



**Unit 6 Barton Park Industrial Estate
Eastleigh**

Noise Impact Assessment Report

10 December 2025

For
Industrial Property Investment Fund

Contents

SUMMARY	2
1.0 INTRODUCTION	3
2.0 DESCRIPTION OF SITE AND PROPOSALS	3
3.0 NOISE IMPACT ASSESSMENT STANDARDS	4
4.0 BASELINE NOISE SURVEY	5
4.1 Methodology	5
4.2 Results & Observations.....	6
5.0 EXTERNAL NOISE ASSESSMENT	7
5.1 Vehicle Noise	7
5.2 Internal Activity Noise Break-Out	16
5.3 Cumulative Noise Impact.....	19
6.0 NOISE MANAGEMENT PLAN	19
6.1 Liaison	19
6.2 Noise Mitigation Measures.....	20
6.3 Complaint Handling	21
6.4 Review and Training	21
APPENDIX A – ACOUSTIC TERMINOLOGY	22
APPENDIX B – TIME HISTORY GRAPH	23

SUMMARY

This noise impact assessment has been prepared to accompany a Section 73 application to relax the hours of use restriction on the service yard associated with Unit 6, imposed by Condition 12 of the planning permission (ref: F/24/97441). The section 73 application also proposes to sub-divide Unit 6 and its yard (into Unit 6 North and South).

Condition 7 of the above planning permission also requires a noise mitigation and management plan to be prepared, which is also covered in this report.

auricl has been instructed to undertake an assessment of the potential noise impact of the proposals.

auricl has undertaken an assessment of noise sources associated with the proposals in relation to the guidance and significance criteria specified in British Standard 4142: 2014+A1: 2019 *“Methods for rating and assessing industrial and commercial”*, which is the current industry standard for assessments of this nature.

The predicted noise levels correlate with *“low noise impact”* for 24 hour use of Unit 6 South and for the extended use between 19:00 and 23:00 for Unit 6 North, in accordance with the BS 4142:2014+A1:2019 guidance.

In addition, the total predicted noise levels due to all assessed activities cumulatively correlate with a *“low noise impact”* in accordance with the BS 4142: 2014+A1: 2019 guidance when the night-time assessment for the unit 6 North service yard is excluded.

Project Number	14987	Issue Date	10 December 2025
Document Reference	14987/NIA/2/251208	Version	02
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1.0 Introduction

An existing industrial building is proposed to be demolished and the land be converted into service yards for the existing Unit 6 North and South industrial buildings (use Class B8).

auricl has been instructed to undertake an assessment of the potential noise impact of the proposals.

This report presents the methodology and results of a noise survey, as well as our assessment of the potential noise impact proposals against current industry standards.

