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New EV Charging Infrastructure Stagecoach Depot, Wakefield Road, Barnsley, S71 1NT

Noise Impact Assessment

For: Janus Architecture

18th September 2026

Ref: NIA-12517-26-001-v1 Wakefield Road

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1 Introduction

1.1 Overview

Environmental Noise Solutions Ltd (ENS) has been commissioned by Janus Architecture to undertake a noise impact assessment for new electric vehicle (EV) charging infrastructure at the existing bus depot at Wakefield Road, Barnsley, S71 1NT (hereafter referred to as 'the site').

The objectives of the noise impact assessment were to:

- Determine the existing ambient and background noise levels in the vicinity of the site
- Establish the potential noise emissions associated with the site
- Assess the noise impact of the site on the nearest noise sensitive receptors (surrounding residential uses) in accordance with pertinent guidance
- Provide specific recommendations, where required, to avoid any potential for loss of amenity due to noise associated with the site

This report details the methodology and results of the assessment and provides recommendations for noise attenuation as appropriate. It has been prepared to accompany a planning application to be submitted to Barnsley Metropolitan Borough Council (BMBC).

The report has been prepared for Janus Architecture for the sole purpose described above and no extended duty of care to any third party is implied or offered. Third parties referring to the report should consult Janus Architecture and ENS as to the extent to which the findings may be appropriate for their use.

A glossary of acoustic terms used in the main body of the text is contained in Appendix 1.

1.2 Site Description and Proposals

The site is located on land to the west of Wakefield Road, in a mixed-use area, with commercial and residential sites in the vicinity. The site which is the subject of the planning application is indicated in red in Figure 1.1 below, with the nearest residential receptors also identified.

Land to the north of the site is approved for residential development. The location of the approved development (planning ref: 2022/0633) is indicated by orange shading in Figure 1.1.

Figure 1.1: Location of Site



The nearest noise sensitive receptors (NSRs) to the site are considered to be:

- NSR 1 – residential dwellings on Brunswick Close/Ingleton Mews, circa 30 metres to the east
- NSR 2 – proposed residential dwellings to the north of the site (approved planning ref: 2022/0633)

The proposed development comprises the construction of new EV charging infrastructure within the existing bus depot areas.

The proposed site layout is illustrated in Figure 1.2.

Figure 1.2: Proposed Site Layout



Planning approval for a residential development of up to 221 no. dwellings on land to the north of the site was granted by BMBC in October 2024. Figure 1.3 illustrates the approved residential development layout in relation to the Stagecoach site.

Figure 1.3: Residential Development (2022/0633) Layout



2 Policy Context and Assessment Guidance

2.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF)¹ was updated in August 2026 and sets out the Government's planning policies for England and how these are expected to be applied.

Where issues of noise impact are concerned the NPPF provides brief guidance in Policy P3 as follows:

'2 Within this context development proposals should:

a. Provide healthy living conditions for occupiers and users in terms of adequate access to light and avoiding exposure to levels of air, noise, artificial light or other sources of pollution which could have an unacceptable adverse effect on health and the quality of life. Where necessary suitable mitigation measures should be incorporated to secure acceptable living conditions;

b. Not give rise to, or contribute to, an unacceptable level of access to daylight and sunlight for neighbouring residents and occupiers, or unacceptable levels of air, noise, artificial light, water, soil or other forms of pollution on or beyond the site. Adverse impacts of this nature should be avoided where possible, or else mitigated to an acceptable degree. Where possible, opportunities should be taken to reduce pollution affecting the wider area (such as through traffic and travel management or improved external lighting);

d. Mitigate and reduce to a minimum potential adverse impacts resulting from noise, not result in levels of noise exposure which would have a significant observed adverse effect, and maintain the character of tranquil areas (those areas that have remained relatively undisturbed by noise from human sources and are prized for their recreational and amenity value for this reason);

2.2 Noise Policy Statement for England

The Noise Policy Statement for England² (NPSE) sets out the long-term vision of promoting good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development. This long-term vision is supported by the following aims:

- Avoid significant adverse impacts on health and quality of life
- Mitigate and minimise adverse impacts on health and quality of life
- Where possible, contribute to the improvement of health and quality of life

The NPSE describes the following levels at which noise impacts may be identified:

- NOEL – No Observed Effect Level. This is the level below which no effect can be detected. In simple terms, below this level, there is no detectable effect on health and quality of life due to the noise
- LOAEL – Lowest Observed Adverse Effect Level. This is the level above which adverse effects on health and quality of life can be detected
- SOAEL – Significant Observed Adverse Effect Level. This is the level above which significant adverse effects on health and quality of life occur

According to the explanatory notes in the statement, where a noise level falls between the lowest observable adverse effect level (LOAEL) and a level which represents a significant observable adverse effect level (SOAEL):

1 National Planning Policy Framework. Ministry of Housing, Communities and Local Government (2026)

2 Government Department for Environment, Food and Rural Affairs. Noise Policy Statement for England. March 2010.

‘...all reasonable steps should be taken to mitigate and minimise adverse effects on health and quality of life whilst also taking into consideration the guiding principles of sustainable development. This does not mean that such effects cannot occur.’

2.3 Planning Practice Guidance on Noise

Planning Practice Guidance³ (PPG) is an online resource which provides additional guidance and elaboration on the NPPF. It advises that the Local Planning Authority should consider the acoustic environment in relation to:

- Whether or not a significant adverse effect is occurring or likely to occur
- Whether or not an adverse effect is occurring or likely to occur
- Whether or not a good standard of amenity can be achieved

In line with the Explanatory Note of the NPSE, the PPG references the LOAEL and SOAEL in relation to noise impact. It also provides examples of outcomes that could be expected for a given perception level of noise, plus actions that may be required to bring about a desired outcome. However, in line with the NPSE, no objective noise levels are provided for LOAEL or SOAEL although the PPG acknowledges that:

‘...the subjective nature of noise means that there is not a simple relationship between noise levels and the impact on those affected. This will depend on how various factors combine in any particular situation’.

Table 2.1 summarises the PPG noise exposure hierarchy.

