

Location 4: 16 The Sheilings, Cambus

The measurement position was located 1m from the southern facing façade, within the rear garden area of the property. This position in turn was approximately 30m from edge of the railway line as shown in Figure A.4. The Rion NL-52/Brüel & Kjær 2250 sound level meter was secured within a weatherproof box with the microphone positioned 1.5m above the ground, see Photograph A.4. The noise monitoring equipment was calibrated both before and after each measurement period using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no shift greater than 0.2 dB in the observed calibration level. The sound level meter was secured at the property and left continuously logging throughout the measurement period.

The dominant noise at this location, excluding rail traffic movements, was distant road traffic noise from the A907 and surrounding local roads, birdsong and occasional noise from people in the garden areas of the surrounding properties. During the monitoring period on 02/08/2012 it was noted that atypical noise from a washing machine at the property was adversely impacting on the background noise level in the absence of train noise, which in turn raised the overall ambient noise level with the train noise included on this day.

The Brüel & Kjær 2250/2260 sound level meter was secured to a tripod with the microphone 1.5m above the ground, adjacent to the Rion NL-52/Brüel & Kjær 2250 sound level meter. The monitoring equipment was calibrated both before and after the measurement period using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no shift greater than 0.2 dB in the observed calibration level. Fifteen minute snapshot noise level measurements were undertaken with the Brüel & Kjær 2250 throughout the measurement procedure and are shown in Table A.4.

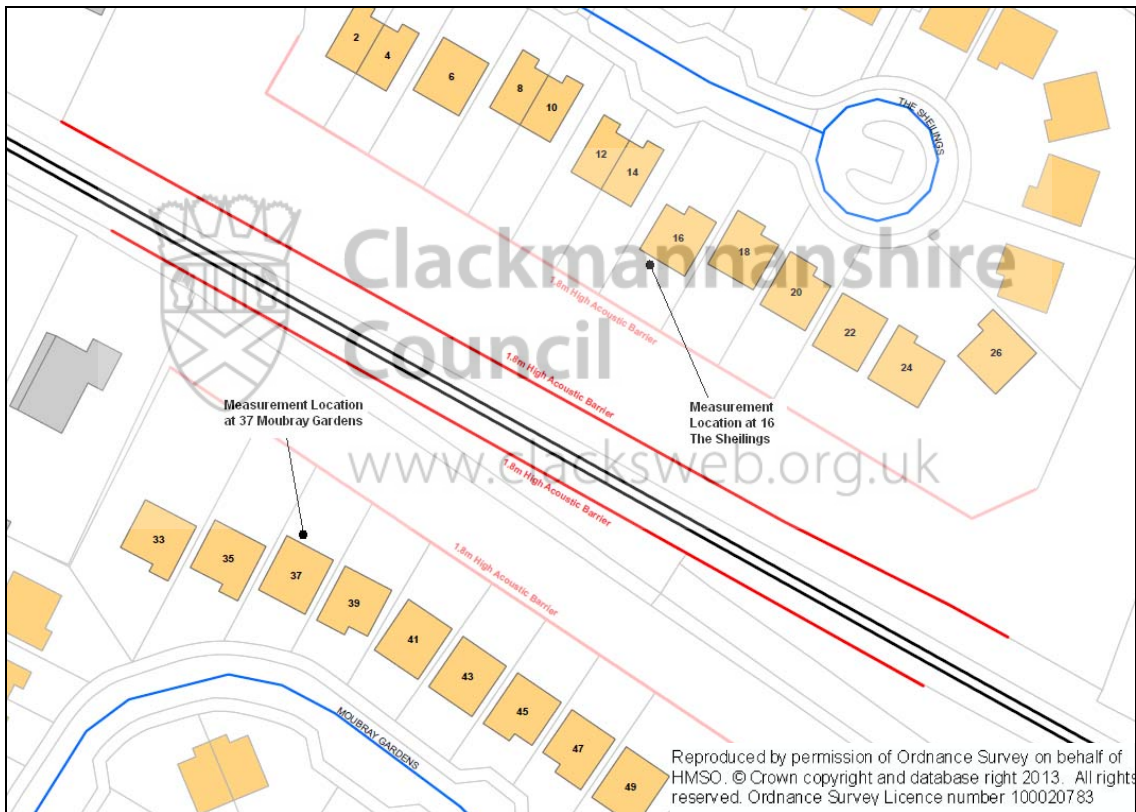
Table A.4: Measured Results – 16 The Sheilings, Cambus