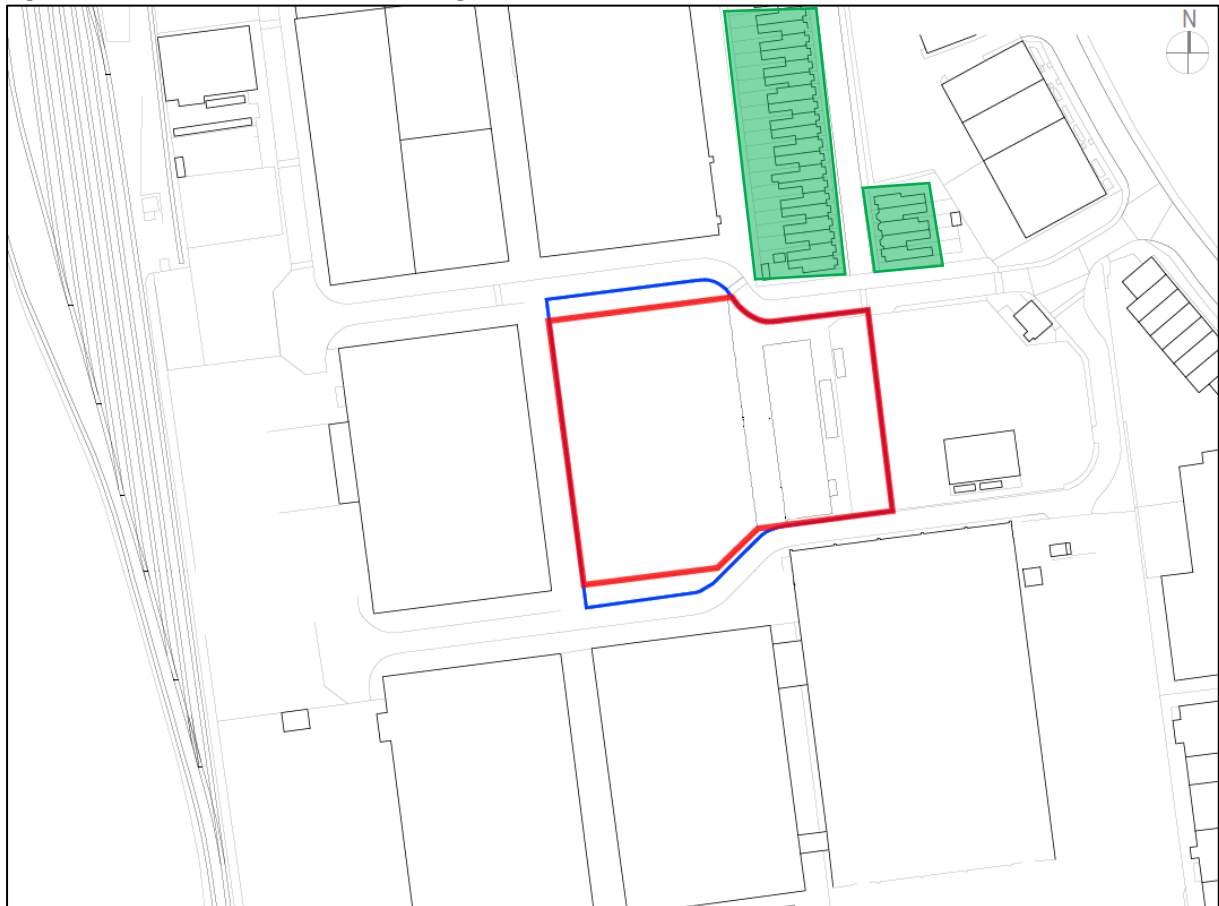
A list of acoustic terminology is included in Appendix A to assist in the reading of this report.

2.0 Description of Site and Proposals

The site is located within Barton Park Industrial Estate, Eastleigh. The site is surrounded by other commercial and industrial uses as well as residential properties to the north. The nearest noise sensitive properties are noted to be these residential properties located on Barton Road approximately 15 m to the north of the development site boundary.

Figure 2.1 shows the site extent in **red** in relation to the surrounding area, with the nearest noise sensitive (residential) properties highlighted in **green**.

Figure 2.1 Site Extent and Surroundings



The existing Unit 10 building is proposed to be demolished, with this area becoming a new service yard for Unit 6. The proposed site layout is presented in Figure 2.2 below.

[illegible]

British Standard (BS) 4142:2014+A1:2019 “*Methods for rating and assessing industrial and commercial noise*” provides a procedure for the measurement and rating of noise levels from industrial and commercial noise sources. BS 4142:2014+A1:2019 is the current industry standard for predicting the likelihood of adverse impact due to these sources.

The method for predicting the likelihood of complaints is based on differences between the rating level and the background $L_{A90,T}$ noise level. The standard states that:

- Page 4

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 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."