Table 2.1: PPG Noise Exposure Hierarchy

Perception	Examples of Outcomes	Increasing Effect Level	Action
Not Noticeable	No Effect	No Observed Effect	No specific measures required
Noticeable and not intrusive	Noise can be heard, but does not cause any change in behaviour or attitude. Can slightly affect the acoustic character of the area but not such that there is a perceived change in the quality of life.	No Observed Adverse Effect	No specific measures required
Lowest Observed Adverse Effect Level			
Noticeable and intrusive	Noise can be heard and causes small changes in behaviour and/or attitude, e.g. turning up volume of television; speaking more loudly; where there is no alternative ventilation, having to close windows for some of the time because of the noise. Potential for some reported sleep disturbance. Affects the acoustic character of the area such that there is a perceived change in the quality of life.	Observed Adverse Effect	Mitigate and reduce to a minimum
Significant Observed Adverse Effect Level			
Noticeable and disruptive	The noise causes a material change in behaviour and/or attitude, e.g. avoiding certain activities during periods of intrusion; where there is no alternative ventilation, having to keep windows closed most of the time because of the noise. Potential for sleep disturbance resulting in difficulty in getting to sleep, premature awakening and difficulty in getting back to sleep. Quality of life diminished due to change in acoustic character of the area.	Significant Observed Adverse Effect	Avoid
Noticeable and very disruptive	Extensive and regular changes in behaviour and/or an inability to mitigate effect of noise leading to psychological stress or physiological effects, e.g. regular sleep deprivation/awakening; loss of appetite, significant, medically definable harm, e.g. auditory and non-auditory	Unacceptable Adverse Effect	Prevent

3 Planning Practice Guidance on Noise: <http://planningguidance.planningportal.gov.uk/blog/guidance/noise/>

The PPG also provides general advice on the typical options available for mitigating noise, suggesting that Local Plans may include noise standards applicable to proposed developments within the Local Authority's administrative boundary, although it states that:

'Care should be taken, however, to avoid these being implemented as fixed thresholds as specific circumstances may justify some variation being allowed'.

The subjective nature of noise means that there is not a simple relationship between noise levels and the impact on those affected. This will depend on how various factors combine in any particular situation. The following guidance documents provide some meaningful context.

2.4 BS 4142 'Methods for Rating and Assessing Industrial and Commercial Sound'

BS 4142:2014+A1-2019 'Methods for Rating and Assessing Industrial and Commercial Sound' (BS 4142)⁴ describes methods for determining, at the outside of a building, noise levels from factories or industrial premises and a method for assessing whether the noise is likely to give rise to adverse impacts, and states:

'The significance of sound of an industrial and/or commercial nature depends upon both the margin by which the rating level of the specific sound source exceeds the background sound level and the context in which the sound occurs. Typically, the greater this difference, the greater the magnitude of the impact. For example:

A difference of around +10 dB or more is likely to be an indication of a significant adverse impact, depending on the context

A difference of around +5 dB is likely to be an indication of an adverse impact, depending on the context

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 a 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'

The rating level is described as the specific sound level (the equivalent continuous A-weighted sound pressure level at the assessment position (NSR) produced by the specific sound source over the given reference time interval) plus any adjustment for the characteristic features of the sound. The character correction relates to whether and to what degree the specific sound is assessed to have an element of tonality, impulsivity and/or characteristics that are readily distinctive against the residual acoustic environment.

The background noise level is the A-weighted sound pressure level of the residual noise at the assessment position that is exceeded for 90 percent of a given time interval, T, measured using time weighting 'F' and quoted to the nearest whole number of decibels.

The reference time interval of the specific sound is 1 hour during the daytime and 15 minutes during the night-time.

3 Noise Survey

3.1 Overview

A noise survey was undertaken at the site from Friday 27th February through to Monday 2nd March 2026. For the purpose of the assessment, the following noise monitoring positions were adopted (see Appendix 2 for the approximate monitoring positions):

- MP1 was located on the eastern site boundary (representative of NSR1)
- MP2 was located on the northern site boundary (representative of NSR2)

Noise measurements were undertaken at 1.5 metres above ground level in free field conditions using NTi Audio XL3 Type 1 integrating sound level meters. The meter was connected to a windshield covered microphone positioned at the location detailed above. The measurement system calibration was verified immediately before and after the survey period using a Bruel & Kjaer Type 4231 calibrator. No drift in calibration levels greater than 0.5 dB was noted.

The noted weather conditions during the survey were dry with average wind speeds < 5 m/s. Weather conditions were therefore considered appropriate for noise monitoring.

Measurements consisted of A-weighted broadband parameters including L_{Aeq} and L_{A90} , together with linear octave band L_{eq} levels.

3.2 Summary

Table 3.1 presents a summary of the noise data for each measurement session, rounded to the nearest decibel.

The typical L_{A90} has been determined by selecting the modal $L_{A90,15min}$ value over the measurement period, in accordance with BS 4142.

Table 3.1: Summary of Long-Term Noise Measurement Data

Position	Date	Time	$L_{Aeq, T}$ (dB)	Typical L_{A90} (dB)	Comment
MP1	27/02/26	1000-2300	69	61	Background noise levels controlled by road traffic on Wakefield Road
	28/02/26	0700-2300	69	57	
	01/03/26	0700-2300	65	51	
	02/03/26	0700-0930	64	54	
	27-28/02/26	2300-0700	63	40	Background noise levels controlled by road traffic on Wakefield Road
	28/02/26 - 01/03/26	2300-0700	61	41	
	01-02/03/26	2300-0700	61	42	
MP2	27/02/26	1000-2300	57	50	Background noise levels controlled by road traffic on Wakefield Road
	28/02/26	0700-2300	54	46	
	01/03/26	0700-2300	53	45	
	27-28/02/26	2300-0700	50	40	Background noise levels controlled by road traffic on Wakefield Road
	28/02/26 - 01/03/26	2300-0700	51	41	
	01-02/03/26	2300-0700	54	42	

Noise levels at the measurement positions were dominated by road traffic on Wakefield Road.

At MP1 (representative of NSR1), the lowest typical daytime and night-time background noise levels were **51 dB L_{A90} (15 min)** and **40 dB L_{A90} (15 min)**, respectively.

At MP2 (representative of NSR2), the lowest typical daytime and night-time background noise levels were **45 dB L_{A90} (15 min)** and **40 dB L_{A90} (15 min)**, respectively.

3.3 Noise Associated with the Development

The proposed fixed plant items and the associated calculated sound power levels have been provided by the client/manufacture and are presented below:

- 25 no. battery charger units – 68 dB L_{wA}
- 89 no. Heliox 250A charger points – 65 dB L_{wA}
- 2 no. mains transformers – 62 dB L_{wA}
- 1 no. RMU transformer – 62 dB L_{wA}

Whilst the charging points for the buses will be distributed across the site, the charger units themselves will generally be located in clusters. Some of the charging points are to be located within the existing workshop area. As noise emission from these sources will be controlled by the building fabric, these have not been considered in the noise model.

All plant is assumed to operate continuously and concurrently therefore, the loudest 1-hour noise level is numerically equivalent to the loudest 15 minute night time value for the purposes of this assessment.

In reality, it is unlikely that all chargers would be in use concurrently, and noise levels are expected to be lower than those presented in this assessment.