Period	Date	Start Time (hh:mm)	Duration (hh:mm)	Noise Level (dB)			Weather		Comments
				L _{Aeq,T}	L _{A90}	L _{A10}	Wind Speed (m/s) & Direction	Conditions	
May Monitoring Period									
Brüel & Kjær 2250									
	23/05/12	10:55	00:15	63.3	39.2	56.3	Light Breeze	Clear & Dry	19C Freightliner Eastbound
	23/05/12	19:09	00:15	65.0	42.8	56.6	Easterly ^1.5m/s ≈0.8m/s	Clear & Dry	2C Passenger Eastbound 11C Steam Engine Westbound
	24/05/12	12:54	00:15	57.9	39.5	51.6	Light Breeze	Clear & Dry	23C EWS Eastbound 3C Passenger Eastbound
August Monitoring Period									
Brüel & Kjær 2260									
	02/08/12	12:13	00:15	53.6	42.7	55.3	Calm	Slightly Overcast	
	03/08/12	16:02	00:15	57.9	39.7	45.2	Light Breeze	Overcast	2C Passenger Eastbound 24C EWS Westbound

Photograph A.4: Measurement Location at 16 The Sheilings



Figure A.4: Measurement Location at 16 The Sheilings



Location 5: 8 Alloa Road, Cambus

The measurement position was located 1m from the southern facing façade, within the rear garden area of the property. This position in turn was approximately 24m from edge of the railway line as shown in Figure A.5. The Rion NL-52/Brüel & Kjær 2250 sound level meter was secured within a weatherproof box with the microphone positioned 1.5m above the ground, see Photograph A.5. The noise monitoring equipment was calibrated both before and after each measurement period using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no shift greater than 0.2 dB in the observed calibration level. The sound level meter was secured at the property and left continuously logging throughout the measurement period.

The dominant noise at this location, excluding rail traffic movements, was distant road traffic noise from the A907, birdsong and occasional noise from people in the garden areas of the surrounding properties.

The Brüel & Kjær 2250/2260 sound level meter was secured to a tripod with the microphone 1.5m above the ground, adjacent to the Rion NL-52/Brüel & Kjær 2250 sound level meter. The monitoring equipment was calibrated both before and after the measurement period using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no shift greater than 0.2 dB in the observed calibration level. Fifteen minute snapshot noise level measurements were undertaken with the Brüel & Kjær 2250 throughout the measurement procedure and are shown in Table A.5.

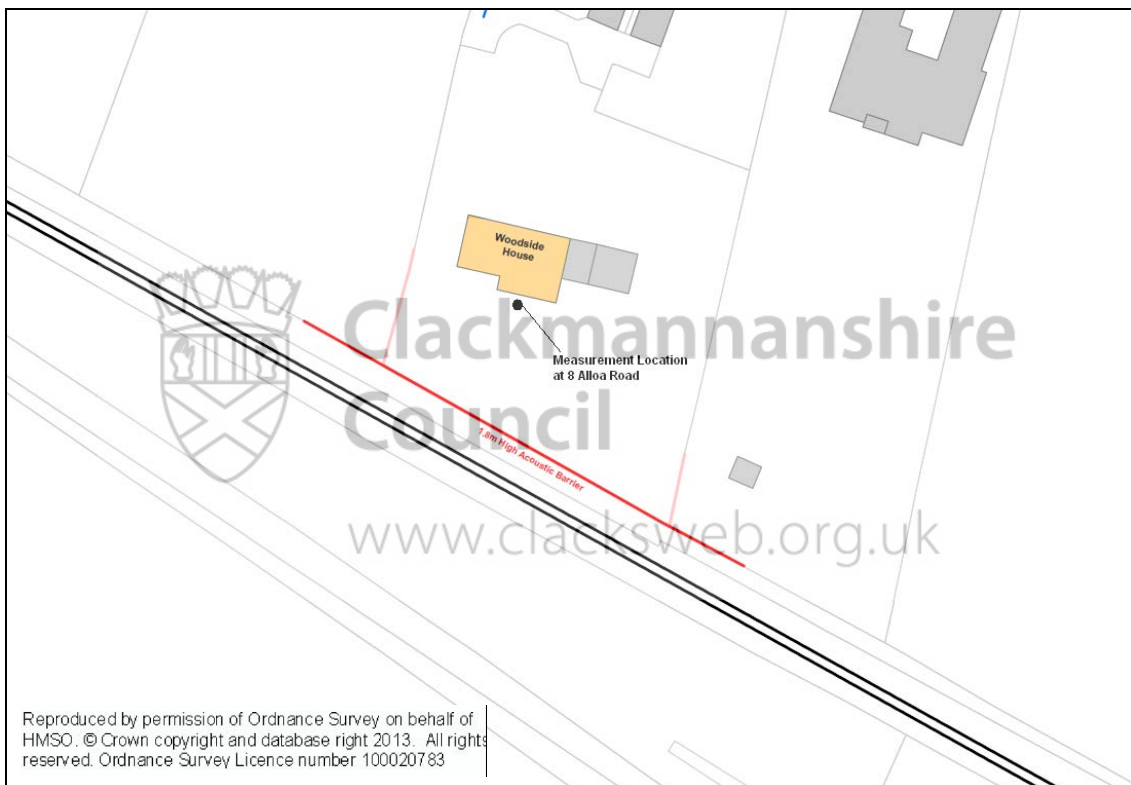
Table A.5: Measured Results – 8 Alloa Road, Cambus