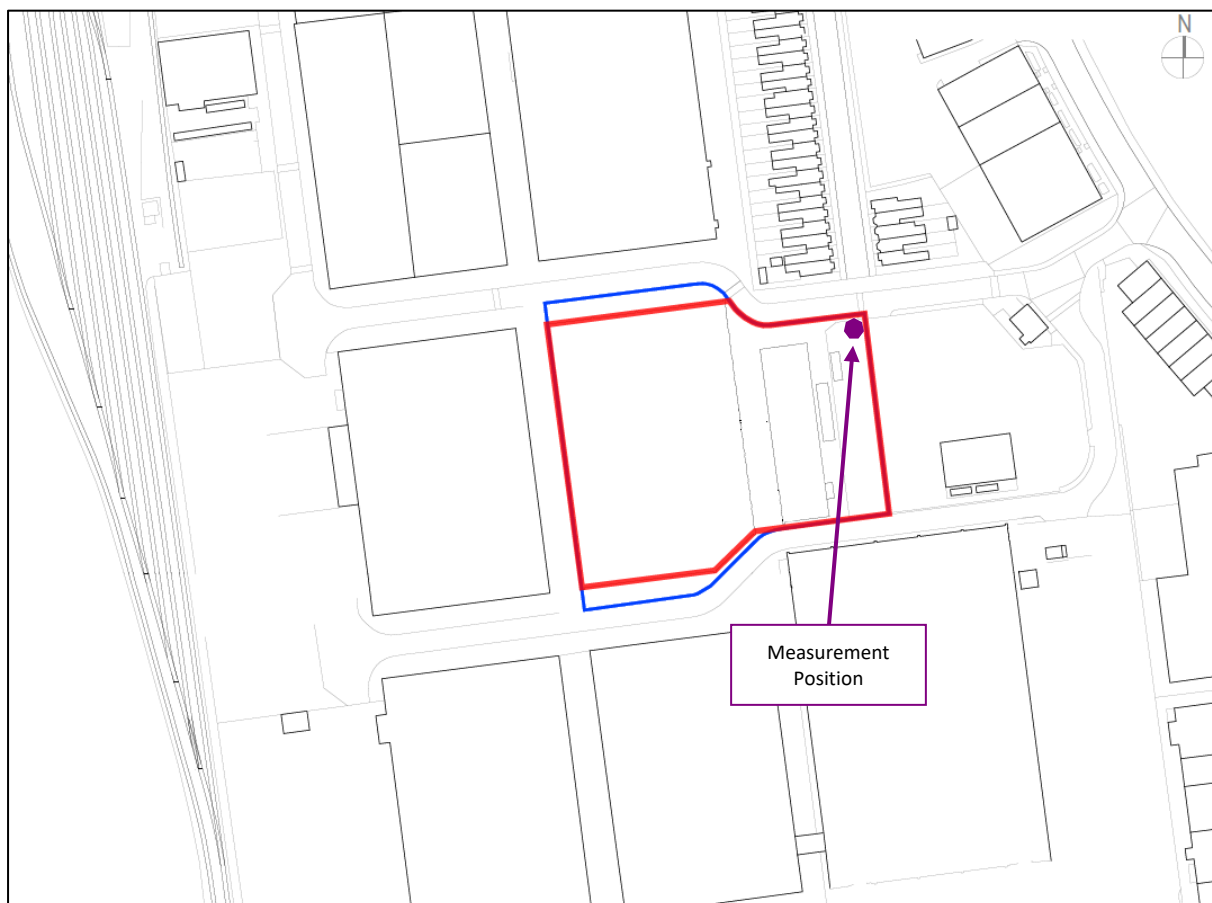
4.0 Baseline Noise Survey

4.1 Methodology

An unmanned noise survey was carried out over a 6-day period between Friday 21 November 2025 and Wednesday 26 November 2025 to determine existing background noise levels over periods when the building is proposed to be operational i.e. daytime and night-time, weekdays and weekends.

The measurement microphone was attached to a tripod in free-field conditions at a height of approximately 1.2 m above ground level and was located on the north-western boundary of the site. The measurement position location is shown in **purple** on Figure 4.1 below.

Figure 4.1 Noise Measurement Location in Relation to Surroundings



The measurement position was considered to be representative of the nearest noise sensitive (residential) properties to the development site.

The equipment used for the noise survey is summarised in Table 4.1.

Table 4.1 Description of Equipment

Item	Make & Model	Serial Number
Type 1 automated logging sound level meter	01 dB Fusion	15995
Type 1 ½" microphone	GRAS 40CD	625997
Calibrator	01 dB CAL31	87267

L_{Aeq} and L_{A90} sound pressure levels were measured throughout the noise survey over contiguous 15-minute intervals.

The noise monitoring equipment was calibrated before and after the survey. No significant change was found. Laboratory equipment calibration certificates can be provided upon request.

Due to the nature of the noise survey, i.e. unmanned, we are unable to comment on the weather conditions throughout the entire noise survey period, however at the beginning and end of the survey period, there was noted to be no rainfall, a clear sky and only light wind. These conditions are understood to be representative of the majority of the survey and are considered appropriate for undertaking environmental noise measurements.