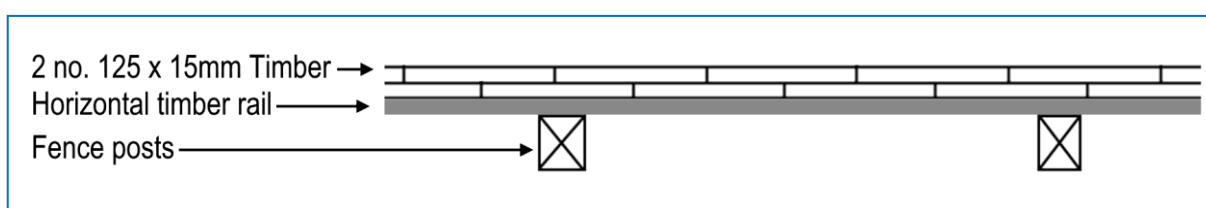
4 Noise Assessment

4.1 Mitigation

In order to screen the development from the proposed residential dwellings to the north (NSR2), it is recommended that the northern boundary is provided with a circa 2.2-metre-high solid timber fence or brick wall (see Appendix 4 for locations).

If a solid timber fence is installed, then it should be ensured that it has a mass per unit area $\geq 10 \text{ kg/m}^2$. The fence should have no gaps or holes and should be fully sealed at the ground (i.e. include a gravel board).

An indicative acoustic fence detail is illustrated below. The double-thickness solid timber construction is considered robust and appropriate.



4.2 Noise Modelling

In order to assess the propagation of noise from the site to the nearest receptors, noise level predictions have been performed using Cadna-A acoustic modelling software. This is a software program specifically developed for the prediction and assessment of environmental noise. Noise model geometry is based on Ordnance Survey mapping data and drawings supplied by the client.

The model calculates noise levels on horizontal and vertical grids with a user defined spacing of receiver points. From these levels, calculated at thousands of points, contour lines of constant noise levels are generated and printed as noise maps.

The following assumptions were used in the model:

- Meteorological conditions: Temp. 20 °C, Relative Humidity 60%
- Foliage/woodland areas not considered to provide any reduction
- Reflections: set to two orders of reflection permitted in the model
- Ground absorption: set to 0.5 (mixed ground)

A noise contour plot illustrating the propagation of noise from the site is presented in Appendix 3.

The calculated highest specific noise level at each of the NSRs is presented in Table 4.1.

Table 4.1: Calculated Specific Noise Levels at NSRs

Receptor	Predicted Noise Level at Receptor (dB L _{Aeq,T})
NSR1	33
NSR2	36

4.3 Assessment

BS 4142 advises that a rating penalty should be established for a sound based on a subjective assessment of its characteristics. Whilst noise from the site is relatively low, a penalty of +3 dB has been robustly applied to account for potentially perceptible character at the receptors.

As the proposed EV charging equipment will typically operate during the night-time when background noise levels are lowest, the night-time is considered to be the worst-case assessment period. On the basis of the above, Table 4.2 contains a night-time BS 4142 assessment at the nearest NSRs for the resultant noise levels due to fixed plant noise emissions from the proposed development.

Table 4.2: Night-time BS 4142 Assessment

Results	NSR1	NSR2	Comment
Specific sound level	33 dB L_{Aeq} (15 min)	36 dB L_{Aeq} (15 min)	All proposed equipment operating for duration of assessment period
Acoustic feature correction	+3 dB	+3 dB	For potentially perceptible character
Rating level	36 dB L_{Ar} (15 min)	39 dB L_{Ar} (15 min)	Rating level at NSRs
Background sound level	40 dB L_{A90} (15min)	40 dB L_{A90} (15min)	Background sound levels at NSRs
Excess of rating over background sound level	-4 dB	-1 dB	-

Noise levels associated with the development do not exceed the existing background noise levels at the nearest NSRs. In accordance with BS 4142, this is an indication of a low impact, subject to context.

In relation to context, the following should be noted:

- Noise rating levels of ≤ 39 dB L_{Ar} (15 min) are considered to be low in absolute terms. For reference, BS 4142:1997 defines 35 dB L_{Ar} (15 min) as a 'very low' rating level, and the WHO Night Noise Guidelines Europe states that an external noise level of 40 dB L_{Aeq} (2300–0700) represents the Lowest Observed Adverse Effect Level (LOAEL), during the night-time.
- The pertinent location during the night-time is indoors at the NSRs. Assuming a 15 dB reduction for a partly-open window, ≤ 39 dB L_{Ar} (15 min) externally equates to ≤ 24 dB L_{Ar} (15 min) internally, which is 6 dB below the target criteria described in British Standard 8233:2014 'Guidance on Sound Insulation and Noise Reduction for Buildings' for good levels of internal amenity.
- The absolute level of the plant is significantly below the existing ambient noise levels, meaning that noise from the development will largely be masked by existing road traffic.
- The development is an existing bus depot and lies adjacent to other commercial/industrial premises. As such, the acoustic character of the area is not expected to change significantly.

On the basis of the above, it is therefore considered that noise associated with the development is at the No Observed Adverse Effect Level as: it may be heard, but does not cause any change in behaviour or attitude; and it can slightly affect the acoustic character of the area, but not such that there is a perceived change in the quality of life.

5 Summary and Conclusions

A noise survey and assessment has been undertaken for proposed new electric vehicle (EV) charging infrastructure at the existing Stagecoach depot, Wakefield Road, Barnsley.

A summary of the noise survey results is presented in Section 3 of this report.

The predicted development noise levels have been assessed against prevailing background noise levels to determine the potential impact according to relevant guidance set out in Section 2 of this report.

An assessment of the operational noise at the site has been undertaken in accordance with BS 4142. The assessment found that the noise emissions from the proposed operation of the site are likely to have a low impact. This is expected to correlate with a NOAEL (No Observed Adverse Effect Level), in accordance with NPSE.

Appendix 1 – Abbreviations and Definitions

Sound Pressure Level (L_p)

The basic unit of sound measurement is the sound pressure level. As the pressures to which the human ear responds can range from 20 μPa to 200 Pa, a linear measurement of sound levels would involve many orders of magnitude. Consequently, the pressures are converted to a logarithmic scale and expressed in decibels (dB) as follows:

$$L_p = 20 \log_{10}(p/p_0)$$

Where L_p = sound pressure level in dB; p = rms sound pressure in Pa; and p_0 = reference sound pressure (20 μPa).

A-weighting

A frequency filtering system in a sound level meter, which approximates under defined conditions the frequency response of the human ear. The A-weighted sound pressure level, expressed in dB(A), has been shown to correlate well with subjective response to noise.

Equivalent continuous A-weighted sound pressure level, $L_{Aeq, T}$

The value of the A-weighted sound pressure level in decibels of continuous steady sound that within a specified time interval, T , has the same mean-square sound pressure as a sound that varies with time. $L_{Aeq, 16h}$ (07:00 to 23:00 hours) and $L_{Aeq, 8h}$ (23:00 to 07:00 hours) are used to qualify daytime and night-time noise levels.

