Appendix 13.1

Baseline Noise Measurements, 2008

Location 1: Easter Highfield

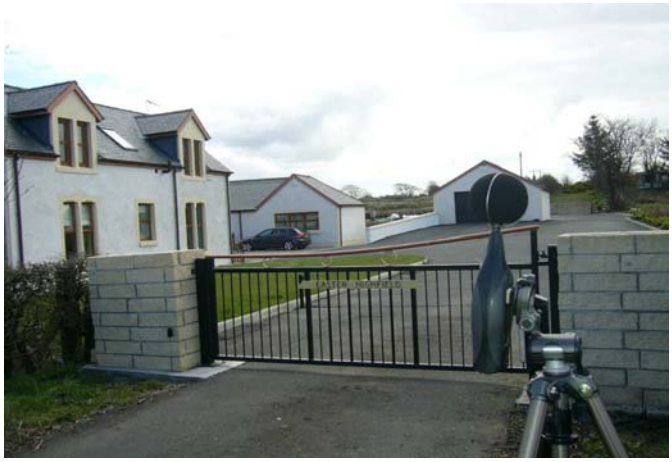
The measurement location was 3.5m from the western facing property gates, which in turn was approximately 75m east of the A737. The sound level meter was located 1.2m above the ground in free field conditions. The monitoring equipment was calibrated both before and after the measurement period using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no significant shift in the observed calibration level.

At the time of measurement, the dominant noise at this location was road traffic noise arising from the A737. Also present was noise associated with intermittent dog barking and occasional birdsong, throughout the measurement procedure.

Table 1 Measured noise levels at the Easter Highfield location

Time 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	
Weekday Day	09/04/08	11:49	00:30	58.7	40.9	63.2	Λ3.1 Ave.1.7 S.W	Dry, sunny spells	Continuous road traffic on A737, 1 plane pass, intermittent dog barking
Weekday Evening	25/03/08	19:26	00:30	59.4	40.1	63.8	0	Overcast, dry	Continuous road traffic on A737, 2 plane passes, intermittent dog barking

Photograph 1 Easter Highfield measurement location



Location 2: Pasturehill Cottage

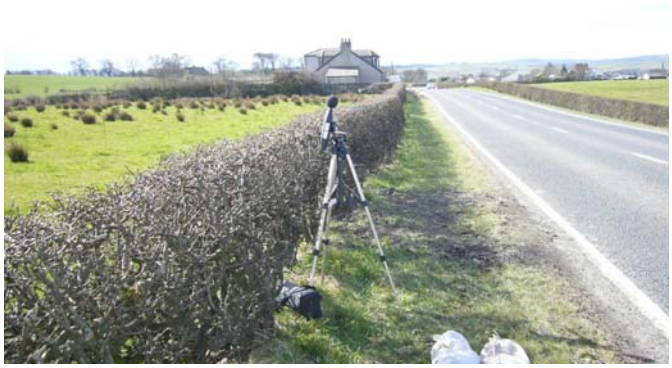
The measurement location was approximately 75m north east of the property boundary approximately 2m back from the near carriageway of the A737. This measurement position was at the request of the tenants of Pasturehill Cottage so as not to disturb the dogs within the dog kennels situated within the property grounds. The sound level meter was located 1.2m above the ground in free field conditions. 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 significant shift in the observed calibration level.

At the time of measurement, the dominant noise at this location was road traffic noise arising from the A737. Also present was occasional birdsong and intermittent dogs barking.

Table 2 Measured noise levels at the Pasturehill Cottage location

Time 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	
Weekday Day	09/04/08	11:45	00:30	77.0	42.7	82.4	Λ3.4 Ave.1.7 S.W	Dry, Sunny	Road traffic noise from A737, intermittent dog barking during lulls in traffic
Weekday Evening	09/04/08	17:17	00:30	80.6	53.7	85.5	Λ2.8 Ave.1.5 S.W	Dry, Sunny	Road traffic noise from A737, intermittent dog barking during lulls in traffic

Photograph 2 Pasturehill Cottage measurement location



Location 3: Greenacre

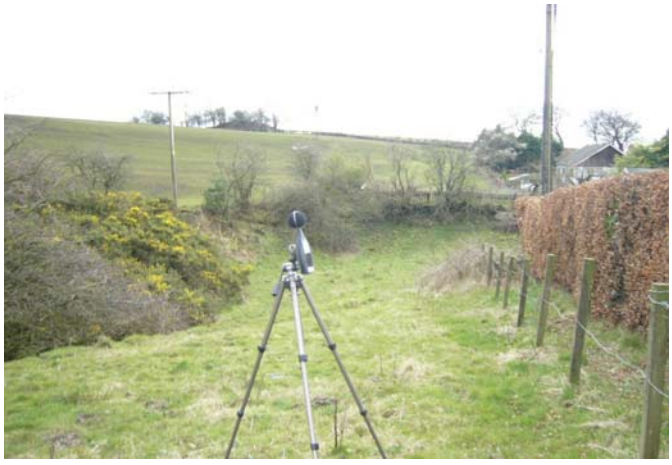
The measurement location was 3.5m from the eastern facing garden boundary fence, which in turn was approximately 7m from the eastern façade of the property. The sound level meter was located 1.2m above the ground in free field conditions. The monitoring equipment was calibrated both before and after 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 significant shift in the observed calibration level.

