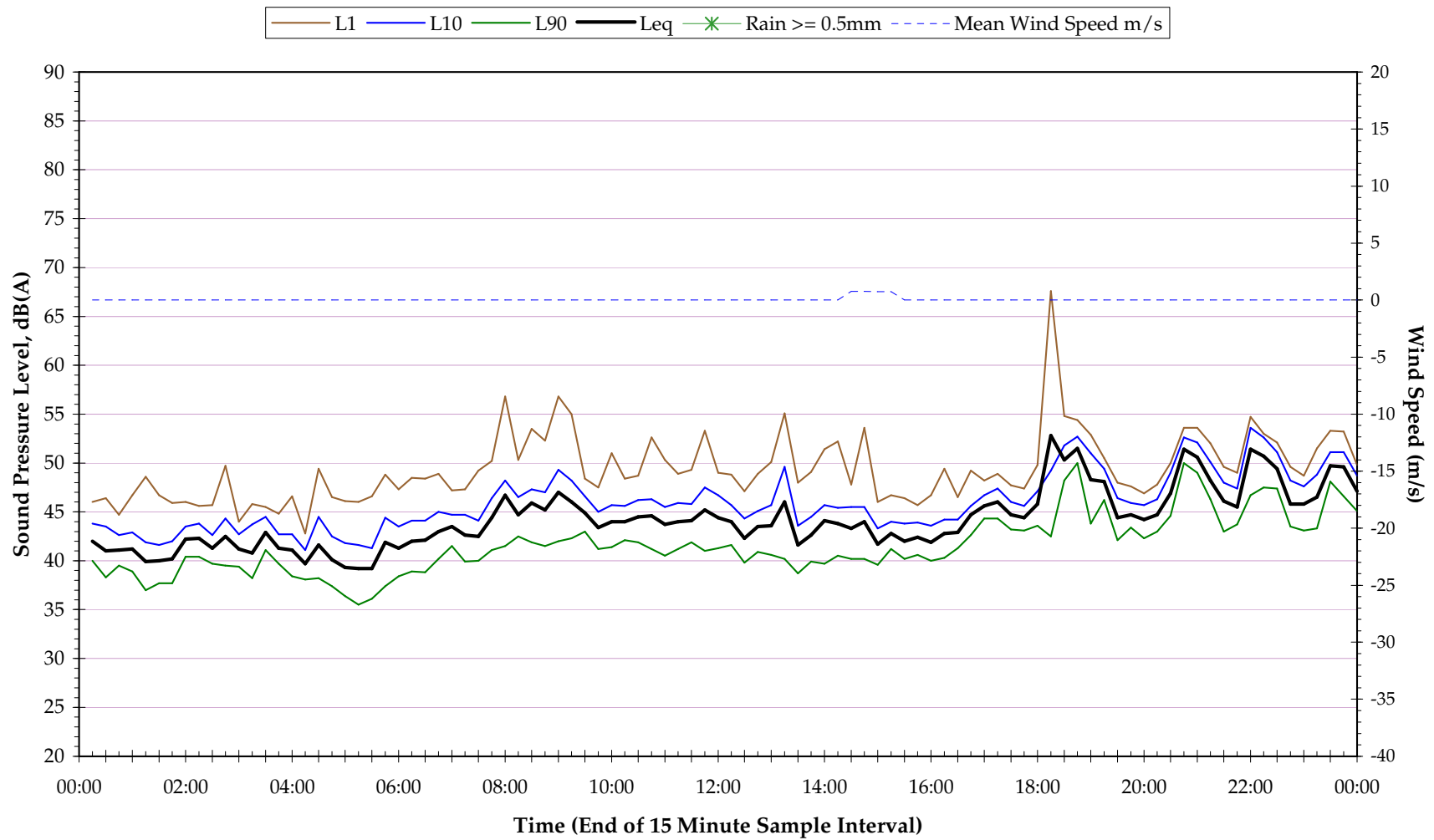
**Statistical Noise Levels
NK1 Nicholson Road - Friday 10 December 2010**



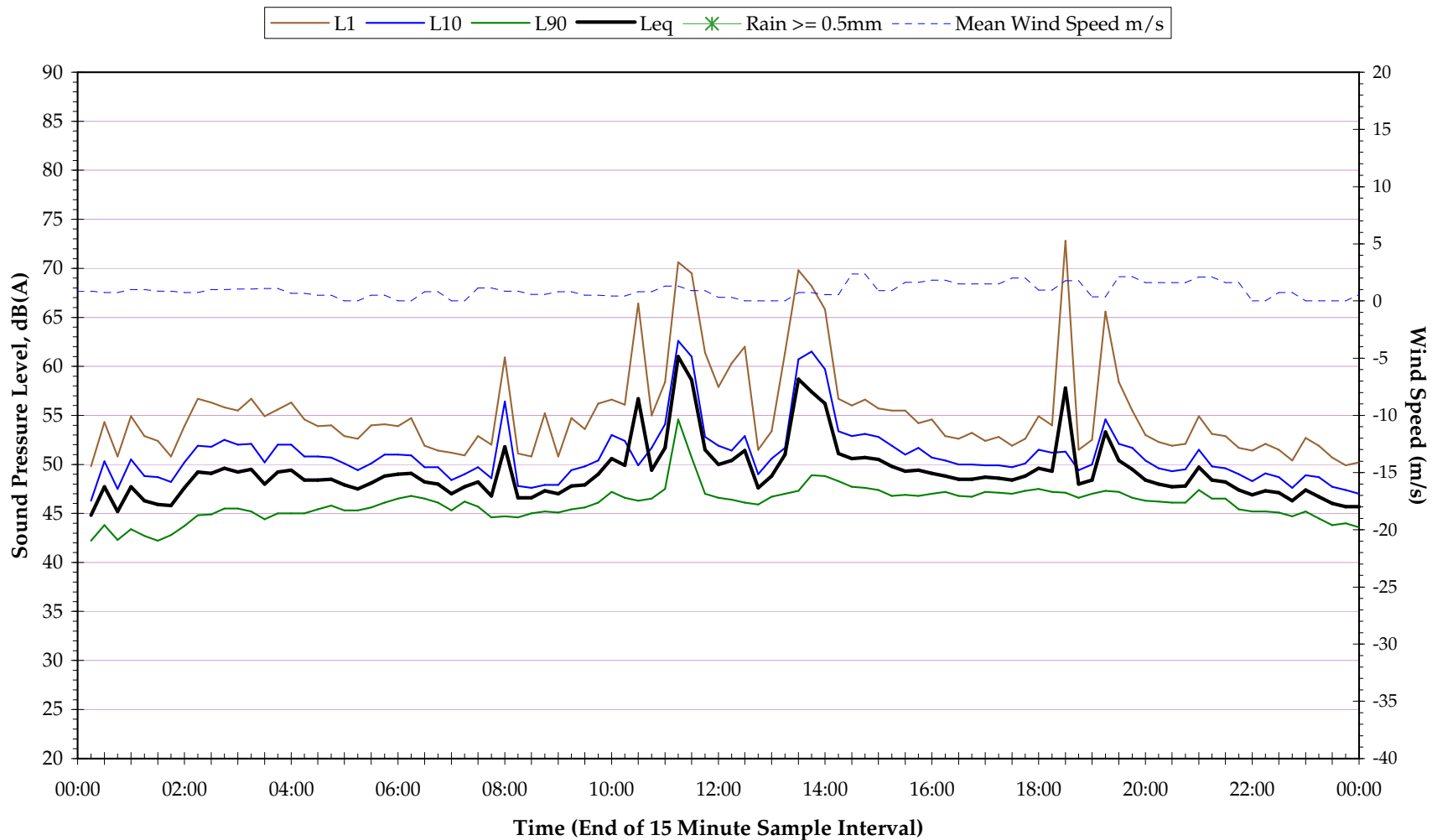
Statistical Noise Levels
NK1 Nicholson Road - Saturday 11 December 2010



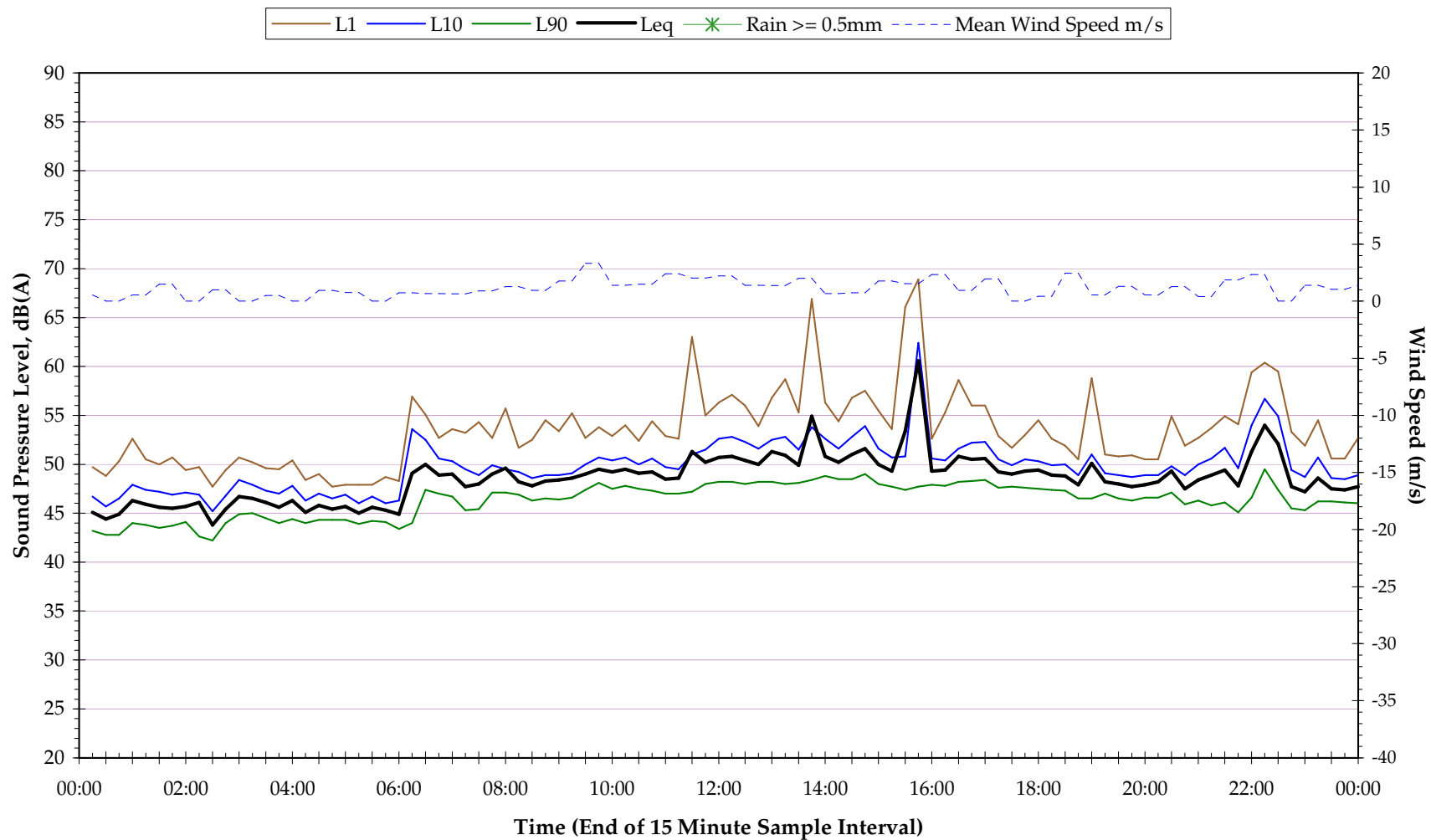
**Statistical Noise Levels
NK1 Nicholson Road - Sunday 12 December 2010**