$L_{A10, T}$

The A-weighted sound pressure level in decibels exceeded for 10% of the measurement period, T . $L_{A10, 18h}$ is the arithmetic mean of the 18 hourly values from 06:00 to 24:00 hours.

$L_{A90, T}$

The A-weighted sound pressure level of the residual noise in decibels exceeded 90% of a given time interval, T . L_{A90} is typically taken as representative of background noise.

$L_{AF \max}$

The maximum A-weighted noise level recorded during the measurement period. The subscript 'F' denotes fast time weighting, slow time weighting 'S' is also used.

Single Event Level / Sound Exposure Level (SEL or L_{AE})

The energy produced by a discrete noise event averaged over one second, regardless of the event duration. This allows for comparison between different noise events which occur over different lengths of time.

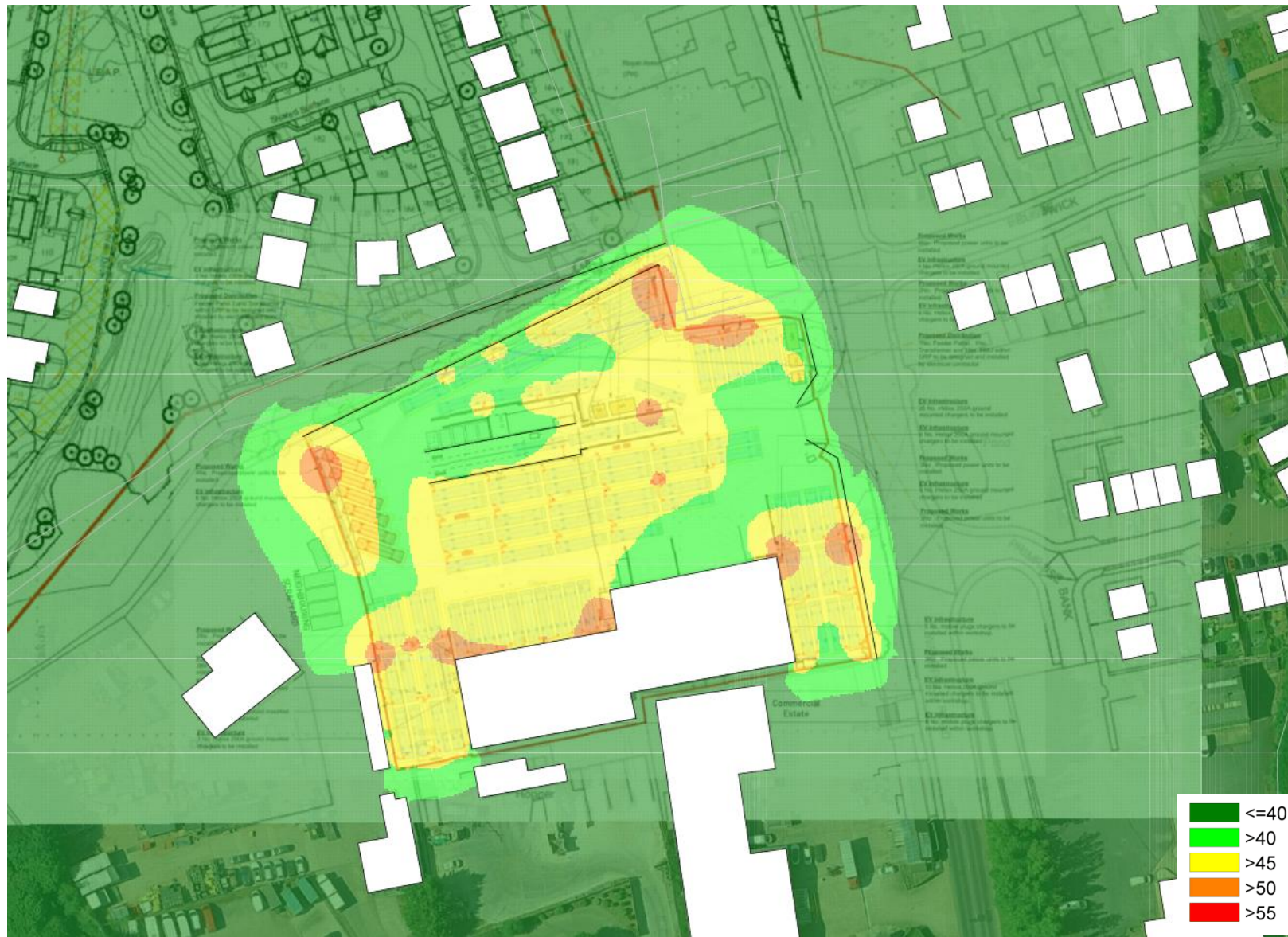
Weighted Sound Reduction Index (R_w)

Single number quantity which characterises the airborne sound insulation properties of a material or building element over a defined range of frequencies (R_w is used to characterise the insulation of a material or product that has been measured in a laboratory).

Appendix 2 – Noise Monitoring Positions



Appendix 3 – Noise Contour Maps for NSR



Appendix 4 – Proposed Mitigation



2.2-metre acoustic barrier

Appendix 5 – Raw Measurement Data

MP1

Start	L _{Aeq} (dB)	L _{A90} (dB)
2026-02-27 10:00:00	69.9	61.6
2026-02-27 10:15:00	68.4	58.9
2026-02-27 10:30:00	68.7	59.1
2026-02-27 10:45:00	68.6	57.6
2026-02-27 11:00:00	69.5	61.0
2026-02-27 11:15:00	68.1	59.2
2026-02-27 11:30:00	68.2	57.8
2026-02-27 11:45:00	68.9	59.7
2026-02-27 12:00:00	68.7	60.5
2026-02-27 12:15:00	69.7	60.7
2026-02-27 12:30:00	69.7	58.8
2026-02-27 12:45:00	70.0	60.5
2026-02-27 13:00:00	69.6	59.5
2026-02-27 13:15:00	69.5	60.4
2026-02-27 13:30:00	70.7	59.4
2026-02-27 13:45:00	69.5	61.1
2026-02-27 14:00:00	69.6	60.9
2026-02-27 14:15:00	69.7	62.4
2026-02-27 14:30:00	69.5	59.9
2026-02-27 14:45:00	69.5	59.5
2026-02-27 15:00:00	68.6	58.3
2026-02-27 15:15:00	69.4	62.1
2026-02-27 15:30:00	69.1	61.8
2026-02-27 15:45:00	67.5	57.2
2026-02-27 16:00:00	66.5	56.7
2026-02-27 16:15:00	63.9	56.0
2026-02-27 16:30:00	64.8	55.1
2026-02-27 16:45:00	68.0	55.6
2026-02-27 17:00:00	69.8	61.0
2026-02-27 17:15:00	70.6	60.5
2026-02-27 17:30:00	69.5	58.5
2026-02-27 17:45:00	69.1	57.4
2026-02-27 18:00:00	70.0	58.7
2026-02-27 18:15:00	69.5	59.5
2026-02-27 18:30:00	69.6	58.4
2026-02-27 18:45:00	69.8	61.2
2026-02-27 19:00:00	69.7	59.5
2026-02-27 19:15:00	69.7	58.4
2026-02-27 19:30:00	69.1	57.2
2026-02-27 19:45:00	68.7	58.3
2026-02-27 20:00:00	69.1	58.0