At the time of measurement, the dominant noise at this location was road traffic noise arising from the A737 situated, at its nearest point, approximately 55m to the west of the measurement location. Also present was occasional birdsong.

Table 3 Measured noise levels at the Greenacre location

Time 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	
Weekday Day	25/03/08	14:26	00:30	48.3	37.8	51.9	Ave. 2.2 Λ 3.4 N	Dry, overcast	Birdsong, occasional car pass-bys on access road.
Weekday Evening	25/03/08	18:13	00:30	50.1	39.6	51.9	0	Dry, sunny spells	1 Helicopter pass and a distant intermittent electric saw.

Photograph 3 Greenacre measurement location



Location 4: Suilven

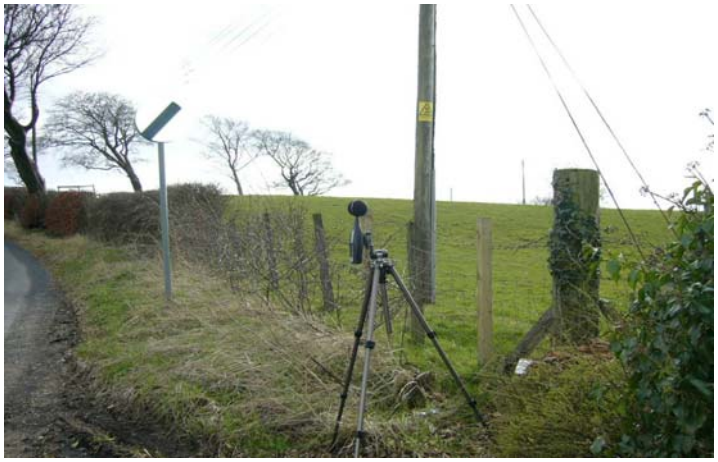
The measurement location was 1m from the access road to the A737, which in turn was approximately 7m from the south eastern corner of the property. The sound level meter was located 1.2m above the ground in free field conditions. The monitoring equipment was calibrated both before and after the measurement period using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no significant shift in the observed calibration level.

At the time of measurement, the dominant noise at this location was road traffic noise arising from the A737 situated, at its nearest point, approximately 65 meters to the west of Suilven, across open land. Also present, throughout both measurement procedures was birdsong and regular vehicle pass-bys, on the access road to the A737. During the evening measurement period noise associated with a group of lambs bleating was also present.

Table 4 Measured noise levels at the Suilven location

Time 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	
Weekday Day	25/03/08	15:36	00:30	60.8	46.2	59.3	Ave. 2.0 Λ 3.3 N	Dry, overcast	2 planes, 2 lorries, 2 buses, 9 vans, 9 cars on access road and intermittent hammering
Weekday Evening	09/04/08	17:16	00:30	61.0	48.1	60.8	Ave. 0.3 Λ 1.2 S.W.	Dry, sunny	2 planes, 7 distant planes, regular flow of local traffic on access road to A737

Photograph 4 Suilven measurement location



Location 5: Highfield Farm

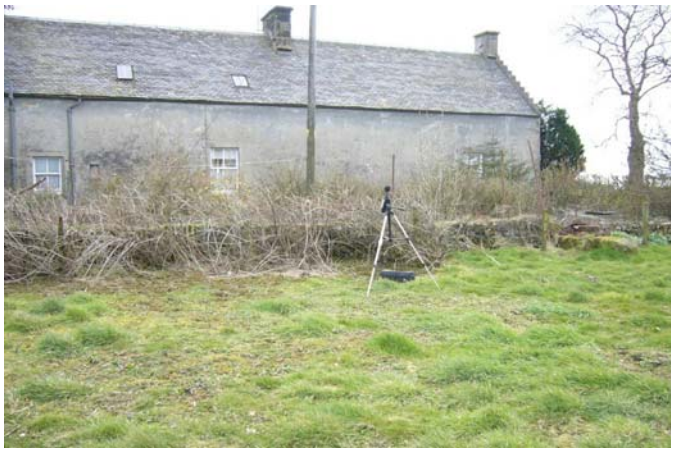
The measurement location was 2m from the northwest facing garden boundary wall, which in turn was approximately 7.5m from the north western façade of the property. The sound level meter was located 1.2m above the ground in free field conditions. The monitoring equipment was calibrated both before and 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 significant shift in the observed calibration level.

At the time of measurement, the dominant noise at this location was road traffic noise arising from the A737 situated, at its nearest point, approximately 215m to the west of Highfield Farm. There was also birdsong present throughout the measurement procedure.