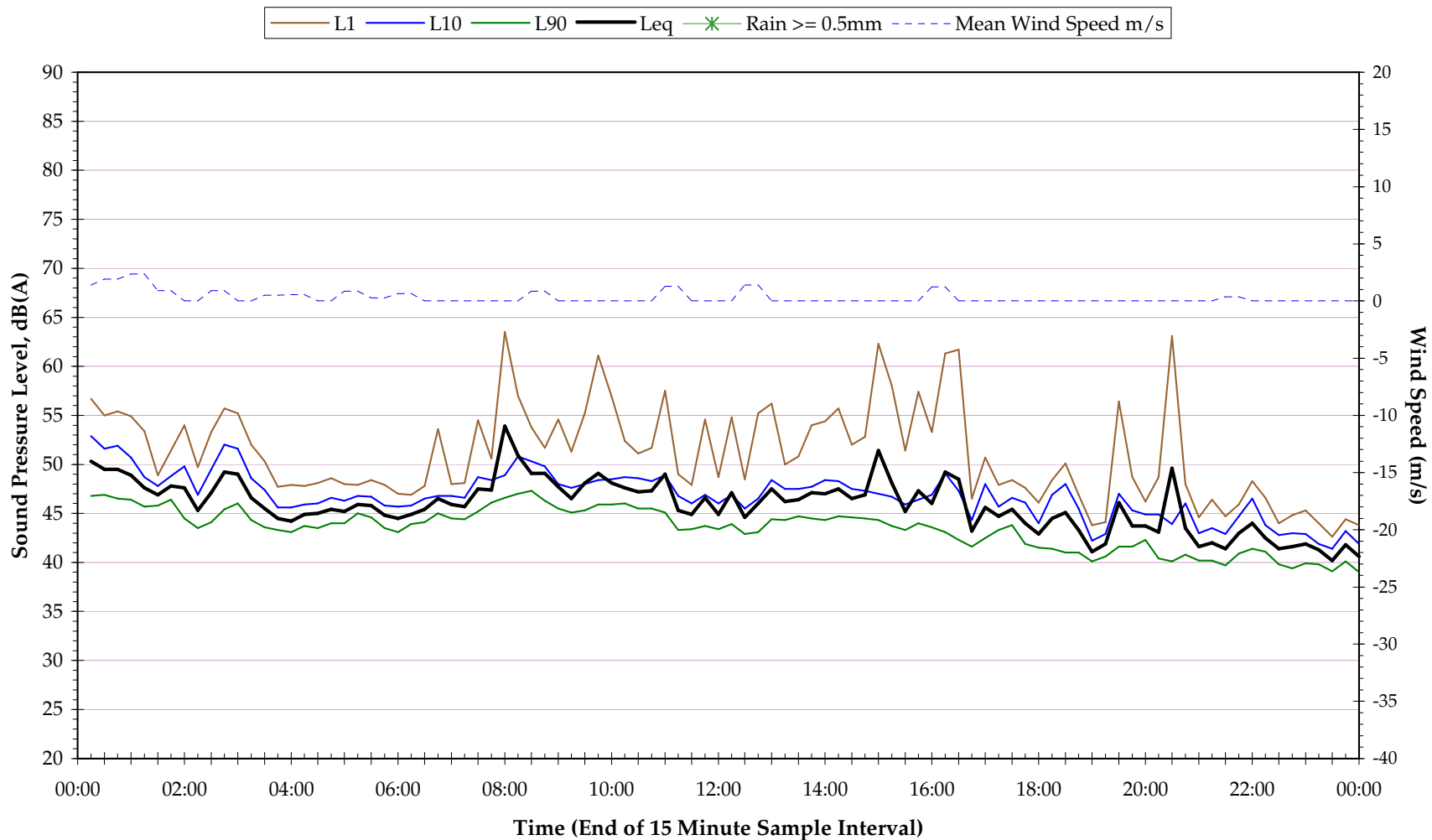
**Statistical Noise Levels
S1 Station Road - Thursday 9 December 2010**



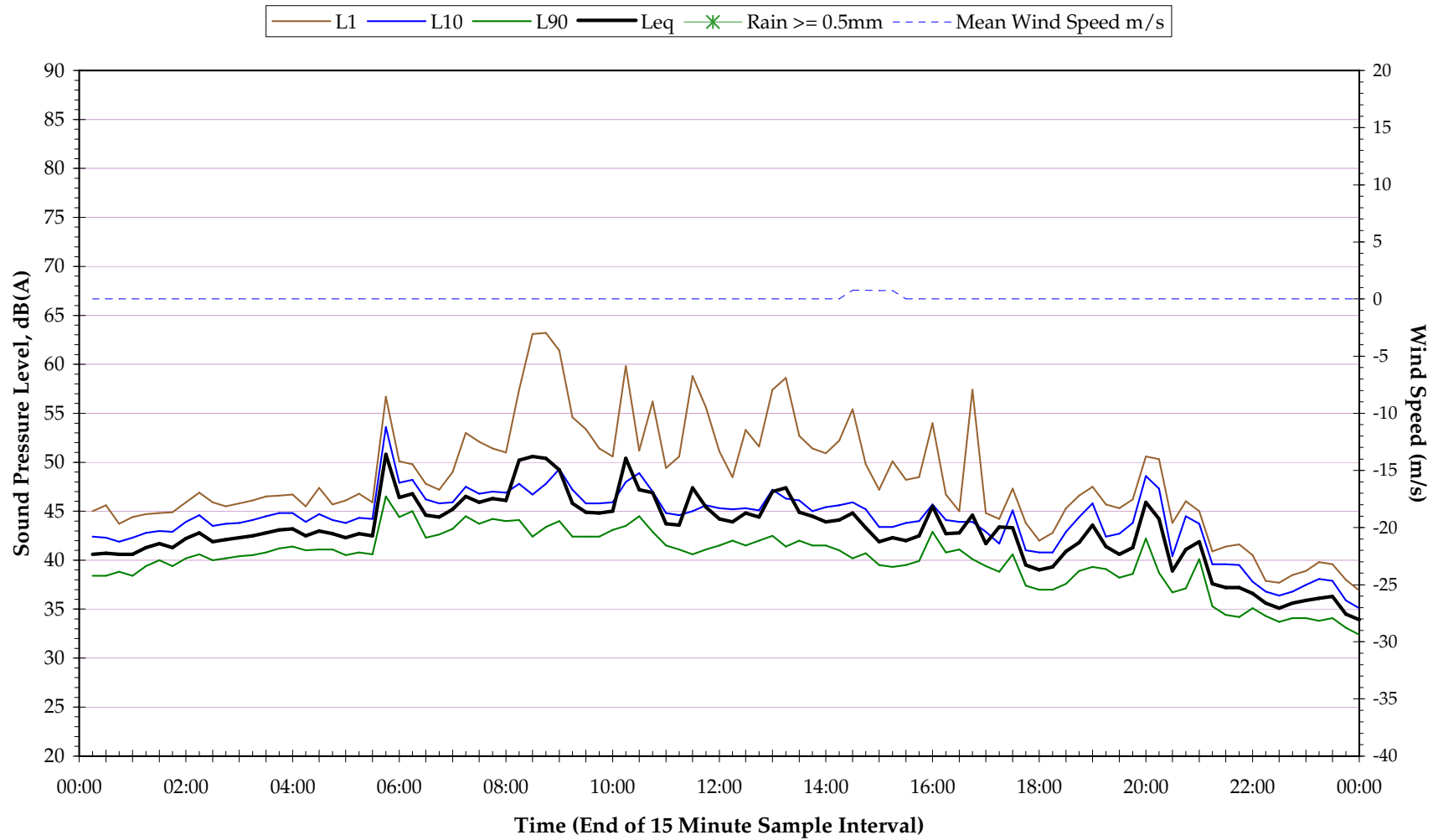
**Statistical Noise Levels
S1 Station Road - Friday 10 December 2010**



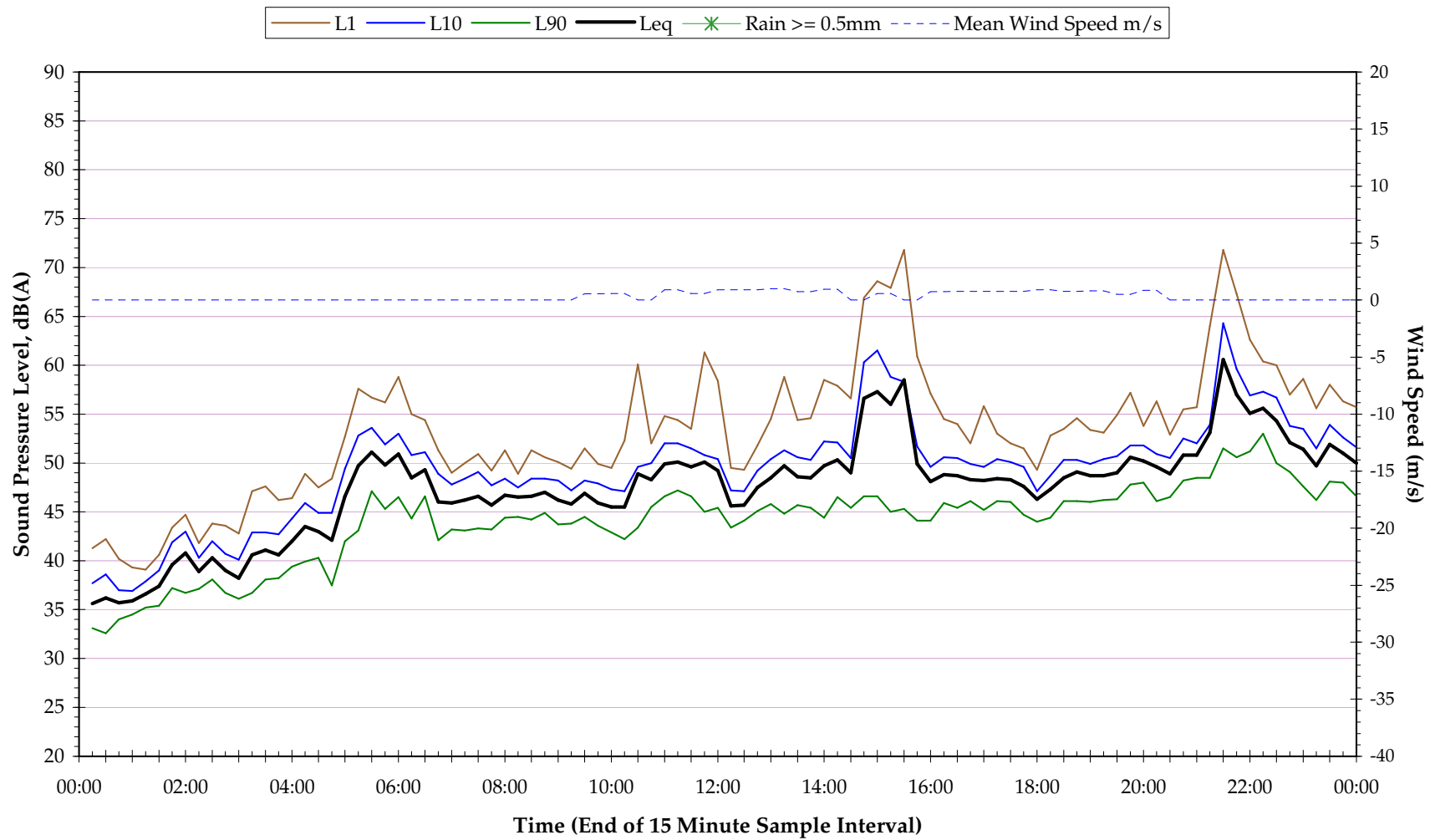
**Statistical Noise Levels
S1 Station Road - Saturday 11 December 2010**