2026-02-27 20:15:00	68.0	55.0
2026-02-27 20:30:00	67.5	52.8
2026-02-27 20:45:00	67.6	53.8
2026-02-27 21:00:00	67.7	54.2
2026-02-27 21:15:00	67.9	58.7
2026-02-27 21:30:00	67.0	56.5
2026-02-27 21:45:00	66.5	56.2
2026-02-27 22:00:00	66.4	51.2
2026-02-27 22:15:00	66.5	47.7
2026-02-27 22:30:00	65.6	48.6
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2026-02-27 23:15:00	65.7	47.3
2026-02-27 23:30:00	61.9	48.0
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2026-02-28 00:15:00	64.4	49.5
2026-02-28 00:30:00	63.5	42.5
2026-02-28 00:45:00	60.3	41.2
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2026-02-28 01:15:00	60.6	38.7
2026-02-28 01:30:00	60.4	40.3
2026-02-28 01:45:00	59.5	37.1
2026-02-28 02:00:00	59.9	39.2
2026-02-28 02:15:00	60.7	40.1
2026-02-28 02:30:00	57.3	38.2
2026-02-28 02:45:00	57.1	36.5
2026-02-28 03:00:00	56.9	35.6
2026-02-28 03:15:00	59.4	37.5
2026-02-28 03:30:00	58.7	40.5
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2026-02-28 06:15:00	69.9	49.6
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2026-02-28 06:45:00	67.3	55.9
2026-02-28 07:00:00	66.5	56.0
2026-02-28 07:15:00	67.0	56.8
2026-02-28 07:30:00	68.0	54.2

2026-02-28 07:45:00	68.4	57.1
2026-02-28 08:00:00	68.4	56.8
2026-02-28 08:15:00	69.0	59.9
2026-02-28 08:30:00	68.9	58.6
2026-02-28 08:45:00	69.2	61.4
2026-02-28 09:00:00	69.5	61.1
2026-02-28 09:15:00	69.8	56.3
2026-02-28 09:30:00	69.8	61.0
2026-02-28 09:45:00	69.5	58.4
2026-02-28 10:00:00	70.2	60.6
2026-02-28 10:15:00	70.6	62.2
2026-02-28 10:30:00	68.9	59.3
2026-02-28 10:45:00	73.2	60.1
2026-02-28 11:00:00	70.0	60.4
2026-02-28 11:15:00	69.3	59.4
2026-02-28 11:30:00	69.9	62.7
2026-02-28 11:45:00	69.4	59.4
2026-02-28 12:00:00	68.9	58.2
2026-02-28 12:15:00	66.8	53.8
2026-02-28 12:30:00	69.1	57.2
2026-02-28 12:45:00	68.8	57.4
2026-02-28 13:00:00	69.0	60.0
2026-02-28 13:15:00	69.2	60.1
2026-02-28 13:30:00	69.4	59.1
2026-02-28 13:45:00	69.2	57.2
2026-02-28 14:00:00	69.2	58.5
2026-02-28 14:15:00	69.1	57.7
2026-02-28 14:30:00	69.0	57.2
2026-02-28 14:45:00	69.2	59.8
2026-02-28 15:00:00	68.9	59.7
2026-02-28 15:15:00	68.8	55.9
2026-02-28 15:30:00	69.1	56.6
2026-02-28 15:45:00	69.3	60.7
2026-02-28 16:00:00	69.2	59.2
2026-02-28 16:15:00	68.7	58.5
2026-02-28 16:30:00	69.5	60.4
2026-02-28 16:45:00	68.9	58.5
2026-02-28 17:00:00	68.4	57.1
2026-02-28 17:15:00	68.5	54.8
2026-02-28 17:30:00	69.0	60.2
2026-02-28 17:45:00	68.2	56.8
2026-02-28 18:00:00	68.5	57.5
2026-02-28 18:15:00	68.1	57.2
2026-02-28 18:30:00	68.3	58.2
2026-02-28 18:45:00	68.9	59.4
2026-02-28 19:00:00	68.2	57.9

2026-02-28 19:15:00	68.1	56.4
2026-02-28 19:30:00	68.7	56.8
2026-02-28 19:45:00	68.0	54.6
2026-02-28 20:00:00	67.1	52.7
2026-02-28 20:15:00	66.5	51.7
2026-02-28 20:30:00	67.3	52.5
2026-02-28 20:45:00	66.5	54.5
2026-02-28 21:00:00	66.5	57.0
2026-02-28 21:15:00	66.2	54.7
2026-02-28 21:30:00	66.1	51.4
2026-02-28 21:45:00	65.9	51.4
2026-02-28 22:00:00	69.0	50.7
2026-02-28 22:15:00	66.7	53.0
2026-02-28 22:30:00	65.8	52.9
2026-02-28 22:45:00	63.8	51.0
2026-02-28 23:00:00	64.1	48.8
2026-02-28 23:15:00	63.1	50.1
2026-02-28 23:30:00	63.0	50.6
2026-02-28 23:45:00	64.1	54.8
2026-03-01 00:00:00	64.6	50.1
2026-03-01 00:15:00	63.7	52.9
2026-03-01 00:30:00	63.9	51.1
2026-03-01 00:45:00	63.8	43.4
2026-03-01 01:00:00	59.3	42.9
2026-03-01 01:15:00	59.7	42.0
2026-03-01 01:30:00	60.5	42.1
2026-03-01 01:45:00	60.0	40.8
2026-03-01 02:00:00	59.6	40.7
2026-03-01 02:15:00	59.5	40.5
2026-03-01 02:30:00	58.8	40.8
2026-03-01 02:45:00	60.0	40.3
2026-03-01 03:00:00	57.5	39.9
2026-03-01 03:15:00	57.1	40.2
2026-03-01 03:30:00	57.3	40.1
2026-03-01 03:45:00	59.5	41.3
2026-03-01 04:00:00	57.5	42.1
2026-03-01 04:15:00	59.6	42.0
2026-03-01 04:30:00	57.9	44.4
2026-03-01 04:45:00	59.2	42.2
2026-03-01 05:00:00	59.6	43.9
2026-03-01 05:15:00	61.4	48.6
2026-03-01 05:30:00	61.0	43.1
2026-03-01 05:45:00	60.9	43.4
2026-03-01 06:00:00	62.0	44.8
2026-03-01 06:15:00	63.6	47.5
2026-03-01 06:30:00	62.0	45.9