Table 5 Measured noise levels at the Highfield Farm location

Time 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	
Weekday Day	25/03/08	13:14	00:30	51.1	45.9	53.6	Λ 4.7 Ave. 2.5 N	Dry, overcast	1 tractor on A737, 1 distant passenger train, 2 plane pass-overs
Weekday Evening	09/04/08	16:32	00:30	50.2	45.0	52.8	Λ 3.4 Ave. 2.1 SW	Dry, overcast	1 tractor with trailer on A737, 1 distant freight train, 1 distant passenger train, 3 plane pass-overs

Photograph 5 Highfield Farm measurement location



Location 6: Highfield Cottage

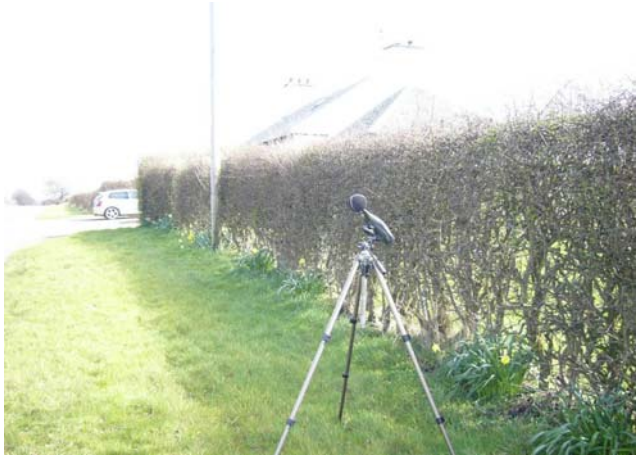
The measurement location was 3.5m from the north western facing garden boundary hedge, which in turn was approximately 9m from the north western façade of the property. The sound level meter was located 1.2m above the ground in free field conditions. The monitoring equipment was calibrated both before 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 significant shift in the observed calibration level.

At the time of measurement, the dominant noise at this location was birdsong. Also present was distant road traffic noise arising from the A737 situated 340m at its nearest point.

Table 6 Measured noise levels at the Highfield Cottage location

Time 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	
Weekday Day	09/04/08	12:48	00:30	54.3	38.5	49.3	Λ3.3 Ave.1.5 S.W	Dry, sunny spells	2 local car passes, 1 lorry pass , 1 plane pass
Weekday Evening	09/04/08	16:29	00:30	56.9	41.3	53.8	Λ3.1 Ave.1.2 S.W	Dry, sunny spells	5 local car passes, 2 plane passes

Photograph 6 Highfield Cottage measurement location



Location 7: Carsehead /Jimmary Lodge

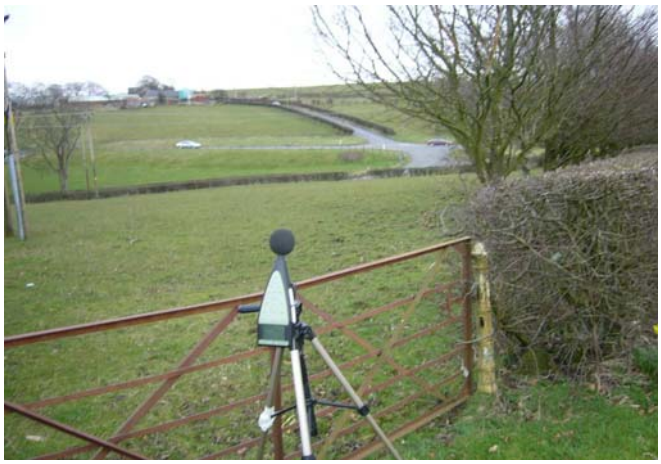
The measurement location was approximately 40m south-east from the nearest facade of Jimmary Lodge. However this measurement location was considered to be representative of the noise climate at the Jimmary Lodge property. The sound level meter was located 1.2m above the ground in free field conditions. 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 significant shift in the observed calibration level.

At the time of measurement, the dominant noise at this location was road traffic noise arising from the A737 situated, at its nearest point, approximately 120 meters to the south east of the measurement location. Also present was occasional birdsong.

Table 7 Measured noise levels at the Jimmary Lodge location

Time 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	
Weekday Day	09/04/08	15:11	00:30	52.2	44.7	52.7	Λ2.1 Ave.1.0 S.W.	Dry, sunny spells	3 car passes, 2 distant freight trains, 1 distant passenger train, 1 helicopter pass, 4 plane passes
Weekday Evening	25/03/08	17:22	00:30	51.8	44.9	54.1	0	Overcast, dry	5 car passes, 2 distant passenger trains, 3 plane passes and intermittent dog barking

Photograph 7 Jimmary Lodge measurement location



Location 8: Glenfield

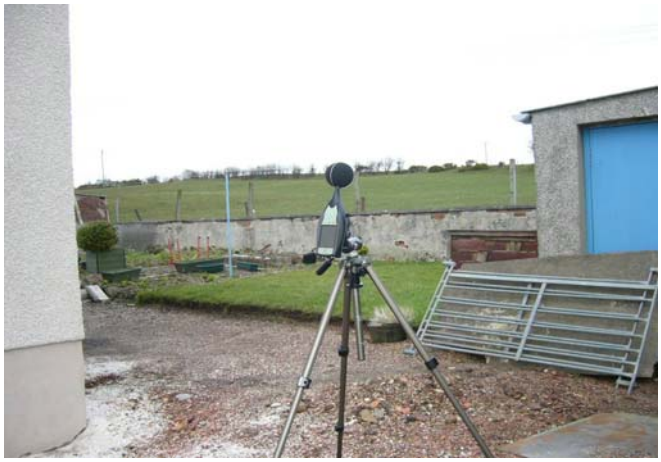
The measurement location was 3.5m from the southern façade of the property, which in turn was approximately 25m from the A737, to the west. The sound level meter was located 1.2m above the ground in free field conditions. The monitoring equipment was calibrated both before and after the measurement period using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no significant shift in the observed calibration level.