4.2 Results & Observations

Appendix B presents a time history graph showing the L_{Aeq} and L_{A90} sound pressure levels measured throughout the noise survey (shown as 15-minute periods).

We would consider the levels measured to be reasonable, taking into account the location of the measurement position and the dominant nearby sources.

Due to the nature of the unmanned noise survey, we are unable to comment on the exact noise climate throughout the entire survey period. However, at the beginning and end of the survey period, the daytime noise climate at the measurement position was dominated by commercial noise from the other units at Barton Park Industrial Estate, as well as road traffic noise from the local roads.

The site already has planning permission for the service yards between 07:00 and 19:00 Monday to Saturday and between 08:00 and 16:00 on Sundays and Bank Holidays, therefore this assessment considers the remaining daytime hours (19:00 – 23:00 hours Monday to Saturday, 07:00-08:00 and 16:00-23:00 on Sundays) and night-time periods (23:00 – 07:00 hours). The typical ambient and background noise levels at the unmanned measurement position for these periods are summarised in Table 4.2 below.

Table 4.2 Measured Noise Levels

Parameter	Measured Daytime Noise Level (dB) During 19:00 – 23:00 hours, Monday-Saturday	Measured Daytime Noise Level (dB) During 07:00 – 08:00 hours, Sunday	Measured Daytime Noise Level (dB) During 16:00 – 23:00 hours, Sunday	Measured Night-time Noise Level (dB) During 23:00 – 07:00 hours
Ambient Noise Level $L_{Aeq, T}$	58	54	59	53
Typical Measured Background Noise Level L_{A90} (15 min)	45	44	47	38

5.0 External Noise Assessment

This section presents our assessment of noise sources associated with the proposals, as well as a cumulative assessment, in relation to the relevant standard.

5.1 Vehicle Noise

Deliveries associated with the proposed uses are expected to take place via the service yards on the east side of the building, as shown in Figure 2.1. Activities would typically involve arrival of a HGV, loading/unloading of goods, then departure. The proposed location of the delivery area maximises the attenuation due to distance and screening of activities from the noise sensitive properties to the north.

Typical source noise levels for the proposed activities are as follows:

HGV arrival	79 dB L_{AE} at 5m
General loading/unloading activities	62 dB L_{Aeq} at 5m
HGV departure	72 dB L_{AE} at 5m
Car arrive, manoeuvre and park	71 dB L_{AE} at 5m
Car manoeuvre and depart	67 dB L_{AE} at 5m

Note: L_{AE} = Sound Exposure Level of complete event = L_{Aeq} (1 sec)

It should be noted that the noise levels are presented as sound exposure levels for all activities apart from the general loading/unloading activities which is provided as an L_{Aeq} value. The time corrections within the assessments below take this difference into account.

We have assumed the quantities of vehicle movements for each of the units presented in Table 5.1.

Table 5.1 Vehicle Movement Quantities

Unit	Assessment Period	Activity				
		HGV Arrival	Unloading Activities	HGV Departure	Car Arrive	Car Depart
Unit 6 North	Daytime (1-hour period)	1	1	1	1	1
	Night-time (15-min period)	1	1	1	1	1
Unit 6 South	Daytime (1-hour period)	2	2	2	1	1
	Night-time (15-min period)	1	1	1	1	1

The calculations take into account the distance between the service yard areas and the nearest noise sensitive properties, as indicated on Figure 2.1.

It should be noted that for the unloading activities, the distance attenuation takes into account that the activities will be undertaken further into the service yard and therefore at a greater distance from the residential properties compared to the other activities which will be noisiest at the entrance gate to the service yard. Based on this, a screening correction of -5 dB has been applied to the unloading activities as it is likely that the entrance gate will be closed during these activities, therefore providing screening to the residential properties.

A screening correction has been applied to the unloading activities for the Unit 6 south assessments based on the inclusion of an acoustic barrier between the Unit 6 north and south service yards. The barrier has been included at a height of 4 metres to provide 10 dB of noise attenuation.

Our BS 4142 assessments for the vehicle movement activities during the relevant time periods, based on the above, for both north and south service yards are shown below in Tables 5.2 to 5.9.