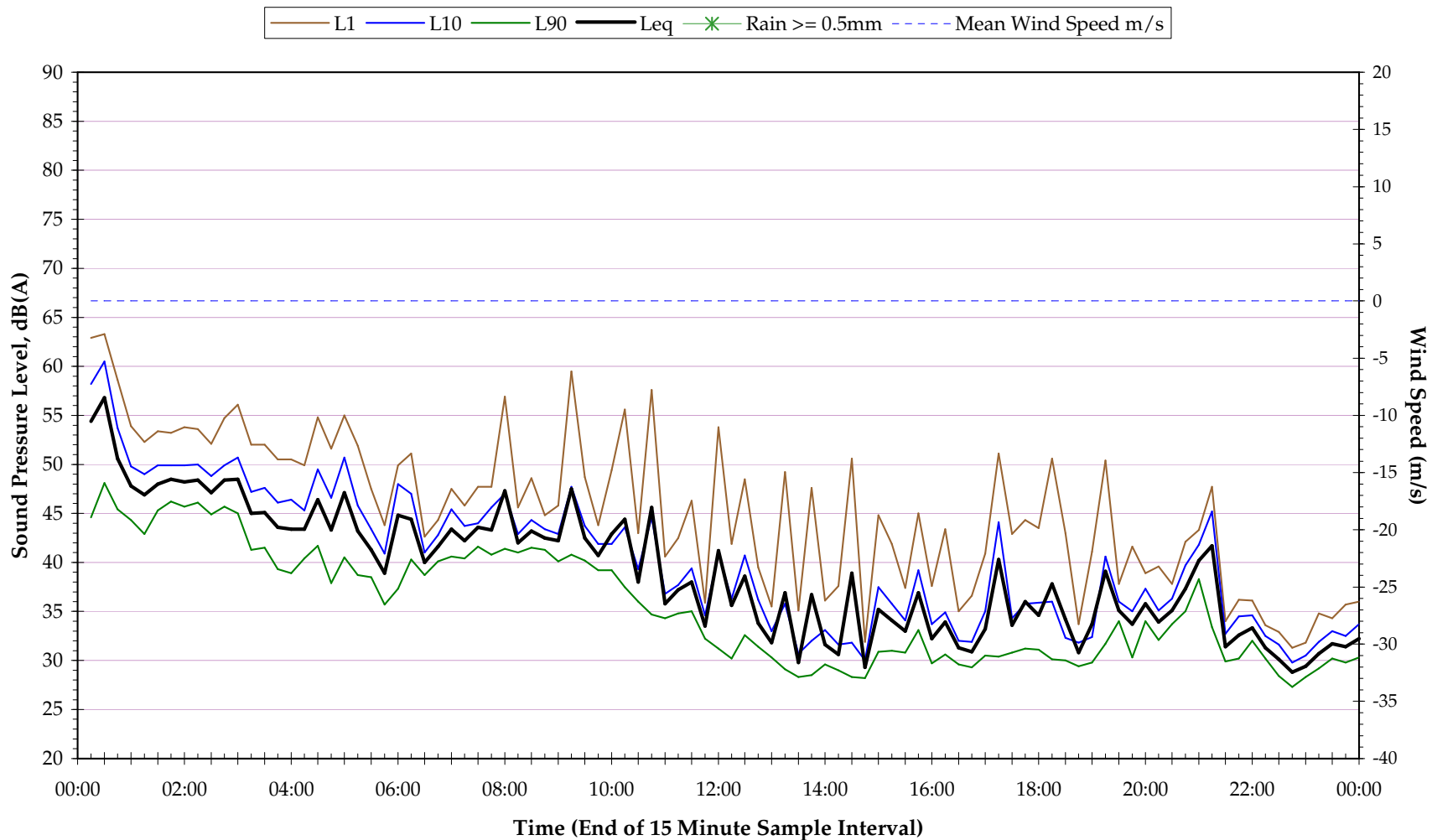
Statistical Noise Levels
S1 Station Road - Sunday 12 December 2010



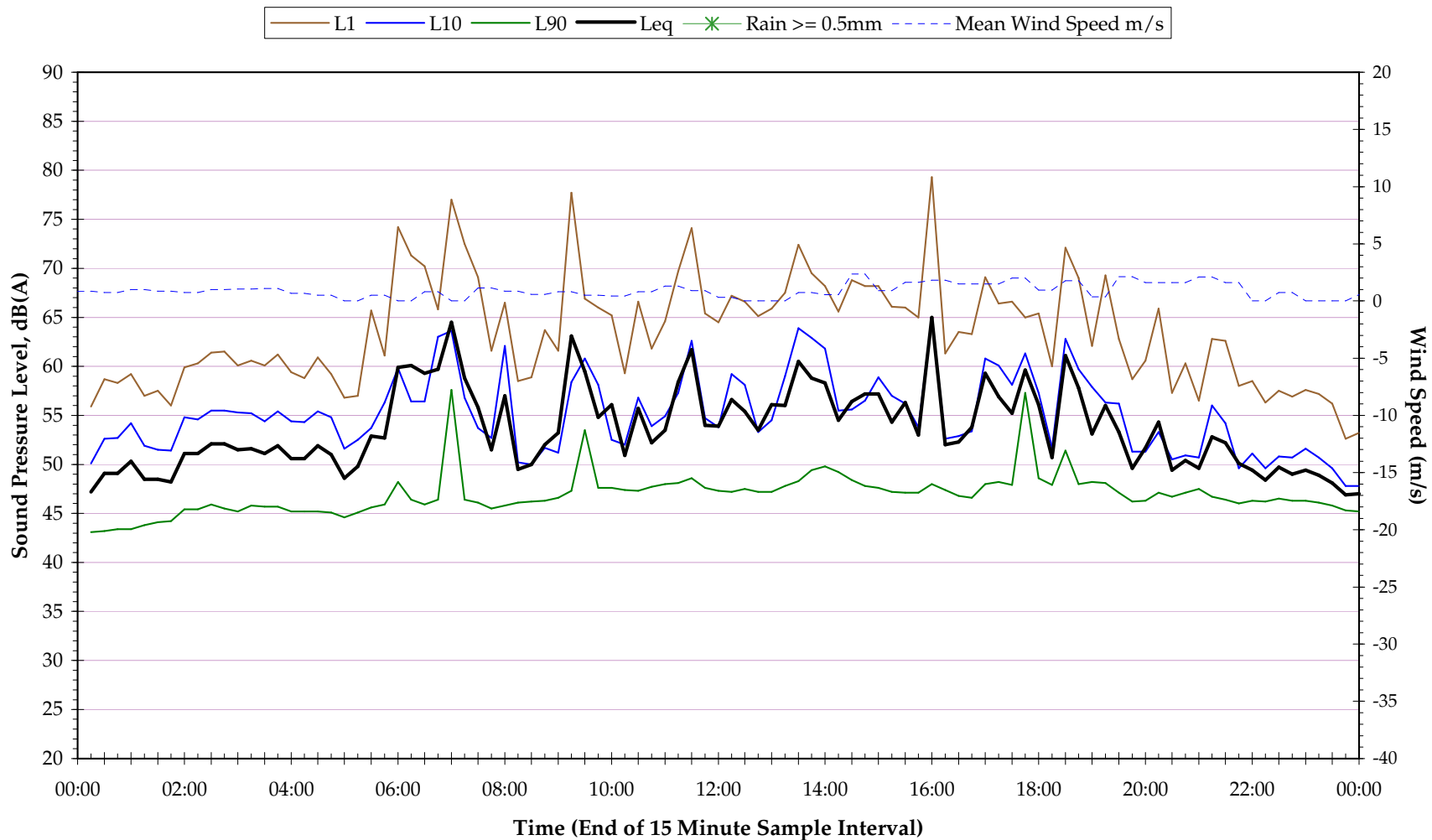
**Statistical Noise Levels
S1 Station Road - Monday 13 December 2010**



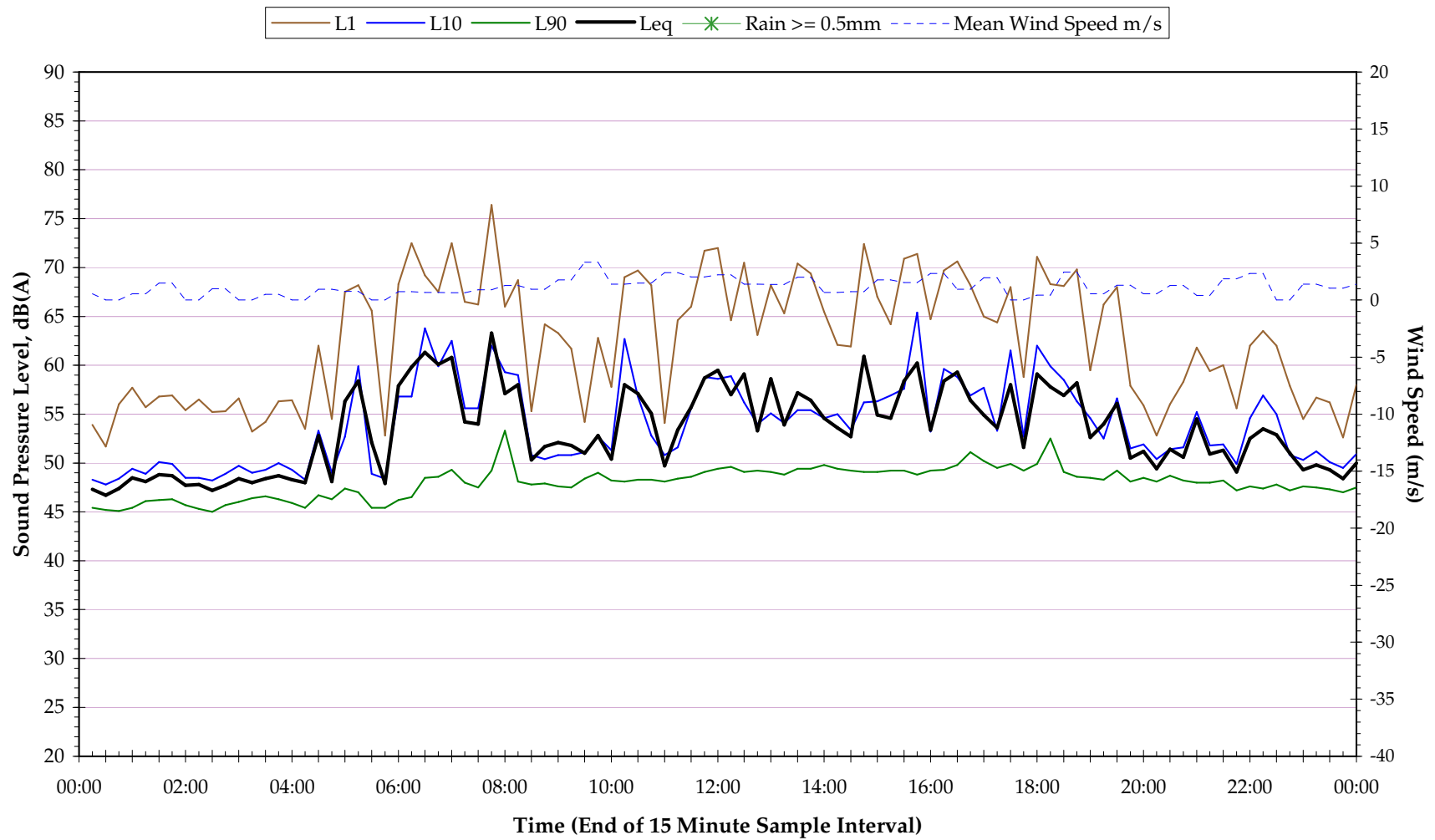
Statistical Noise Levels
S1 Station Road - Tuesday 14 December 2010