At the time of measurement, the dominant noise at this location was steady road traffic noise arising from the A737. Also present was occasional birdsong and low level noise of water dripping from an outside tap.

Table 8 Measured noise levels at the Glenfield location

Time 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	
Weekday Day	09/04/08	14:32	00:30	61.9	49.0	65.7	Λ2.1 Ave.1.0 SW	Dry, sunny spells	3 overhead planes, occasional local sawing and hammering (distant).
Weekday Evening	25/03/08	16:39	00:30	62.7	50.9	66.1	0	Overcast, dry	1 freight train, 1 passenger train and 1 overhead plane.

Photograph 8 Glenfield measurement location



Location 9: 8 Blair Road

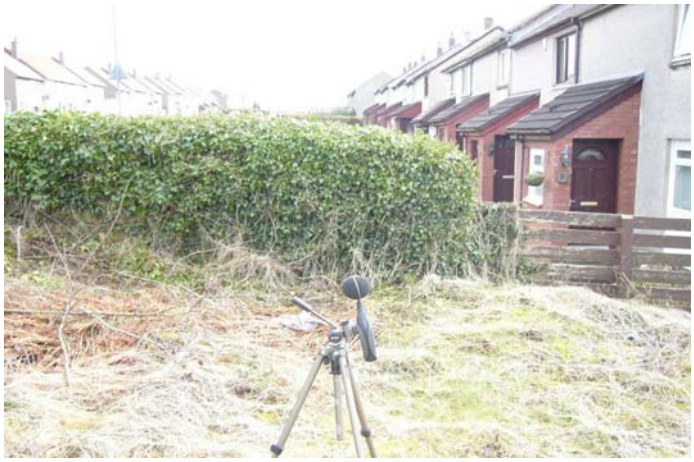
The measurement location was 3.5m from the eastern facing garden boundary fence, which in turn was approximately 7m from the eastern façade of the property. The sound level meter was located 1.2m above the ground in free field conditions. The monitoring equipment was calibrated both before and after 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 significant shift in the observed calibration level.

At the time of measurement, the dominant noise at this location was steady road traffic noise from Blair Road. Also present was rail noise, people talking near meter, a church bell, a dog barking and occasional birdsong.

Table 9 Measured noise levels at the 8 Blair Road location

Time 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	
Weekday Day	27/05/08	11:44	00:30	51.6	41.5	54.9	Λ3.8 Ave 3.0 W	Overcast with Light rain	4 planes, 5 passenger trains, 6 buses, 4 vans, 1 HGV, 1 moped, 1 tractor.
Weekday Evening	27/05/08	16:54	00:30	52.7	43.3	56.7	Λ2.8 Ave. 0.8 W	Sunny, dry	1 plane, 4 passenger trains, 4 buses , 3 vans, 1 moped, church bell and people talking near meter.

Photograph 9 8 Blair Road measurement location



Location 10: 42 Blair Road

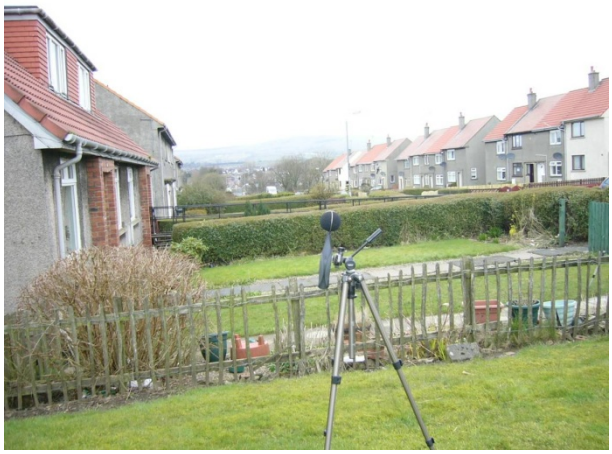
The measurement location was 3.5m from the eastern facing garden boundary fence, which in turn was approximately 7m from the eastern façade of the property. The sound level meter was located 1.2m above the ground in free field conditions. The monitoring equipment was calibrated both before and after 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 significant shift in the observed calibration level.

At the time of measurement, the dominant noise at this location was road traffic noise arising from Blair Road. Also present was occasional birdsong.