Table 5.2 BS 4142 Noise Impact Calculations – Unit 6 North – 19:00 – 23:00 hours, Monday-Saturday

Element	HGV Arrival	Unloading Activities	HGV Departure	Car Arrive	Car Depart
Source Noise Level (dB)	79	62	72	71	67
Quantity Correction (dB)	0	0	0	0	0
Distance Attenuation (dB)	-9.5	-15.6	-9.5	-9.5	-9.5
Screening Attenuation (dB)	0	-5	0	0	0
Intermittency Correction (dB)	+3	+3	+3	+3	+3
Impulsivity Correction (dB)	0	+6	0	0	0
Time Correction (dB)	-36	-5	-36	-36	-36
Predicted Rating Level at Noise Sensitive Receptor (dB)	37	45	30	29	25
Total Predicted Rating Level at Noise Sensitive Receptor (dB)	46				
Typical Existing Background Noise Level (dB)	45				
Difference	+1				

Table 5.3 BS 4142 Noise Impact Calculations – Unit 6 North – 07:00 – 08:00 hours, Sundays

Element	HGV Arrival	Unloading Activities	HGV Departure	Car Arrive	Car Depart
Source Noise Level (dB)	79	62	72	71	67
Quantity Correction (dB)	0	0	0	0	0
Distance Attenuation (dB)	-9.5	-15.6	-9.5	-9.5	-9.5
Screening Attenuation (dB)	0	-5	0	0	0
Intermittency Correction (dB)	+3	+3	+3	+3	+3
Impulsivity Correction (dB)	0	+6	0	0	0
Time Correction (dB)	-36	-5	-36	-36	-36
Predicted Rating Level at Noise Sensitive Receptor (dB)	37	45	30	29	25
Total Predicted Rating Level at Noise Sensitive Receptor (dB)	46				
Typical Existing Background Noise Level (dB)	44				
Difference	+2				

Table 5.4 BS 4142 Noise Impact Calculations – Unit 6 North – 16:00 – 23:00 hours, Sundays

Element	HGV Arrival	Unloading Activities	HGV Departure	Car Arrive	Car Depart
Source Noise Level (dB)	79	62	72	71	67
Quantity Correction (dB)	0	0	0	0	0
Distance Attenuation (dB)	-9.5	-15.6	-9.5	-9.5	-9.5
Screening Attenuation (dB)	0	-5	0	0	0
Intermittency Correction (dB)	+3	+3	+3	+3	+3
Impulsivity Correction (dB)	0	+6	0	0	0
Time Correction (dB)	-36	-5	-36	-36	-36
Predicted Rating Level at Noise Sensitive Receptor (dB)	37	45	30	29	25
Total Predicted Rating Level at Noise Sensitive Receptor (dB)	46				
Typical Existing Background Noise Level (dB)	47				
Difference	-1				

Table 5.5 BS 4142 Noise Impact Calculations – Unit 6 North – Night-time – 23:00-07:00 hours, Monday-Sunday

Element	HGV Arrival	Unloading Activities	HGV Departure	Car Arrive	Car Depart
Source Noise Level (dB)	79	62	72	71	67
Quantity Correction (dB)	0	0	0	0	0
Distance Attenuation (dB)	-9.5	-15.6	-9.5	-9.5	-9.5
Screening Attenuation (dB)	0	-5	0	0	0
Intermittency Correction (dB)	+3	+3	+3	+3	+3
Impulsivity Correction (dB)	0	+6	0	0	0
Time Correction (dB)	-30	0	-30	-30	-30
Predicted Rating Level at Noise Sensitive Receptor (dB)	43	47	36	35	31
Total Predicted Rating Level at Noise Sensitive Receptor (dB)	51				
Typical Existing Background Noise Level (dB)	41				
Difference	+10				

It can be seen that the predicted vehicle noise levels for Unit 6 North during the daytime periods that have been assessed correlate with a “*low noise impact*” in accordance with the BS 4142:2014+A1:2019 guidance. However, during the night-time period, as shown in Table 5.5, the noise levels correlate with a “*significant adverse impact*”.