2026-03-01 06:45:00	61.8	47.4
2026-03-01 07:00:00	63.3	50.0
2026-03-01 07:15:00	63.9	47.4
2026-03-01 07:30:00	64.4	51.6
2026-03-01 07:45:00	63.3	48.5
2026-03-01 08:00:00	63.8	48.7
2026-03-01 08:15:00	63.8	48.5
2026-03-01 08:30:00	66.1	51.4
2026-03-01 08:45:00	65.5	51.5
2026-03-01 09:00:00	65.3	50.7
2026-03-01 09:15:00	65.4	51.7
2026-03-01 09:30:00	66.3	53.3
2026-03-01 09:45:00	65.9	54.1
2026-03-01 10:00:00	65.8	56.0
2026-03-01 10:15:00	66.1	54.9
2026-03-01 10:30:00	65.6	55.2
2026-03-01 10:45:00	67.0	57.5
2026-03-01 11:00:00	66.3	57.0
2026-03-01 11:15:00	65.8	57.0
2026-03-01 11:30:00	65.7	57.5
2026-03-01 11:45:00	66.7	55.5
2026-03-01 12:00:00	66.1	56.5
2026-03-01 12:15:00	66.2	56.4
2026-03-01 12:30:00	66.5	57.4
2026-03-01 12:45:00	66.1	56.3
2026-03-01 13:00:00	66.0	57.0
2026-03-01 13:15:00	66.3	56.8
2026-03-01 13:30:00	68.1	56.8
2026-03-01 13:45:00	66.2	55.8
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2026-03-01 14:15:00	66.4	52.0
2026-03-01 14:30:00	66.8	53.6
2026-03-01 14:45:00	66.0	51.3
2026-03-01 15:00:00	66.4	53.9
2026-03-01 15:15:00	66.6	55.4
2026-03-01 15:30:00	65.8	52.4
2026-03-01 15:45:00	66.6	51.0
2026-03-01 16:00:00	67.0	50.8
2026-03-01 16:15:00	65.8	49.3
2026-03-01 16:30:00	64.8	50.1
2026-03-01 16:45:00	65.4	51.3
2026-03-01 17:00:00	65.8	52.4
2026-03-01 17:15:00	65.4	49.2
2026-03-01 17:30:00	67.8	53.9
2026-03-01 17:45:00	65.7	49.6
2026-03-01 18:00:00	65.3	53.0

2026-03-01 18:15:00	65.1	50.7
2026-03-01 18:30:00	65.7	52.5
2026-03-01 18:45:00	65.7	59.2
2026-03-01 19:00:00	64.9	54.0
2026-03-01 19:15:00	65.7	53.9
2026-03-01 19:30:00	65.2	52.4
2026-03-01 19:45:00	65.1	50.7
2026-03-01 20:00:00	65.0	47.7
2026-03-01 20:15:00	63.7	46.0
2026-03-01 20:30:00	64.1	48.2
2026-03-01 20:45:00	65.0	47.6
2026-03-01 21:00:00	64.0	48.5
2026-03-01 21:15:00	61.7	45.1
2026-03-01 21:30:00	62.1	45.1
2026-03-01 21:45:00	62.4	45.7
2026-03-01 22:00:00	61.8	47.2
2026-03-01 22:15:00	61.3	44.2
2026-03-01 22:30:00	61.3	44.1
2026-03-01 22:45:00	60.5	44.3
2026-03-01 23:00:00	60.6	46.5
2026-03-01 23:15:00	59.1	46.7
2026-03-01 23:30:00	60.4	47.5
2026-03-01 23:45:00	61.8	45.5
2026-03-02 00:00:00	58.9	44.6
2026-03-02 00:15:00	59.7	44.9
2026-03-02 00:30:00	57.7	45.0
2026-03-02 00:45:00	54.8	42.1
2026-03-02 01:00:00	54.6	41.8
2026-03-02 01:15:00	51.2	39.8
2026-03-02 01:30:00	52.6	41.0
2026-03-02 01:45:00	51.4	43.4
2026-03-02 02:00:00	52.8	43.2
2026-03-02 02:15:00	53.8	44.5
2026-03-02 02:30:00	53.5	44.0
2026-03-02 02:45:00	51.8	42.2
2026-03-02 03:00:00	50.5	40.4
2026-03-02 03:15:00	49.8	41.6
2026-03-02 03:30:00	48.1	39.2
2026-03-02 03:45:00	53.5	40.6
2026-03-02 04:00:00	56.5	45.6
2026-03-02 04:15:00	56.9	46.1
2026-03-02 04:30:00	58.2	45.9
2026-03-02 04:45:00	71.3	59.6
2026-03-02 05:00:00	61.0	51.8
2026-03-02 05:15:00	61.1	53.8
2026-03-02 05:30:00	61.3	55.9

2026-03-02 05:45:00	62.2	55.3
2026-03-02 06:00:00	61.8	51.4
2026-03-02 06:15:00	63.7	56.0
2026-03-02 06:30:00	64.0	58.1
2026-03-02 06:45:00	65.0	58.0
2026-03-02 07:00:00	68.0	55.7
2026-03-02 07:15:00	63.1	55.5
2026-03-02 07:30:00	62.6	56.6
2026-03-02 07:45:00	62.7	55.2
2026-03-02 08:00:00	63.3	56.6
2026-03-02 08:15:00	63.4	56.8
2026-03-02 08:30:00	60.7	53.6
2026-03-02 08:45:00	61.1	53.5
2026-03-02 09:00:00	62.8	53.6
2026-03-02 09:15:00	63.0	56.2

MP2

Start	L _{Aeq} (dB)	L _{A90} (dB)
2026-02-27 10:00:00	62.3	57.5
2026-02-27 10:15:00	62.1	56.7
2026-02-27 10:30:00	55.4	50.4
2026-02-27 10:45:00	51.6	49.6
2026-02-27 11:00:00	56.6	51.5
2026-02-27 11:15:00	55.5	51.4
2026-02-27 11:30:00	56.1	51.4
2026-02-27 11:45:00	55.9	50.5
2026-02-27 12:00:00	54.8	49.0
2026-02-27 12:15:00	52.3	50.3
2026-02-27 12:30:00	57.8	50.7
2026-02-27 12:45:00	56.5	52.8
2026-02-27 13:00:00	53.5	51.1
2026-02-27 13:15:00	56.0	51.1
2026-02-27 13:30:00	56.9	49.9
2026-02-27 13:45:00	57.9	51.9
2026-02-27 14:00:00	56.8	50.4
2026-02-27 14:15:00	56.9	53.6
2026-02-27 14:30:00	55.4	51.5
2026-02-27 14:45:00	51.7	48.1
2026-02-27 15:00:00	51.0	46.9
2026-02-27 15:15:00	50.6	47.3
2026-02-27 15:30:00	51.9	47.6
2026-02-27 15:45:00	59.3	46.5
2026-02-27 16:00:00	55.0	49.5
2026-02-27 16:15:00	54.7	45.5
2026-02-27 16:30:00	50.6	43.7