Table 10 Measured noise levels at the 42 Blair Road location

Time 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	
Weekday Day	27/05/08	12:24	00:30	53.6	40.6	57.8	Λ3.1 Ave 2.5 W	Overcast, light rain	2 planes, 4 passenger trains , 4 buses and local car passes
Weekday Evening	27/05/08	17:32	00:30	54.7	42.6	58.3	Λ1.2 Ave 0.5 W	Sunny, dry	3 planes, 5 passenger trains, 5 buses and local traffic

Photograph 10 42 Blair Road measurement location



Location 11: 78 Blair Road

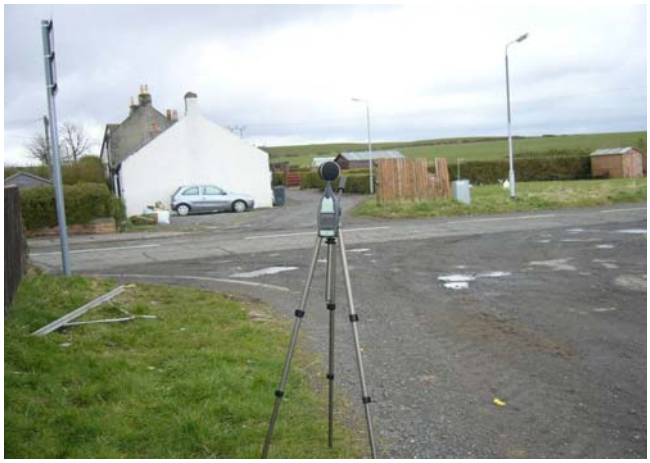
The measurement location was 3.5m from the eastern facing garden boundary fence, which in turn was approximately 9m from the eastern façade of the property. The sound level meter was located 1.2m above the ground in free field conditions. The monitoring equipment was calibrated both before and after 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 significant shift in the observed calibration level.

At the time of measurement, the dominant noise at this location was birdsong, occasional noise events associated with cattle. Also present was occasional car passes on Blair Road and distant train movements.

Table 11 Measured noise levels at the 78 Blair Road location

Time 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	
Weekday Day	27/05/08	13:02	00:30	55.6	37.8	55.4	Λ2.8 Ave 1.5 W	Overcast, light rain	Occasional car passes, 3 distant passenger trains
Weekday Evening	27/05/08	18:10	00:30	52.3	39.6	53.1	Λ2.2 Ave 0.8 W	Sunny, dry	Local car passes, 4 distant passenger trains

Photograph 11 78 Blair Road measurement location



Location 12: 40 Kerse Avenue

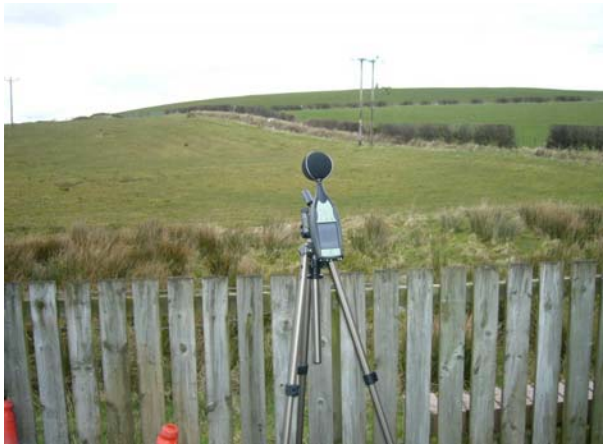
The measurement location was 3.5m from the north facing garden boundary fence, which in turn was approximately 3.5m from the northern façade of the property. The sound level meter was located 1.2m above the ground in free field conditions. The monitoring equipment was calibrated both before and after 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 significant shift in the observed calibration level.

At the time of measurement, the dominant noise at this location was occasional car pass-bys. Also present was birdsong and noise events associated with local cattle.

Table 12 Measured noise levels at the 40 Kerse Avenue location

Time 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	
Weekday Day	27/05/08	13:48	00:30	44.2	38.0	45.0	Λ1.4 Ave 0.5 SW	Dry, overcast	3 car passes, cattle
Weekday Evening	27/05/08	18:49	00:30	41.5	34.7	42.6	Λ1.6 Ave 0.4 SW	Dry, overcast	2 car passes, cattle

Photograph 12 40 Kerse Avenue measurement location



Location 13: 71 Baidland Road

The measurement location was 3.5m from the western facing garden boundary fence, which in turn was approximately 8m from the western façade of the property. The sound level meter was located 1.2m above the ground in free field conditions. 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 significant shift in the observed calibration level.

At the time of measurement, the dominant noise at this location was birdsong. Also present was occasional local car pass-bys and noise events associated with local cattle.

Table 13 Measured noise levels at the 71 Baidland Road location

Time 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	
Weekday Day	27/05/08	14:31	00:30	51.4	37.4	47.4	Λ2.2 Ave 1.5 SW	Dry, overcast	4 local passes, 2 distant passenger trains, 1 distant plane
Weekday Evening	27/05/08	19:26	00:30	47.6	39.0	48.8	Λ1.4 Ave 0.4 SW	Dry, overcast	5 local passes, 2 distant passenger trains

Photograph 13 71 Baidland Road measurement location

Location 14: Stoopshill Farm

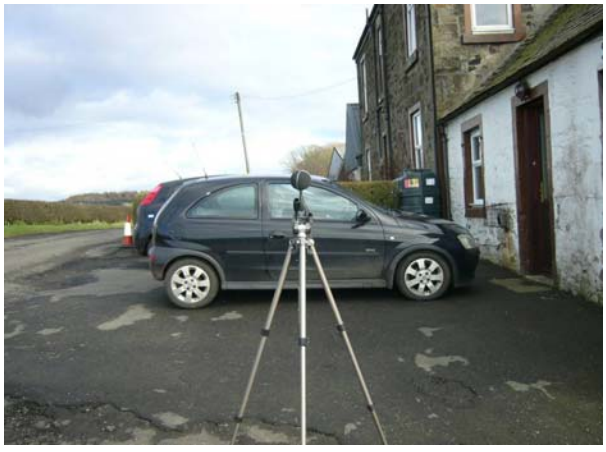
The measurement location was 3.5m from the northern façade of the farm shop which is approximately 500m from the A737, at its nearest point. The sound level meter was located 1.2m above the ground in free field conditions. The monitoring equipment was calibrated both before and after the measurement period using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no significant shift in the observed calibration level.