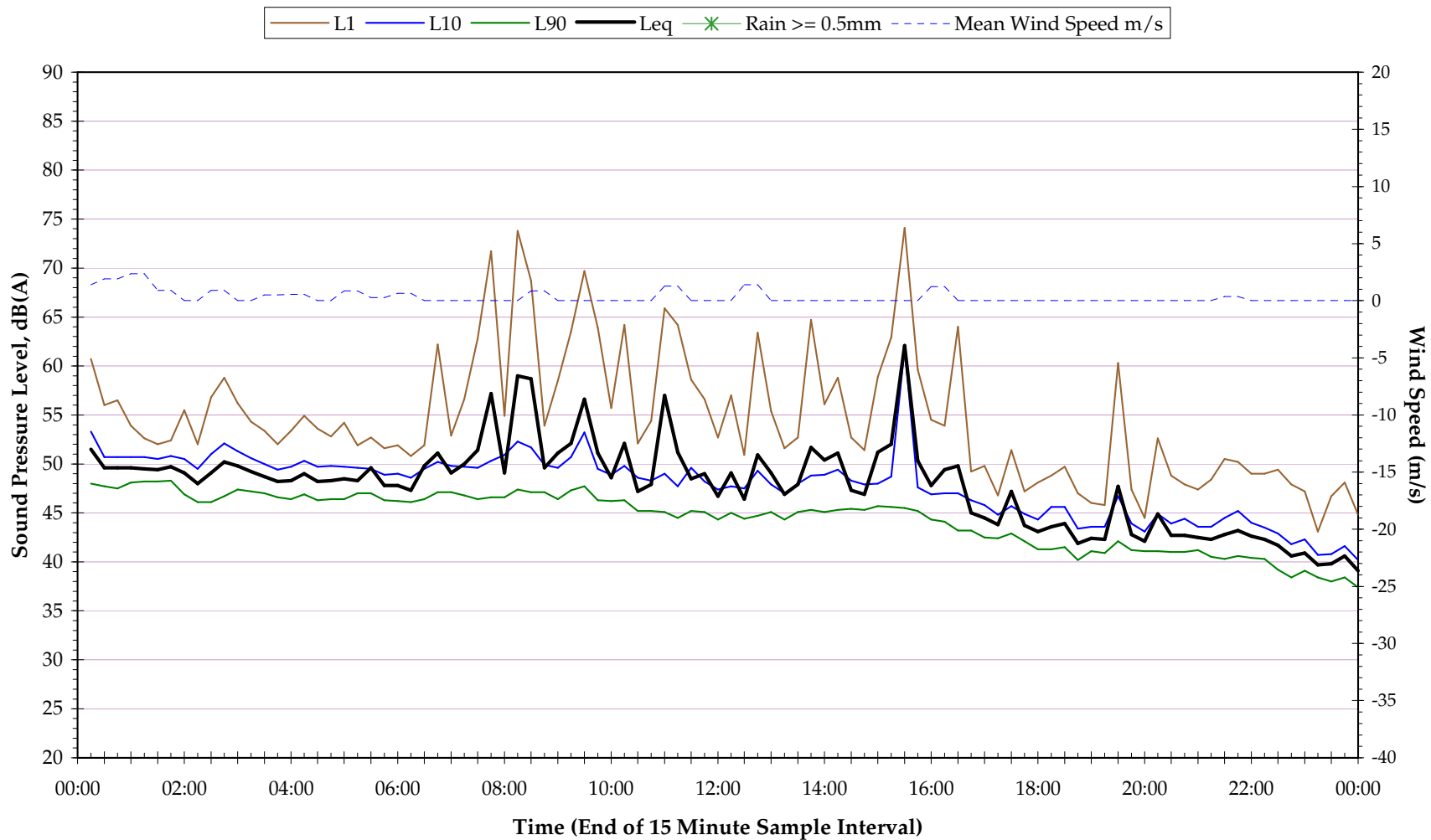
Statistical Noise Levels
S2 Station Road - Thursday 9 December 2010



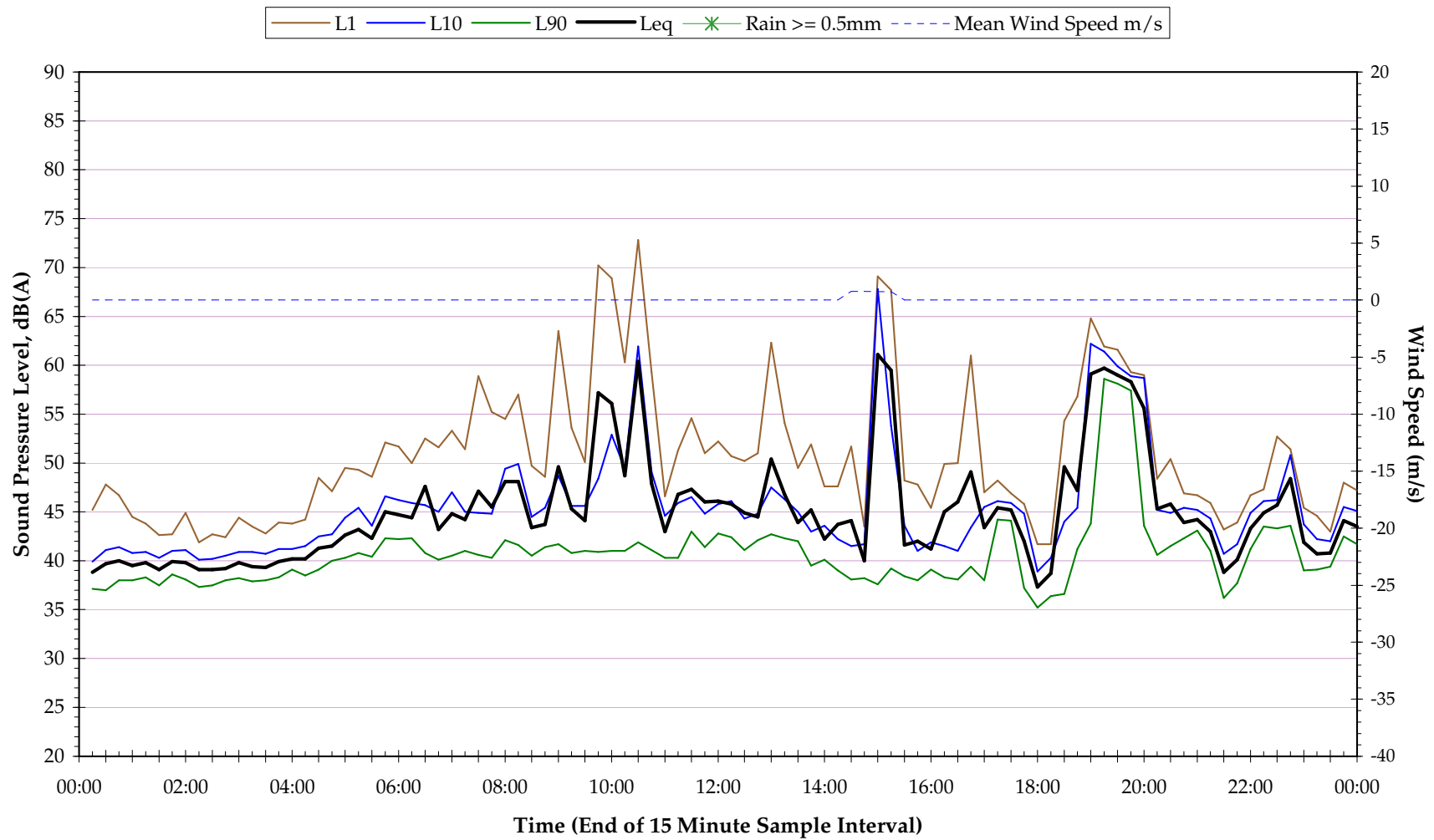
Statistical Noise Levels
S2 Station Road - Friday 10 December 2010



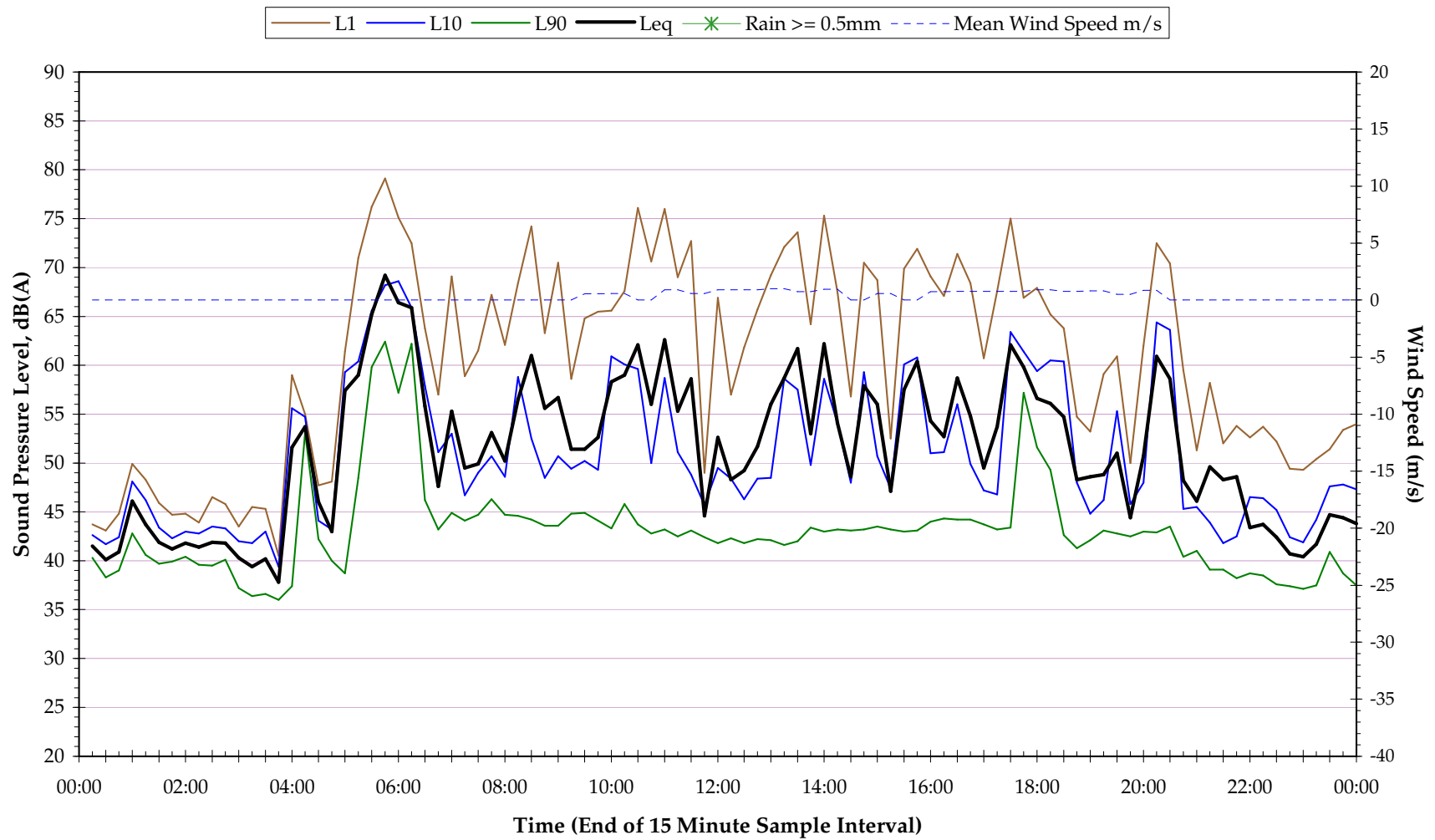
**Statistical Noise Levels
S2 Station Road - Saturday 11 December 2010**