2026-02-27 16:45:00	49.5	44.5
2026-02-27 17:00:00	64.7	54.2
2026-02-27 17:15:00	62.0	49.2
2026-02-27 17:30:00	52.0	47.1
2026-02-27 17:45:00	53.2	48.0
2026-02-27 18:00:00	61.2	49.8
2026-02-27 18:15:00	56.1	51.6
2026-02-27 18:30:00	55.8	50.7
2026-02-27 18:45:00	56.2	50.8
2026-02-27 19:00:00	57.0	51.8
2026-02-27 19:15:00	55.6	49.6
2026-02-27 19:30:00	55.6	49.4
2026-02-27 19:45:00	53.7	47.5
2026-02-27 20:00:00	48.6	45.3
2026-02-27 20:15:00	48.4	45.2
2026-02-27 20:30:00	48.8	45.2
2026-02-27 20:45:00	54.3	47.0
2026-02-27 21:00:00	56.1	46.9
2026-02-27 21:15:00	56.8	47.9
2026-02-27 21:30:00	56.5	52.5
2026-02-27 21:45:00	58.0	51.6
2026-02-27 22:00:00	54.3	44.6
2026-02-27 22:15:00	47.9	44.4
2026-02-27 22:30:00	46.6	44.8
2026-02-27 22:45:00	53.2	43.4
2026-02-27 23:00:00	52.0	42.6
2026-02-27 23:15:00	53.7	42.6
2026-02-27 23:30:00	53.7	44.0
2026-02-27 23:45:00	52.8	44.5
2026-02-28 00:00:00	54.5	44.2
2026-02-28 00:15:00	52.7	43.4
2026-02-28 00:30:00	49.2	39.5
2026-02-28 00:45:00	43.3	38.5
2026-02-28 01:00:00	41.9	36.4
2026-02-28 01:15:00	40.5	35.8
2026-02-28 01:30:00	44.8	36.9
2026-02-28 01:45:00	41.5	35.3
2026-02-28 02:00:00	39.1	35.5
2026-02-28 02:15:00	41.5	35.4
2026-02-28 02:30:00	39.5	35.4
2026-02-28 02:45:00	41.0	35.6
2026-02-28 03:00:00	38.5	35.3
2026-02-28 03:15:00	42.1	38.1
2026-02-28 03:30:00	43.4	42.4
2026-02-28 03:45:00	42.7	39.4
2026-02-28 04:00:00	43.2	39.8

2026-02-28 04:15:00	42.2	40.2
2026-02-28 04:30:00	47.4	41.7
2026-02-28 04:45:00	44.3	40.4
2026-02-28 05:00:00	45.5	39.5
2026-02-28 05:15:00	46.4	40.0
2026-02-28 05:30:00	48.9	42.8
2026-02-28 05:45:00	49.9	42.9
2026-02-28 06:00:00	55.3	46.2
2026-02-28 06:15:00	52.8	48.5
2026-02-28 06:30:00	57.3	49.4
2026-02-28 06:45:00	49.8	44.6
2026-02-28 07:00:00	50.5	45.6
2026-02-28 07:15:00	52.8	48.9
2026-02-28 07:30:00	56.0	50.5
2026-02-28 07:45:00	59.0	55.1
2026-02-28 08:00:00	54.4	51.2
2026-02-28 08:15:00	55.6	51.5
2026-02-28 08:30:00	53.6	49.9
2026-02-28 08:45:00	56.9	48.4
2026-02-28 09:00:00	59.1	49.8
2026-02-28 09:15:00	49.4	45.7
2026-02-28 09:30:00	51.0	48.9
2026-02-28 09:45:00	50.3	47.0
2026-02-28 10:00:00	49.9	47.4
2026-02-28 10:15:00	52.7	47.8
2026-02-28 10:30:00	52.0	47.7
2026-02-28 10:45:00	52.0	47.1
2026-02-28 11:00:00	49.2	46.3
2026-02-28 11:15:00	48.0	45.6
2026-02-28 11:30:00	48.5	46.4
2026-02-28 11:45:00	47.6	45.0
2026-02-28 12:00:00	45.5	41.8
2026-02-28 12:15:00	44.1	41.0
2026-02-28 12:30:00	44.4	41.7
2026-02-28 12:45:00	45.2	41.8
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2026-02-28 13:30:00	46.2	42.2
2026-02-28 13:45:00	46.8	42.0
2026-02-28 14:00:00	47.5	43.0
2026-02-28 14:15:00	46.4	44.9
2026-02-28 14:30:00	49.9	43.8
2026-02-28 14:45:00	45.3	43.7
2026-02-28 15:00:00	46.3	44.4
2026-02-28 15:15:00	48.5	44.4
2026-02-28 15:30:00	49.3	43.9

2026-02-28 15:45:00	54.9	46.5
2026-02-28 16:00:00	51.8	46.1
2026-02-28 16:15:00	57.2	47.0
2026-02-28 16:30:00	58.2	47.3
2026-02-28 16:45:00	54.9	51.2
2026-02-28 17:00:00	56.8	53.5
2026-02-28 17:15:00	56.2	49.2
2026-02-28 17:30:00	54.8	49.7
2026-02-28 17:45:00	53.4	48.7
2026-02-28 18:00:00	53.7	48.8
2026-02-28 18:15:00	53.3	49.4
2026-02-28 18:30:00	54.7	49.3
2026-02-28 18:45:00	55.8	51.5
2026-02-28 19:00:00	53.8	50.6
2026-02-28 19:15:00	52.4	48.2
2026-02-28 19:30:00	54.7	50.2
2026-02-28 19:45:00	53.2	47.7
2026-02-28 20:00:00	48.8	45.8
2026-02-28 20:15:00	49.7	45.8
2026-02-28 20:30:00	50.7	46.8
2026-02-28 20:45:00	58.6	48.2
2026-02-28 21:00:00	57.1	49.1
2026-02-28 21:15:00	53.2	47.7
2026-02-28 21:30:00	50.2	45.6
2026-02-28 21:45:00	47.1	45.2
2026-02-28 22:00:00	52.8	45.8
2026-02-28 22:15:00	60.7	49.2
2026-02-28 22:30:00	53.1	45.6
2026-02-28 22:45:00	54.0	48.6
2026-02-28 23:00:00	50.1	44.3
2026-02-28 23:15:00	54.7	50.6
2026-02-28 23:30:00	54.5	50.5
2026-02-28 23:45:00	57.5	51.0
2026-03-01 00:00:00	57.0	52.1
2026-03-01 00:15:00	56.1	50.6
2026-03-01 00:30:00	54.0	47.6
2026-03-01 00:45:00	59.7	42.1
2026-03-01 01:00:00	42.8	41.2
2026-03-01 01:15:00	43.1	41.3
2026-03-01 01:30:00	42.7	41.4
2026-03-01 01:45:00	41.7	40.2
2026-03-01 02:00:00	41.0	40.2
2026-03-01 02:15:00	41.6	40.5
2026-03-01 02:30:00	41.4	40.0
2026-03-01 02:45:00	41.4	39.9
2026-03-01 03:00:00	41.4	39.8