Table 5.6 BS 4142 Noise Impact Calculations – Unit 6 South – 19:00-23:00 hours, Monday-Saturday

Element	HGV Arrival	Unloading Activities	HGV Departure	Car Arrive	Car Depart
Source Noise Level (dB)	79	62	72	71	67
Quantity Correction (dB)	+3	+3	+3	0	0
Distance Attenuation (dB)	-21	-21	-21	-21	-21
Screening Attenuation (dB)	0	-10	0	0	0
Intermittency Correction (dB)	+3	+3	+3	+3	+3
Impulsivity Correction (dB)	0	+6	0	0	0
Time Correction (dB)	-36	-5	-36	-36	-36
Predicted Rating Level at Noise Sensitive Receptor (dB)	29	38	22	18	14
Total Predicted Rating Level at Noise Sensitive Receptor (dB)	39				
Typical Existing Background Noise Level (dB)	45				
Difference	-6				

Table 5.7 BS 4142 Noise Impact Calculations – Unit 6 South – 07:00-08:00 hours, Sundays

Element	HGV Arrival	Unloading Activities	HGV Departure	Car Arrive	Car Depart
Source Noise Level (dB)	79	62	72	71	67
Quantity Correction (dB)	+3	+3	+3	0	0
Distance Attenuation (dB)	-21	-21	-21	-21	-21
Screening Attenuation (dB)	0	-10	0	0	0
Intermittency Correction (dB)	+3	+3	+3	+3	+3
Impulsivity Correction (dB)	0	+6	0	0	0
Time Correction (dB)	-36	-5	-36	-36	-36
Predicted Rating Level at Noise Sensitive Receptor (dB)	29	38	22	18	14
Total Predicted Rating Level at Noise Sensitive Receptor (dB)	39				
Typical Existing Background Noise Level (dB)	44				
Difference	-5				

Table 5.8 BS 4142 Noise Impact Calculations – Unit 6 South – 16:00-23:00 hours, Sundays

Element	HGV Arrival	Unloading Activities	HGV Departure	Car Arrive	Car Depart
Source Noise Level (dB)	79	62	72	71	67
Quantity Correction (dB)	+3	+3	+3	0	0
Distance Attenuation (dB)	-21	-21	-21	-21	-21
Screening Attenuation (dB)	0	-10	0	0	0
Intermittency Correction (dB)	+3	+3	+3	+3	+3
Impulsivity Correction (dB)	0	+6	0	0	0
Time Correction (dB)	-36	-5	-36	-36	-36
Predicted Rating Level at Noise Sensitive Receptor (dB)	29	38	22	18	14
Total Predicted Rating Level at Noise Sensitive Receptor (dB)	39				
Typical Existing Background Noise Level (dB)	47				
Difference	-8				

Table 5.9 BS 4142 Noise Impact Calculations – Unit 6 South – Night-time period – 23:00-07:00 hours, Monday-Sunday

Element	HGV Arrival	Unloading Activities	HGV Departure	Car Arrive	Car Depart
Source Noise Level (dB)	79	62	72	71	67
Quantity Correction (dB)	0	0	0	0	0
Distance Attenuation (dB)	-21	-22	-21	-21	-21
Screening Attenuation (dB)	0	-10	0	0	0
Intermittency Correction (dB)	+3	+3	+3	+3	+3
Impulsivity Correction (dB)	0	+6	0	0	0
Time Correction (dB)	-36	0	-36	-36	-36
Predicted Rating Level at Noise Sensitive Receptor (dB)	32	39	25	24	20
Total Predicted Rating Level at Noise Sensitive Receptor (dB)	40				
Typical Existing Background Noise Level (dB)	41				
Difference	-1				

It can be seen that the predicted vehicle noise levels for Unit 6 South correlate with a “low noise impact” during all assessed time periods, in accordance with the BS 4142:2014+A1:2019 guidance.

5.2 Internal Activity Noise Break-Out

We have undertaken calculations to predict transmission of internal noise to outside via the building envelope in accordance with the methodology specified in BS EN 12354:2000 “Building acoustics – Estimation of acoustic performance of buildings from the performance of elements – Part 4. Transmission of indoor sound to the outside”.

As a worst-case, our calculations are based on typical noise levels in a B8 Storage and Distribution unit, measured elsewhere by **auricl**, as well as typical values for the sound insulation performance of the external building envelope and external doors.

Our calculations to predict noise transmission to the nearest noise sensitive properties due to internal activities are presented in Tables 5.10 and 5.11.