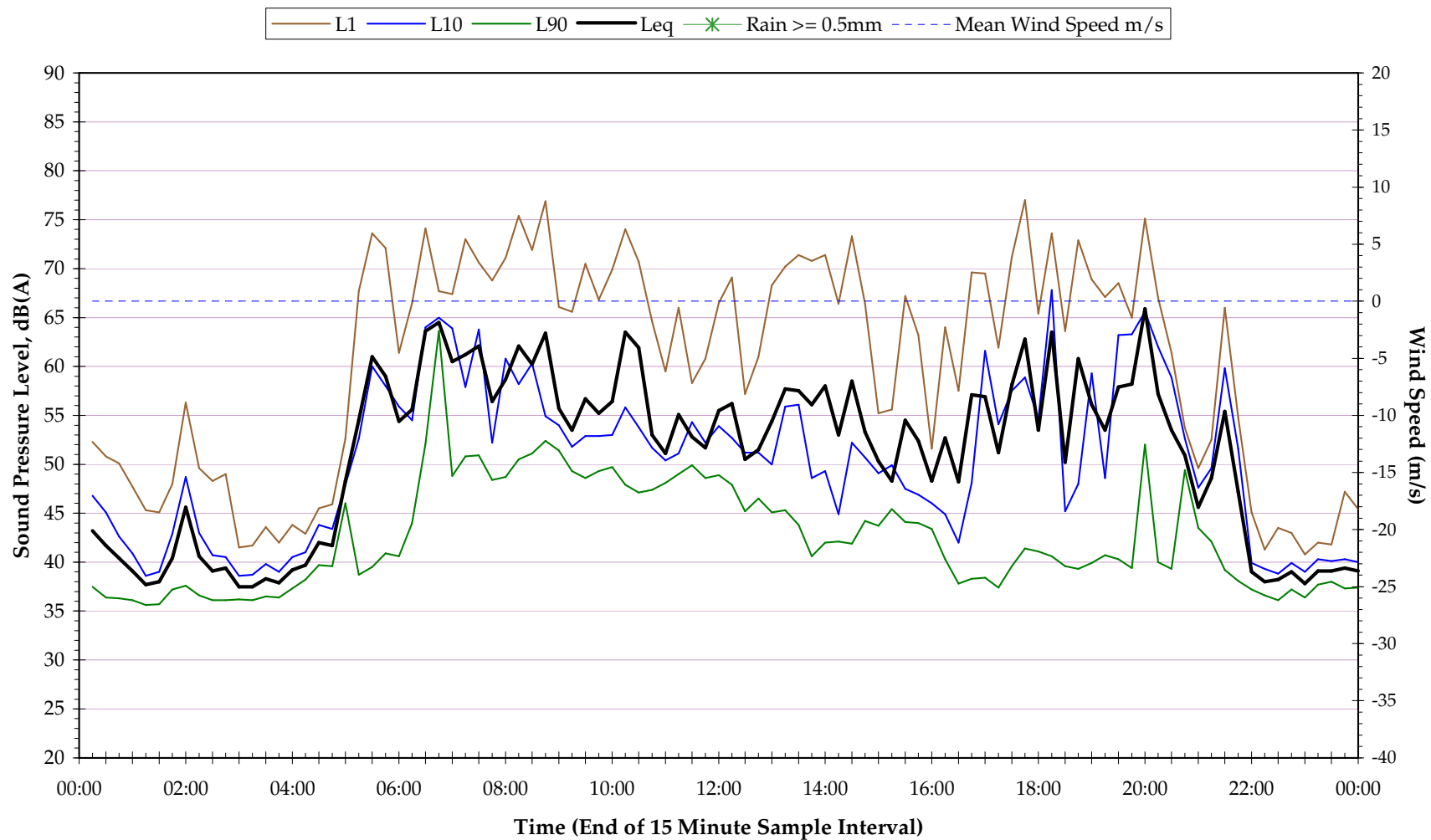
**Statistical Noise Levels
S2 Station Road - Sunday 12 December 2010**



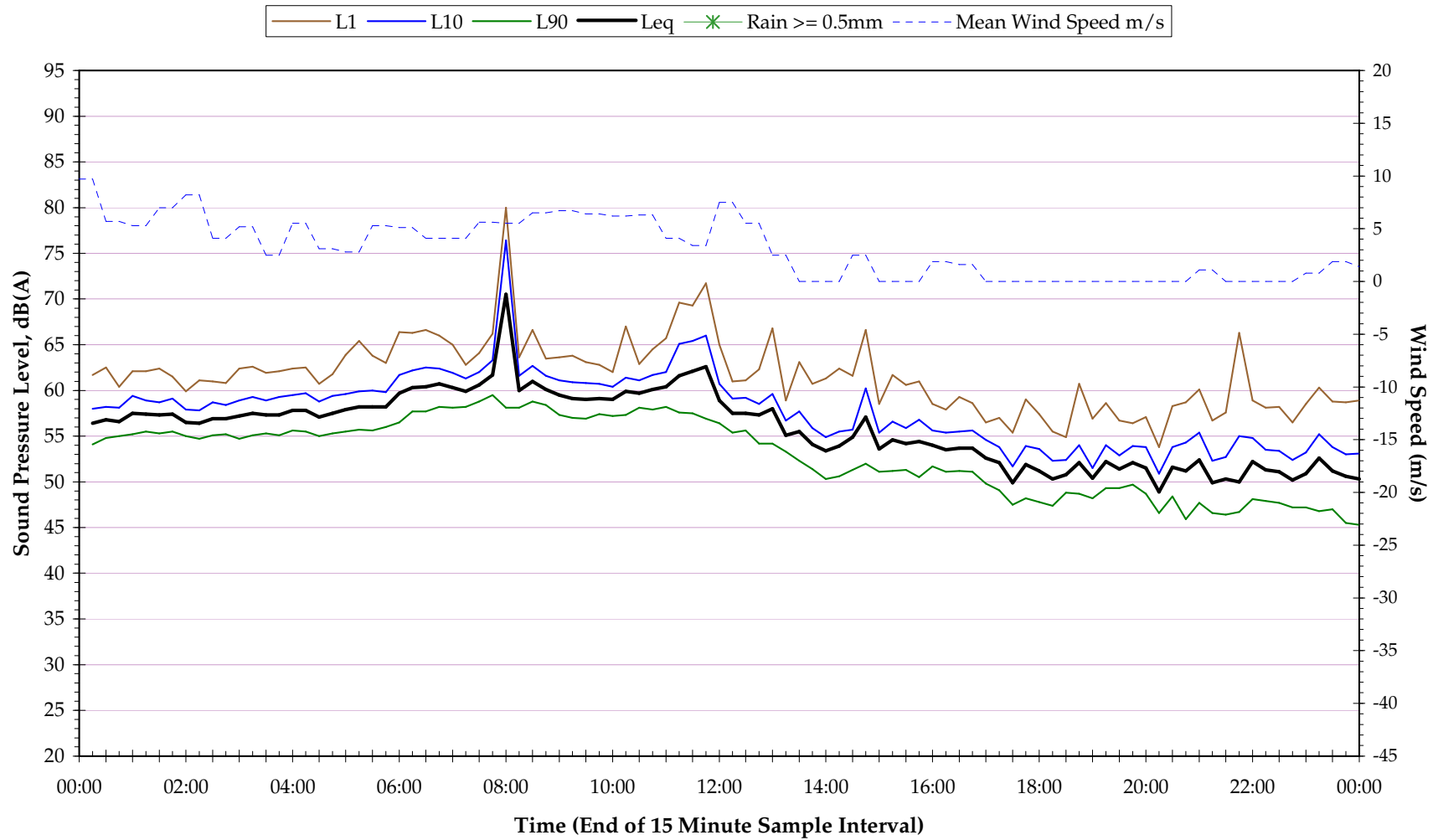
Statistical Noise Levels
S2 Station Road - Monday 13 December 2010