At the time of measurement, the dominant noise at this location was birdsong and noise associated with cattle from an adjoining field to the south west of the measurement position. Also present was occasional car passes on Blair Road.

Table 14 Measured noise levels at the Stoopshill Farm location

Time 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	
Weekday Day	27/05/08	16:02	00:30	59.2	40.2	56.7	Λ2.8 Ave.1.5 S.W	Dry, bright	5 car passes, 1 plane pass, noise from cattle
Weekday Evening	09/04/08	19:07	00:30	57.3	43.3	52.2	0	Dry, sunny spells	9 car passes, 1 plane pass, noise from cattle

Photograph 14 Stoopshill Farm measurement location



Location 15: North Lodge (Blair Estate)

The measurement location was 3.5m from the south western façade of the property. The sound level meter was located 1.2m above the ground in free field conditions. 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 significant shift in the observed calibration level.

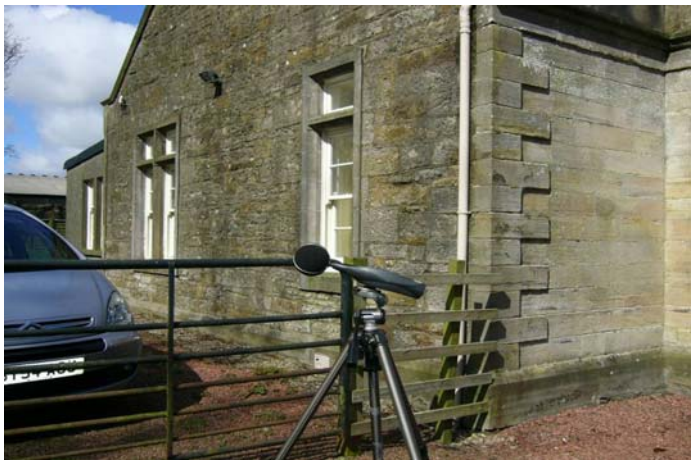
At the time of measurement, the dominant noise at this location was local road traffic noise from Blair Road. Also present was continuous birdsong and noise associated with local cattle.

Evening time measurements were unable to be taken at this location, due to access restrictions.

Table 15 Measured noise levels at the North Lodge (Blair Estate) location

Time 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	
Weekday Day	15/04/08	13:05	00:30	46.0	31.9	50.1	0	Dry, sunny	5 distant planes, 3 distant passenger trains
Weekday Evening	-	-	-	-	-	-	-	-	-

Photograph 15 North Lodge (Blair Estate) measurement location



Location 16: The Main House (Blair Estate)

The measurement location was approximately 25m from the south western façade of the property, on the lawn. The sound level meter was located 1.2m above the ground in free field conditions. 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 significant shift in the observed calibration level.

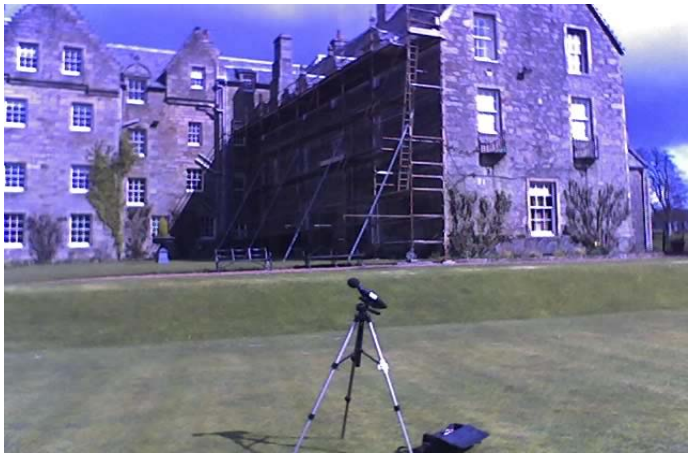
At the time of measurement, the dominant noise at this location was that associated with cockerels crowing at regular intervals. Also present was occasional noise associated with other fauna; predominantly geese and ducks, and 2 cars approaching the Main House.

Evening time measurements were unable to be taken at this location, due to access restrictions.

Table 16 Measured noise levels at the Main House (Blair Estate) location

Time 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	
Weekday Day	15/04/08	12:17	00:30	46.0	39.4	49.2	0	Dry, sunny	7 distant planes, 3 distant passenger trains, 1 distant freight train
Weekday Evening	-	-	-	-	-	-	-	-	-

Photograph 16 The Main House (Blair Estate) measurement location



Location 17: The Carriage House (Blair Estate)

The measurement location was 7m from the south western façade of the property, on the lawn. The sound level meter was located 1.2m above the ground in free field conditions. 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 significant shift in the observed calibration level.