Table 5.10 Noise Transmission Calculations – Unit 6 North

Element	Octave Band Centre Frequency (Hz)								L _{Aeq,T} (dB)
	63	125	250	500	1k	2k	4k	8k	
Internal Noise Level	60	56	52	50	43	36	29	24	50
Diffusivity Term, C _d	-3	-3	-3	-3	-3	-3	-3	-3	
Wall Sound Reduction	-15	-22	-26	-29	-32	-33	-33	-33	
Area Correction	+28	+28	+28	+28	+28	+28	+28	+28	
Distance Attenuation	-35	-35	-35	-35	-35	-35	-35	-35	
Directivity Term, D _c	0	0	0	0	0	0	0	0	
Predicted Noise Level due to Wall	35	24	16	11	1	-7	-14	-19	

Roof Sound Reduction	-15	-22	-26	-29	-32	-33	-33	-33	
Area Correction	+34	+34	+34	+34	+34	+34	+34	+34	
Distance Attenuation	-35	-35	-35	-35	-35	-35	-35	-35	
Directivity Term, D _c	0	0	0	0	0	0	0	0	
Predicted Noise Level due to Roof	41	30	22	17	7	-1	-8	-13	

Total Noise Level at Nearest Noise Sensitive Property	42	31	23	18	8	0	-7	-12	21
Typical Existing Night-time Background Noise Level									41
Difference									-20

It can be seen that the predicted noise levels for Unit 6 North correlate with a “low noise impact” in accordance with the BS 4142:2014+A1:2019 guidance.

Table 5.11 Noise Transmission Calculations – Unit 6 South

Element	Octave Band Centre Frequency (Hz)								L _{Aeq,T} (dB)
	63	125	250	500	1k	2k	4k	8k	
Internal Noise Level	60	56	52	50	43	36	29	24	50
Diffusivity Term, C _d	-3	-3	-3	-3	-3	-3	-3	-3	
Wall Sound Reduction	-15	-22	-26	-29	-32	-33	-33	-33	
Area Correction	+24	+24	+24	+24	+24	+24	+24	+24	
Distance Attenuation	-39	-39	-39	-39	-39	-39	-39	-39	
Directivity Term, D _c	0	0	0	0	0	0	0	0	
Predicted Noise Level due to Wall	35	24	16	11	1	-7	-14	-19	

Roof Sound Reduction	-15	-22	-26	-29	-32	-33	-33	-33
Area Correction	+35	+35	+35	+35	+35	+35	+35	+35
Distance Attenuation	-39	-39	-39	-39	-39	-39	-39	-39
Directivity Term, D _c	0	0	0	0	0	0	0	0
Predicted Noise Level due to Roof	37	26	18	13	3	-5	-12	-17

Total Noise Level at Nearest Noise Sensitive Property	38	27	19	14	7	5	5	5	18
Typical Existing Night-time Background Noise Level									41
Difference									-23

It can be seen that the predicted noise levels for Unit 6 South correlate with a “*low noise impact*” in accordance with the BS 4142:2014+A1:2019 guidance.

5.3 Cumulative Noise Impact

Table 5.12 below presents a worst-case assessment of the local cumulative noise impact of the vehicle noise and internal noise transmission for both Unit 6 North and South.

Table 5.12 Cumulative Noise Impact Assessment

Source/Activity	Unit	Predicted BS 4142 Rating Noise Level at Nearest Noise Sensitive Property (dB)	
		Daytime (19:00 – 23:00 hours)	Night-time (23:00 – 07:00 hours)
Vehicle Noise	Unit 6 North	46	51
	Unit 6 South	38	40
Internal Noise	Unit 6 North	22	22
	Unit 6 South	18	18
Total		47	51
Typical Existing Background Noise Level		45	41
Difference		+1	+10

It can be seen that the total cumulative predicted noise levels for the daytime period of interest correlates with a “*low noise impact*” in accordance with BS 4142:2014+A1:2019 guidance. However, due to the vehicle noise assessment for Unit 6 North, the night-time period correlates with a “*significant adverse impact*”.

6.0 Noise Management Plan

Measures that will be implemented in order to minimise the noise impact on surrounding properties are described in the following sections.