Period	Date	Start Time (hh:mm)	Duration (hh:mm)	Noise Level (dB)			Weather		Comments
				L _{Aeq,T}	L _{A90}	L _{A10}	Wind Speed (m/s) & Direction	Conditions	
May Monitoring Period									
Brüel & Kjær 2250									
	23/05/12	14:26	00:15	47.7	40.7	48.7	Light Breeze	Clear & Dry	2C Passenger Westbound
	23/05/12	19:34	00:15	60.8	44.4	53.5	Light Breeze	Clear & Dry	23C EWS Eastbound 3C Passenger Westbound
	24/05/12	12:07	00:15	54.0	42.6	58.0	Calm	Clear & Dry	2C Passenger Eastbound
	24/05/12	17:46	00:15	48.2	44.8	50.4	E ^2.0m/s ≈0.8m/s	Clear & Dry	
August Monitoring Period									
Brüel & Kjær 2260									
	01/08/12	17:25	00:15	50.3	47.0	52.4	Light Breeze	Overcast ground slightly damp	
	02/08/12	11:49	00:15	42.6	37.3	45.0	Calm	Slightly Overcast	
	02/08/12	17:48	00:15	45.4	40.4	47.7	Light Breeze	Slightly Overcast	
	03/08/12	16:24	00:15	49.5	44.3	49.7	Light Breeze	Overcast	2C Passenger Westbound

Photograph A.5: Measurement Location at 8 Alloa Road



Figure A.5: Measurement Location at 8 Alloa Road



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Location 6: The Gables, Cambus

The measurement position was located 1m from the southern facing façade, within the rear garden area of the property. This position in turn was approximately 16m from edge of the railway line as shown in Figure A.6. The Rion NL-52/Brüel & Kjær 2250 sound level meter was secured within a weatherproof box with the microphone positioned 1.5m above the ground, see Photograph A.6. The noise monitoring equipment was calibrated both before and after each measurement period using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no shift greater than 0.2 dB in the observed calibration level. The sound level meter was secured at the property and left continuously logging throughout the measurement period.

The dominant noise at this location, excluding rail traffic movements, was distant road traffic noise from the A907, birdsong and occasional noise from people in the garden area of the property.

The Brüel & Kjær 2250/2260 sound level meter was secured to a tripod with the microphone 1.5m above the ground, adjacent to the Rion NL-52/Brüel & Kjær 2250 sound level meter. The monitoring equipment was calibrated both before and after the measurement period using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no shift greater than 0.2 dB in the observed calibration level. Fifteen minute snapshot noise level measurements were undertaken with the Brüel & Kjær 2250 throughout the measurement procedure and are shown in Table A.6.

Table A.6: Measured Results – The Gables, Cambus

Period	Date	Start Time (hh:mm)	Duration (hh:mm)	Noise Level (dB)			Weather		Comments
				L _{Aeq,T}	L _{A90}	L _{A10}	Wind Speed (m/s) & Direction	Conditions	
May Monitoring Period									
Brüel & Kjær 2250									
	23/05/12	14:48	00:15	60.6	41.1	49.6	Light Breeze	Clear & Dry	23C EWS Eastbound
	24/05/12	11:42	00:15	63.9	39.5	47.7	Calm	Clear & Dry	2C Passenger Westbound 23C EWS Westbound
	24/05/12	16:40	00:15	50.2	46.8	51.9	E ^2.0m/s ≈0.8m/s	Clear & Dry	24C EWS Freight Eastbound
August Monitoring Period									
Brüel & Kjær 2260									
	02/08/12	11:14	00:15	42.6	37.7	44.2	Calm	Slightly Overcast	
	02/08/12	17:26	00:15	45.1	41.8	47.0	Light Breeze	Slightly Overcast	
	03/08/12	16:44	00:15	47.3	43.8	49.2	Light Breeze	Overcast	

Photograph A.6: Measurement Location at The Gables



Figure A.6: Measurement Location at The Gables