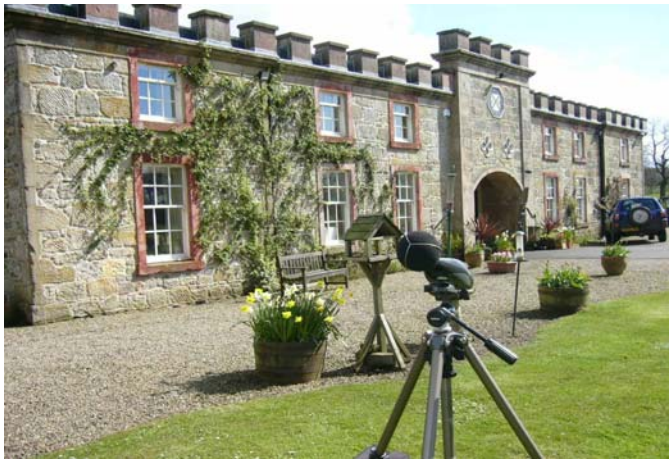
At the time of measurement, the dominant noise at this location was that associated with cockerels crowing at regular intervals. Also present was occasional noise associated with other fauna; geese, ducks, a woodpecker and 1 local car pass.

Evening time measurements were unable to be taken at this location, due to access restrictions.

Table 17 Measured noise levels at The Carriage House (Blair Estate) location

Time 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	
Weekday Day	15/04/08	12:17	00:30	52.8	39.3	52.8	0	Dry, sunny	7 distant planes, 3 distant passenger trains, 1 distant freight train
Weekday Evening	-	-	-	-	-	-	-	-	-

Photograph 17 The Carriage Hosue (Blair Estate) measurement location



Location 18: Hillend Farm

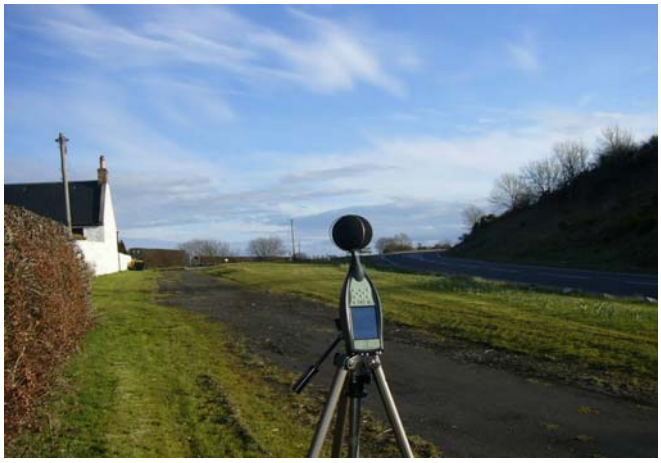
The measurement location was 3.5m from the western facing garden boundary, which in turn was approximately 8m from the near carriageway of the A737. The sound level meter was located 1.2m above the ground in free field conditions. The monitoring equipment was calibrated both before and after the measurement period using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no significant shift in the observed calibration level.

At the time of measurement, the dominant noise at this location was continuous road traffic noise from the A737. Also present was occasional birdsong.

Table 18 Measured noise levels at Hillend Farm location

Time 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	
Weekday Day	09/04/08	13:43	00:30	68.3	51.3	73.1	0	Dry, sunny	Continuous stream of road traffic on A737
Weekday Evening	09/04/08	18:22	00:30	67.5	50.8	72.6	0	Dry, sunny	Continuous stream of road traffic on A737

Photograph 18 Hillend Farm measurement location



Location 19: Open Land Adjacent to Greenacre

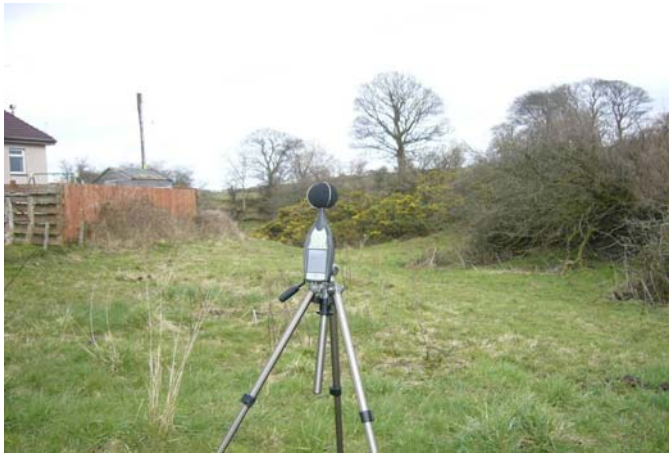
The measurement location was 3.5m from the western boundary fence, which in turn was approximately 4m from the access road to the A737. The sound level meter was located 1.2m above the ground in free field conditions. The monitoring equipment was calibrated both before and after the measurement period using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no significant shift in the observed calibration level.

At the time of measurement, the dominant noise at this location was road traffic noise arising from the A737 situated, at its nearest point, approximately 50 meters to the west of the measurement location. Also present throughout the measurement procedure was birdsong.