2026-03-01 03:15:00	41.4	40.2
2026-03-01 03:30:00	41.2	40.3
2026-03-01 03:45:00	42.0	40.7
2026-03-01 04:00:00	42.2	40.7
2026-03-01 04:15:00	42.5	40.7
2026-03-01 04:30:00	42.1	40.6
2026-03-01 04:45:00	46.3	40.8
2026-03-01 05:00:00	45.6	41.3
2026-03-01 05:15:00	44.3	41.4
2026-03-01 05:30:00	44.4	41.6
2026-03-01 05:45:00	44.4	42.2
2026-03-01 06:00:00	44.9	42.8
2026-03-01 06:15:00	46.0	42.7
2026-03-01 06:30:00	43.9	42.6
2026-03-01 06:45:00	45.0	43.0
2026-03-01 07:00:00	44.8	43.4
2026-03-01 07:15:00	45.8	44.0
2026-03-01 07:30:00	46.8	44.8
2026-03-01 07:45:00	48.0	44.5
2026-03-01 08:00:00	50.8	45.1
2026-03-01 08:15:00	49.7	45.0
2026-03-01 08:30:00	56.0	51.1
2026-03-01 08:45:00	52.6	49.0
2026-03-01 09:00:00	51.4	47.1
2026-03-01 09:15:00	46.8	44.7
2026-03-01 09:30:00	49.2	47.1
2026-03-01 09:45:00	47.9	46.4
2026-03-01 10:00:00	48.9	47.2
2026-03-01 10:15:00	49.7	46.9
2026-03-01 10:30:00	48.9	46.6
2026-03-01 10:45:00	52.6	48.1
2026-03-01 11:00:00	54.2	47.8
2026-03-01 11:15:00	50.5	47.0
2026-03-01 11:30:00	52.2	47.3
2026-03-01 11:45:00	56.3	53.3
2026-03-01 12:00:00	55.7	49.2
2026-03-01 12:15:00	59.0	48.7
2026-03-01 12:30:00	54.8	49.1
2026-03-01 12:45:00	54.5	53.3
2026-03-01 13:00:00	55.7	54.1
2026-03-01 13:15:00	55.0	53.5
2026-03-01 13:30:00	54.1	52.7
2026-03-01 13:45:00	53.5	48.1
2026-03-01 14:00:00	49.0	46.2
2026-03-01 14:15:00	51.0	47.0
2026-03-01 14:30:00	48.9	46.5

2026-03-01 14:45:00	46.2	45.0
2026-03-01 15:00:00	47.7	45.9
2026-03-01 15:15:00	47.4	45.6
2026-03-01 15:30:00	49.2	45.3
2026-03-01 15:45:00	46.6	45.1
2026-03-01 16:00:00	47.2	45.6
2026-03-01 16:15:00	45.9	44.6
2026-03-01 16:30:00	46.7	45.0
2026-03-01 16:45:00	56.7	46.6
2026-03-01 17:00:00	56.1	46.0
2026-03-01 17:15:00	53.7	45.6
2026-03-01 17:30:00	54.9	47.1
2026-03-01 17:45:00	51.1	49.9
2026-03-01 18:00:00	52.0	45.0
2026-03-01 18:15:00	53.9	45.4
2026-03-01 18:30:00	53.3	46.3
2026-03-01 18:45:00	55.4	52.0
2026-03-01 19:00:00	61.4	48.8
2026-03-01 19:15:00	62.2	48.5
2026-03-01 19:30:00	54.2	45.5
2026-03-01 19:45:00	51.8	46.2
2026-03-01 20:00:00	45.8	43.9
2026-03-01 20:15:00	44.9	43.3
2026-03-01 20:30:00	54.4	43.8
2026-03-01 20:45:00	49.1	44.1
2026-03-01 21:00:00	52.6	44.0
2026-03-01 21:15:00	46.4	43.5
2026-03-01 21:30:00	45.0	42.6
2026-03-01 21:45:00	50.3	43.2
2026-03-01 22:00:00	48.5	43.7
2026-03-01 22:15:00	45.6	43.2
2026-03-01 22:30:00	45.8	42.9
2026-03-01 22:45:00	51.1	43.9
2026-03-01 23:00:00	54.6	46.1
2026-03-01 23:15:00	54.6	46.8
2026-03-01 23:30:00	51.6	45.0
2026-03-01 23:45:00	53.1	43.8
2026-03-02 00:00:00	51.1	42.9
2026-03-02 00:15:00	51.4	42.5
2026-03-02 00:30:00	51.3	44.9
2026-03-02 00:45:00	51.2	43.3
2026-03-02 01:00:00	47.4	41.3
2026-03-02 01:15:00	45.3	40.4
2026-03-02 01:30:00	51.1	41.7
2026-03-02 01:45:00	53.1	44.4
2026-03-02 02:00:00	50.8	44.6

2026-03-02 02:15:00	49.5	44.8
2026-03-02 02:30:00	51.2	43.9
2026-03-02 02:45:00	48.7	42.6
2026-03-02 03:00:00	47.8	41.0
2026-03-02 03:15:00	48.0	41.5
2026-03-02 03:30:00	44.4	39.8
2026-03-02 03:45:00	47.5	41.1
2026-03-02 04:00:00	53.8	41.8
2026-03-02 04:15:00	49.6	42.4
2026-03-02 04:30:00	49.5	42.2
2026-03-02 04:45:00	46.8	44.2
2026-03-02 05:00:00	51.6	43.7
2026-03-02 05:15:00	51.3	46.5
2026-03-02 05:30:00	52.3	46.8
2026-03-02 05:45:00	55.9	51.9
2026-03-02 06:00:00	56.7	51.7
2026-03-02 06:15:00	58.0	48.7
2026-03-02 06:30:00	59.5	57.0
2026-03-02 06:45:00	61.8	56.9
2026-03-02 07:00:00	59.1	55.7
2026-03-02 07:15:00	58.5	57.2
2026-03-02 07:30:00	59.0	57.3
2026-03-02 07:45:00	69.3	57.4
2026-03-02 08:00:00	60.0	55.3
2026-03-02 08:15:00	57.8	54.4
2026-03-02 08:30:00	55.9	50.5
2026-03-02 08:45:00	52.9	49.4
2026-03-02 09:00:00	57.6	48.4
2026-03-02 09:15:00	56.5	50.4