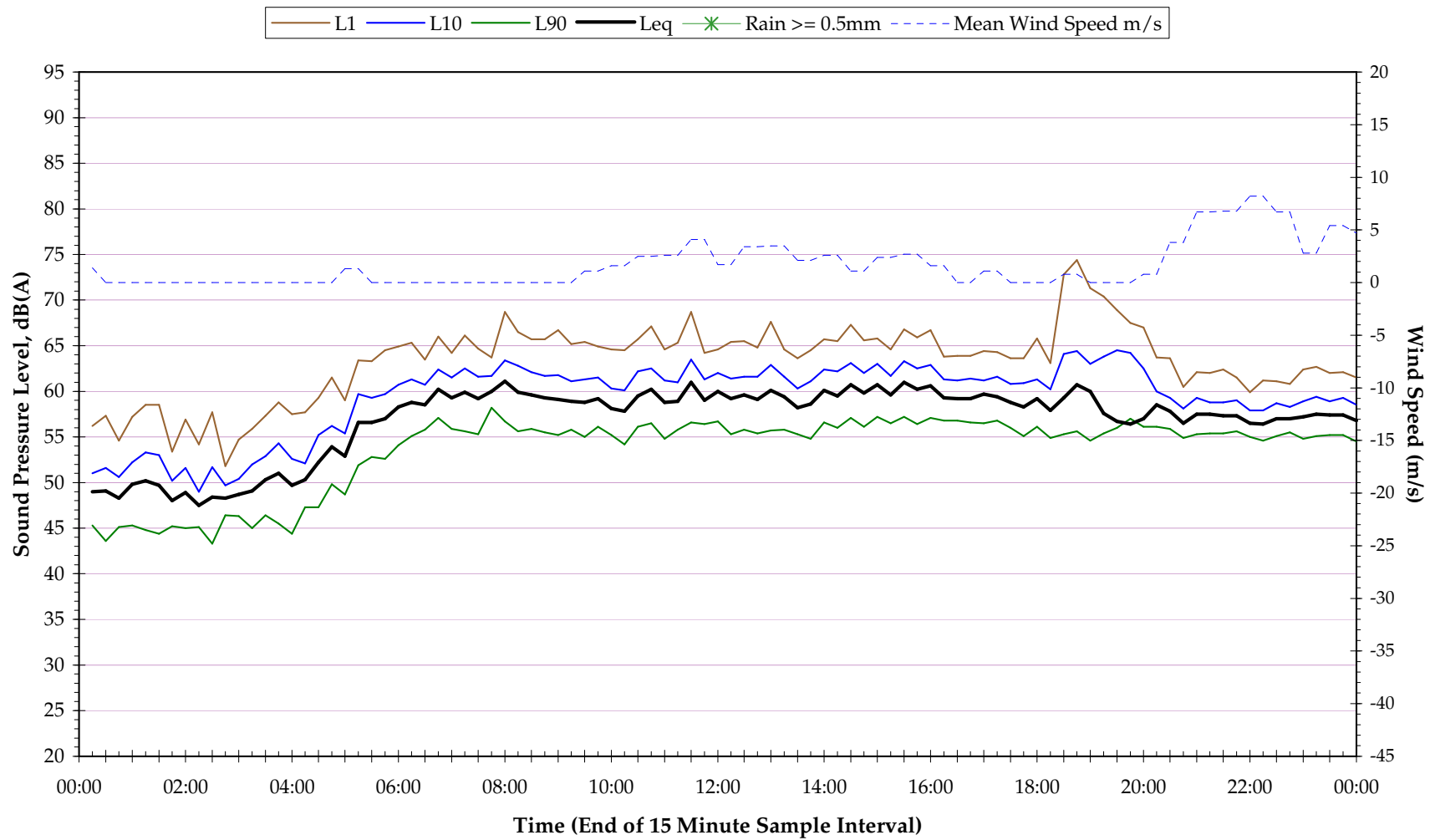
Statistical Noise Levels
S2 Station Road - Tuesday 14 December 2010



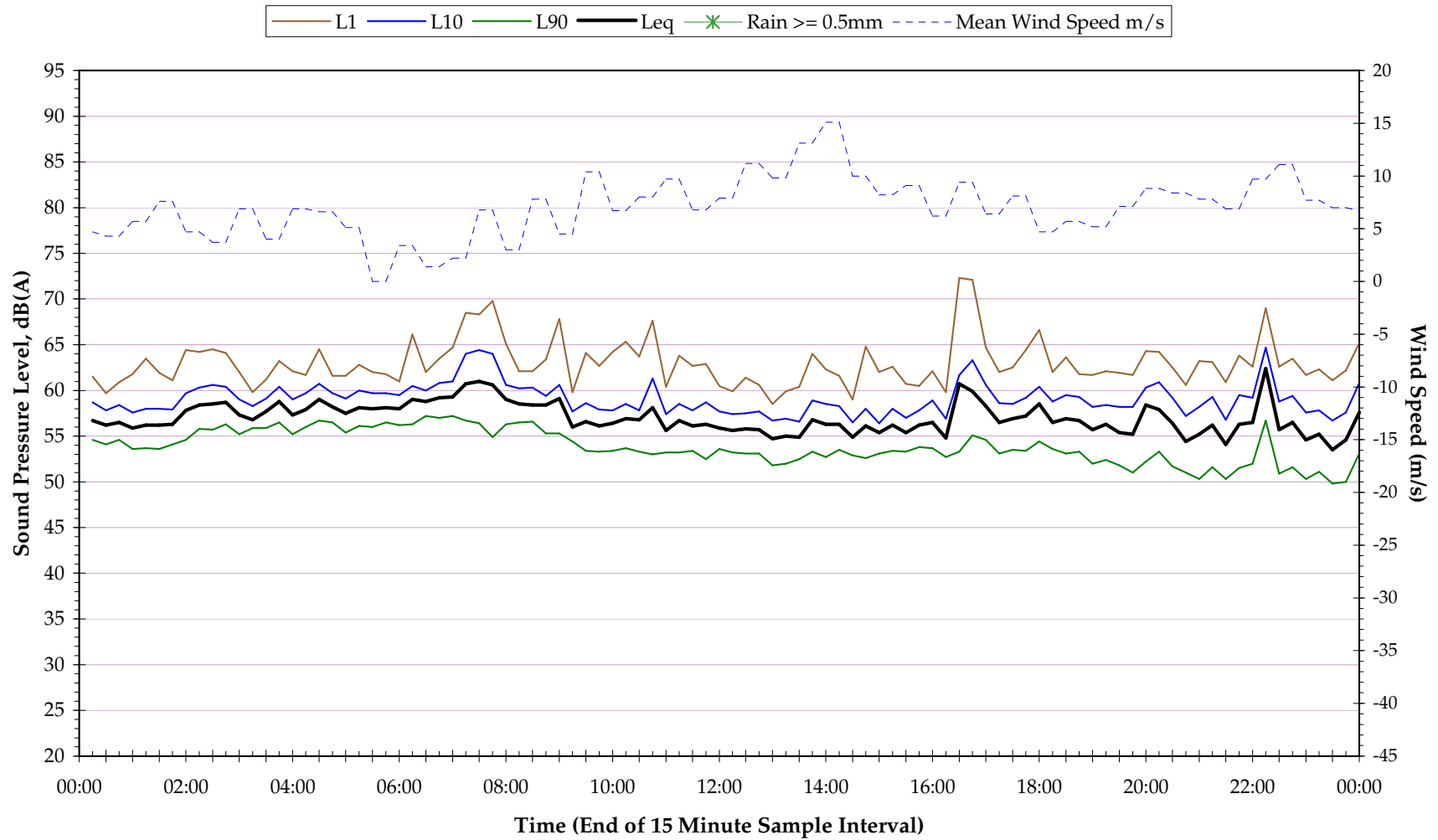
Statistical Noise Levels
S3 Hazeldene, Marsh Lane - Thursday 6 January 2011



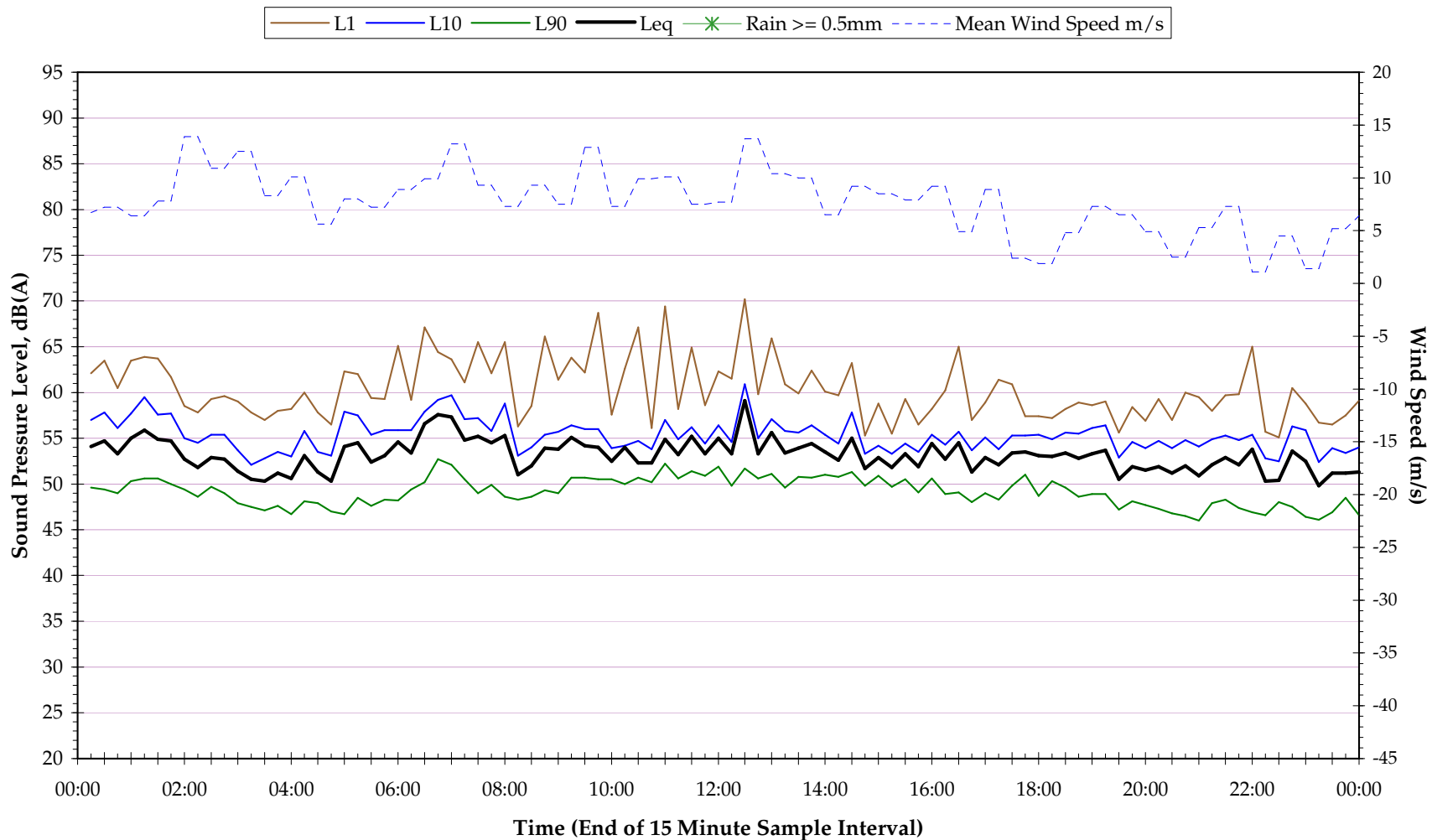
Statistical Noise Levels
S3 Hazeldene, Marsh Lane - Friday 7 January 2011