6.1 Liaison

Good relationships should be formed with any site neighbours through early and prompt liaison, informing neighbours which may be affected by noise of the following:

- The proposed operating hours (24 hours a day, 7 days a week)
- The nature of the works
- Contact details for appropriate site personnel and project personnel

Regular communication will be maintained with the site neighbours and a display board will be erected outside the site presenting contact details of appropriate site and project personnel.

Prior knowledge of atypical site activity noise that could affect site neighbours will be communicated promptly and effectively, and address any concerns that may be raised

6.2 Noise Mitigation Measures

The site manager shall be responsible for the implementation of the noise management plan and updating it in response to any significant noise events. In their absence, a nominated deputy who is technically competent shall be responsible for its implementation. It is also recommended that the site manager/nominated deputy carries out daily subjective inspections to ensure compliance with the plan.

At all times, site works will be undertaken by best practicable means, so as to reduce activity noise levels affecting neighbouring properties. As far as is practicable, it will be ensured that:

- Site activities only take place during the agreed operating hours
- Noise from equipment and activities is attenuated at source, through the use of low-noise, well-maintained machinery, so as to minimise noise emissions
- Acoustic attenuation due to distance and screening of site activities is maximised, via works programming and use of screening from intervening buildings and structures

The following measures will be adopted to control noise emissions associated with the site operations:

- Ensure site activities and deliveries are limited to the currently consented operating hours
- Noisy activities to be carried out indoors wherever possible
- Selection of quiet plant/machinery, fitted with proprietary noise control measures where necessary
- All machinery and vehicles to be switched off when not in use
- Machinery to be regularly maintained to ensure correct operation
- Booking/appointment system to be used for visiting vehicles to avoid queues and waiting on nearby roads
- All visitors to be made aware of the sensitivity of the site neighbours by way of clear signage inside and outside the main site entrance
- Site staff to manage visiting vehicles to ensure no waiting on public roads or in the site entrance
- Site staff to manage visiting vehicles to ensure no engine idling in the site entrance or on public roads
- Tonal reverse alarms not permitted on the site (including visiting vehicles) – broadband reverse alarms should be used
- Horns not to be used by site vehicles or visiting vehicles on or near the site
- Care to be taken when moving materials around the site – materials to be carefully placed from a minimal height and not dropped
- Hand tools (angle grinders, etc.) only to be used in fully enclosed buildings/shelters within the site
- All staff to undergo robust and rigorous training to minimise operator error

- Operating procedure to be continually developed and improved in correspondence with site developments and emerging scenarios

6.3 Complaint Handling

Any complaints that are received in relation to noise associated with the site will be acted upon promptly and positively.

Contact details (telephone, email) shall be displayed on the outside of the building (or on the website) to ensure that any complaints can be communicated directly.

The following details shall be recorded for any complaint:

- Date and time of event
- Name of complaint
- Receptor location/s (address, internal/external)
- Specific noise issue causing the problem
- Observations and nature of the issue (continuous/intermittent, character of noise)
- Effect of the issue on the receptor (nuisance, sleep disturbance, outside/inside, etc.)
- Longevity of the issue (ongoing, short-term, etc.)
- Weather conditions at time of issue
- Relevant staff name/s

Any complaints will be acted upon immediately to understand the extent of the issue and to take all necessary action to mitigate the problem.

6.4 Review and Training

The noise management plan shall be reviewed every 12 months and updated where necessary.

All site staff and new joining staff shall be trained on the contents of this noise management plan (and any updates) and the sensitivity of the neighbouring properties, with reminder notices placed around the inside of the site.

Appendix A – Acoustic Terminology

Parameter	Description
Decibel (dB)	A logarithmic scale representing the sound pressure or power level relative to the threshold of hearing (20×10^{-6} Pascals).
Sound Pressure Level (L_p)	The sound pressure level is the sound pressure fluctuation caused by vibrating objects relative to the threshold of hearing.
A-weighting (L_A or dBA)	The sound level in dB with a filter applied to increase certain frequencies and decrease others to correspond with the average human response to sound.
$L_{Aeq,T}$	The A-weighted equivalent continuous noise level over the time period T (typically T= 16 hours for daytime periods, T = 8 hours for night-time periods). This is the sound level that is equivalent to the average energy of noise recorded over a given period.
L_{A90} (15 min)	The noise level exceeded for 90% of the time (also referred to as the background noise level), measured over a 15 minute period

Appendix B – Time History Graph