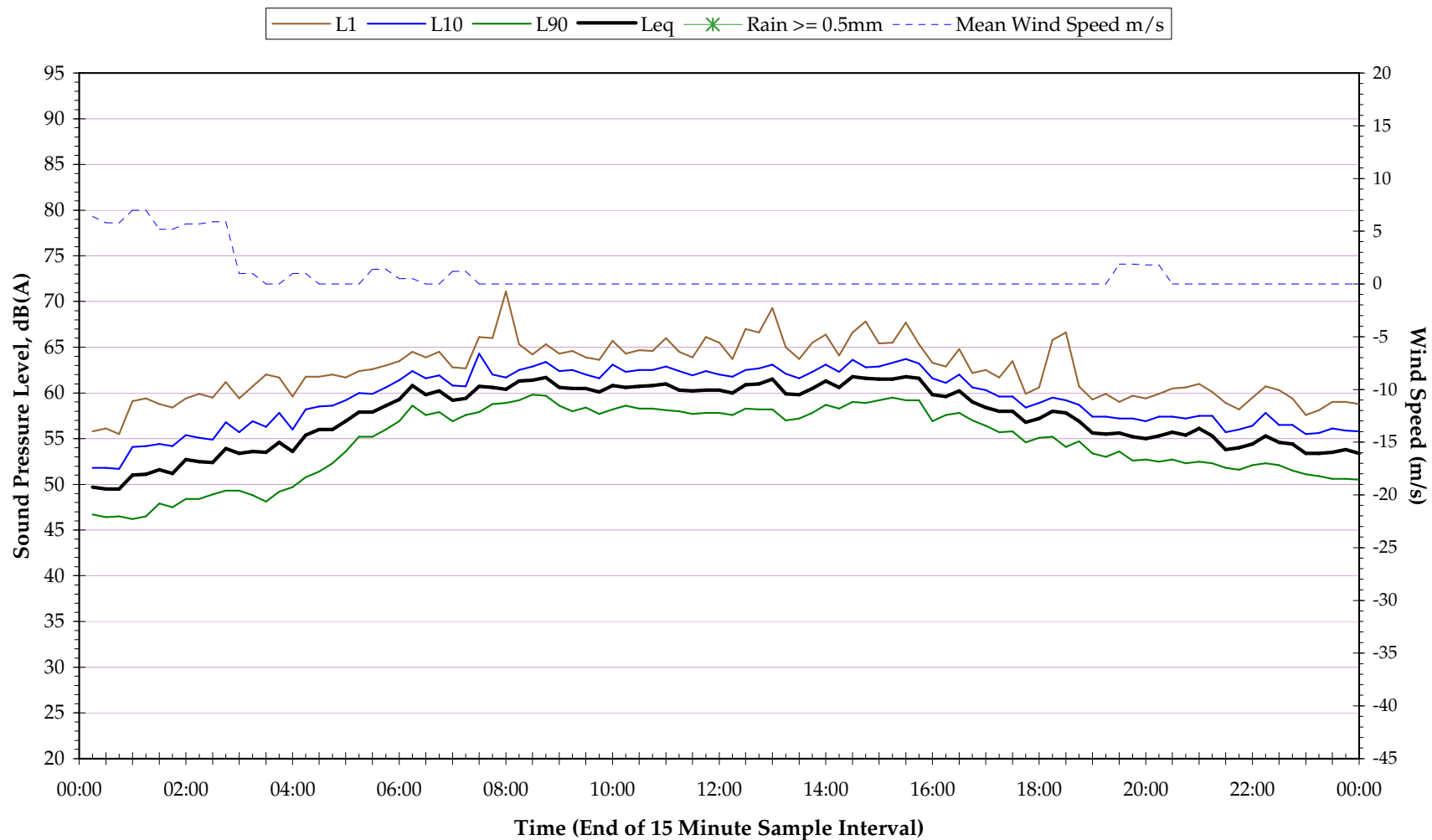
**Statistical Noise Levels
S3 Hazeldene, Marsh Lane - Saturday 8 January 2011**



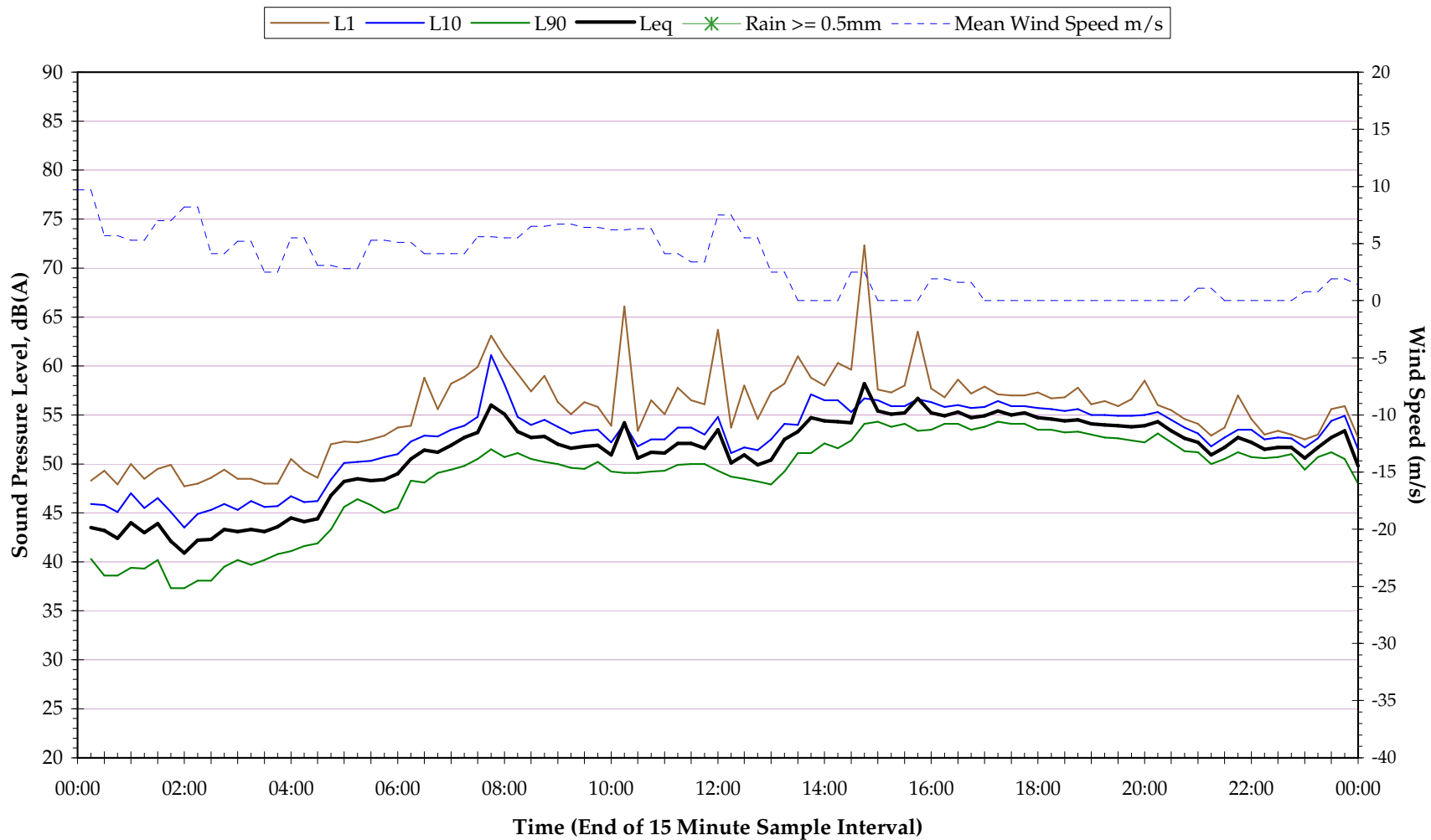
**Statistical Noise Levels
S3 Hazeldene, Marsh Lane - Sunday 9 January 2011**



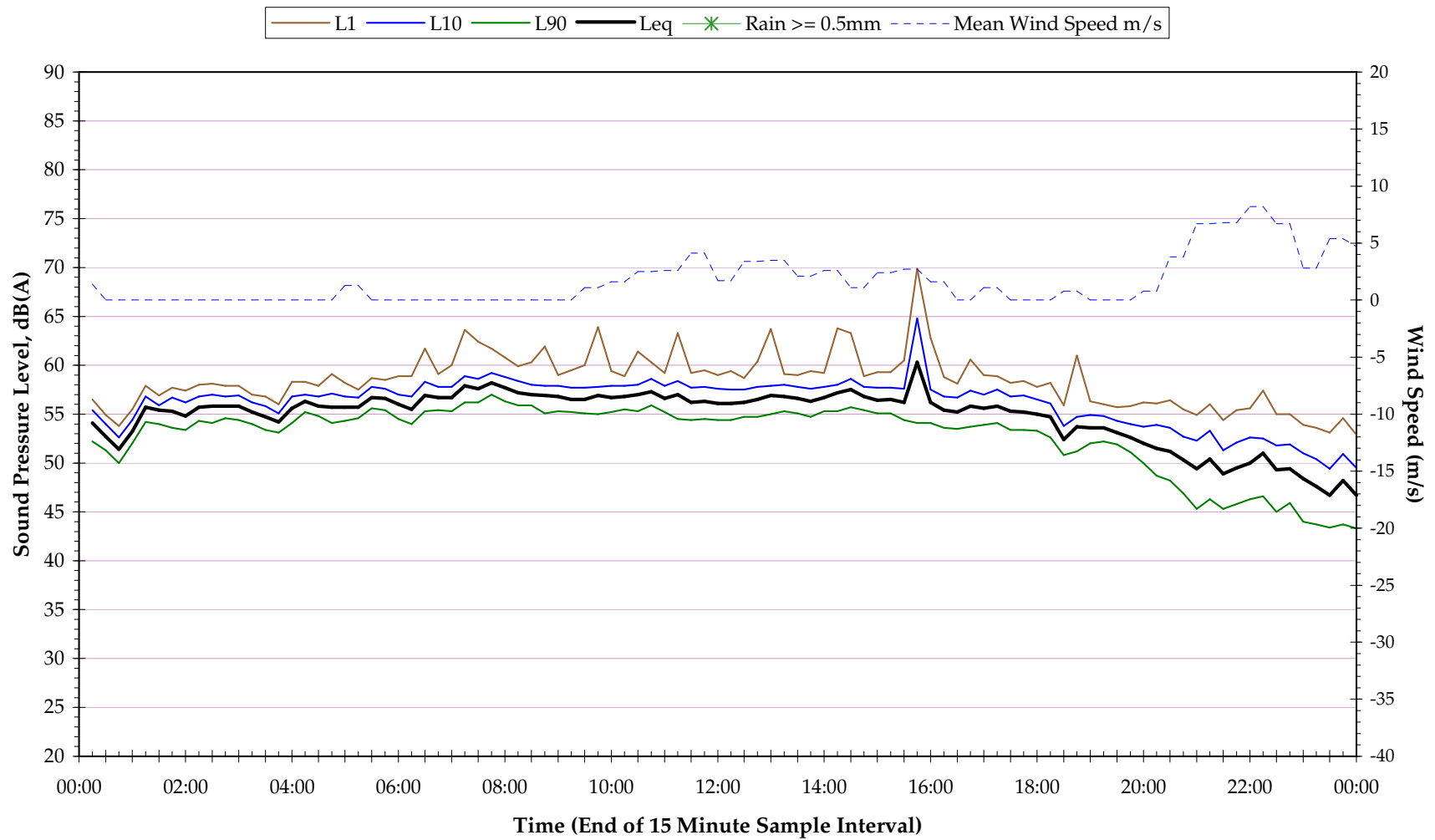
**Statistical Noise Levels
S3 Hazeldene, Marsh Lane - Monday 10 January 2011**



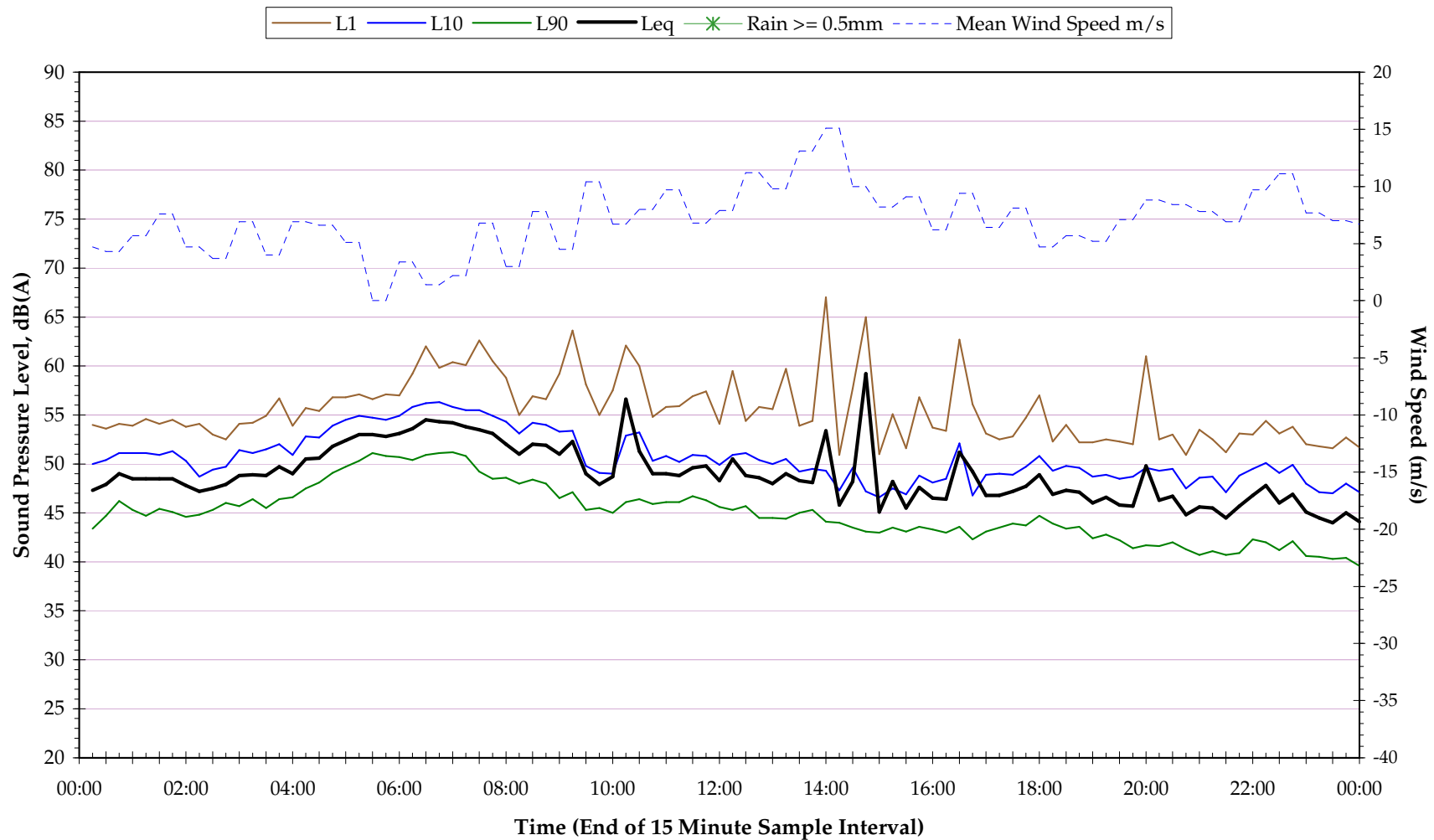
Statistical Noise Levels
Sk2 Staple Road, South Killingholme - Thursday 6 January 2011



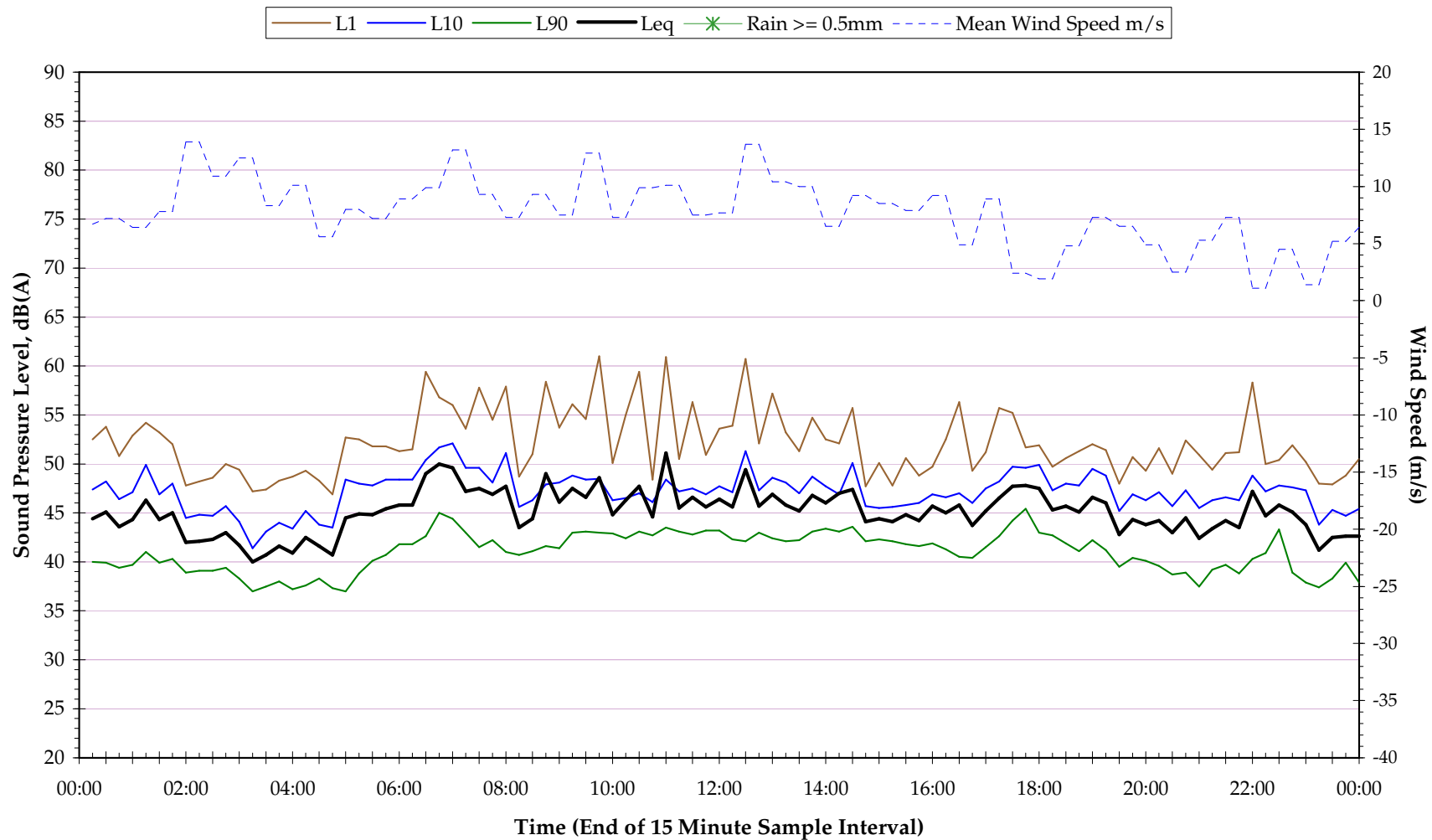
Statistical Noise Levels
Sk2 Staple Road, South Killingholme - Friday 7 January 2011



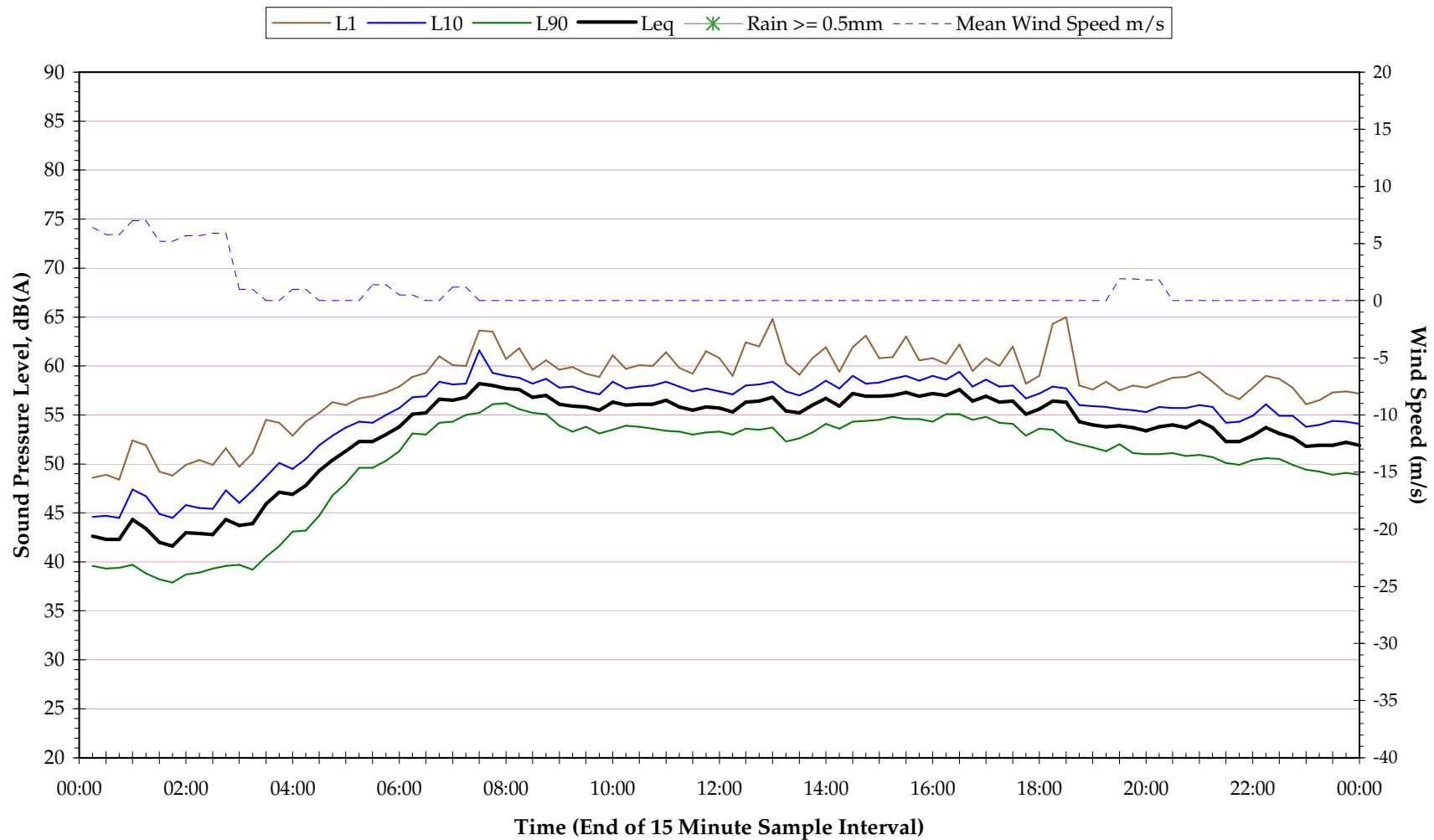
Statistical Noise Levels
Sk2 Staple Road, South Killingholme - Saturday 8 January 2011



Statistical Noise Levels
Sk2 Staple Road, South Killingholme - Sunday 9 January 2011



Statistical Noise Levels
Sk2 Staple Road, South Killingholme - Monday 10 January 2011



Statistical Noise Levels
Sk2 Staple Road, South Killingholme - Tuesday 11 January 2011