Table 19 Measured noise levels at the open land adjacent to the Greenacre location

Time 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	
Weekday Day	25/03/08	15:02	00:30	57.0	43.4	58.2	Ave. 2.0 Λ 3.4 N	Dry, overcast	1 plane & 1 passenger train (distant), 6 lorries, 3 vans, 1m/c and 6 car pass-bys on access road to A737.
Weekday Evening	25/03/08	18:46	00:30	51.6	37.1	54.9	0	Dry, overcast	1 plane, local car passes

Photograph 19 The open land adjacent to the Greenacre location



Appendix 13.2

Baseline Noise Measurements, 2012

Location 1: Easter Highfield

The daytime measurement location was 4m from the A737 at the entrance driveway to Easter Highfield Lodge. The sound level meter was located 1.2m above the ground in free field conditions.

The night time measurement location was 3.5m from the western facing property gates, which in turn was approximately 75m east of the A737. The sound level meter was located 1.2m above the ground in free field conditions.

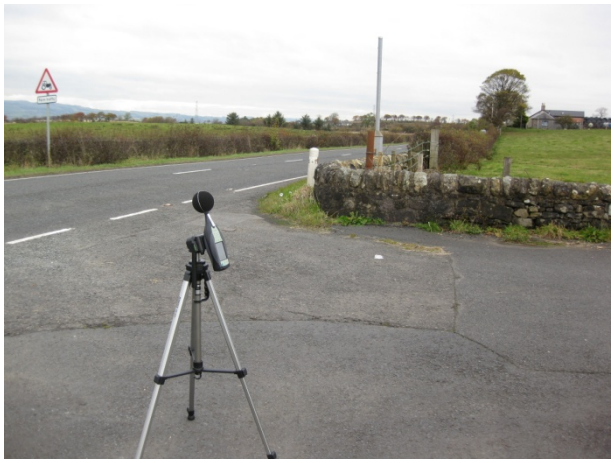
The monitoring equipment was calibrated both before and after the daytime and night time measurement periods using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no significant shift in the observed calibration level.

During the daytime and night time noise measurements, the dominant noise at this location was arising from road traffic movements along the A737.

Table 1 Measured noise levels at the Easter Highfield location

Time Period	Date	Start Time (hh:mm)	Duration (hh:mm)	Noise Level (dB)			Weather	
				$L_{Aeq,T}$	L_{A90}	L_{A10}	Wind Speed (m/s) & Direction	Conditions
Weekday Daytime	24/10/12	11:16	00:15	75.0	43.7	80.4	Ave. 2 Λ 3.5 E	Dry, overcast
		11:16	01:00 (representative)	75.0	43.7	80.4		
		11:33	00:15	75.5	45.3	81.2		
		11:49	00:15	74.3	42.7	79.6		
		12:05	00:15	74.6	45.1	80.0		
		12:21	00:15	74.2	45.1	79.5		
		11:33	01:00	74.7	44.5	80.1		
		12:37	00:15	76.4	47.0	81.7		
		12:53	00:15	75.2	45.5	80.6		
		12:37	01:00 (representative)	75.8	46.2	81.1		
Weekday Night Time	24/10/12	23:00	00:15	53.9	29.8	58.6	Ave. 1.7 Λ 2.0 E	Dry, slightly over cast
	25/10/12	02:49	00:15	45.8	21.9	46.3	Calm	
		06:28	00:15	57.3	46.4	60.8		

Photograph 1 Easter Highfield daytime measurement location



Photograph 2 Indicative of the Easter Highfield night time measurement location

Location 3: Greenacre

The measurement location was 3.5m from the eastern facing garden boundary fence, which in turn was approximately 7m from the eastern façade of the property. The sound level meter was located 1.2m above the ground in free field conditions.

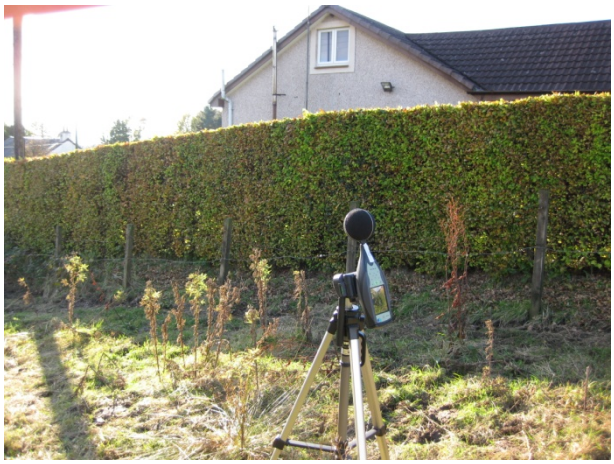
The monitoring equipment was calibrated both before and after the daytime measurement period using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no significant shift in the observed calibration level.

During the daytime noise measurements, the dominant noise at this location was arising from road traffic movements along the A737, birdsong and the rustling of leaves in the nearby trees.

Table 2 Measured noise levels at the Greenacre location

Time Period	Date	Start Time (hh:mm)	Duration (hh:mm)	Noise Level (dB)			Weather	
				$L_{Aeq,T}$	L_{A90}	L_{A10}	Wind Speed (m/s) & Direction	Conditions
Weekday Daytime	24/10/12	15:23	00:15	54.0	47.8	57.0	Ave. 1.7 Λ 2.5 E	Dry, clear

Photograph 3 Greenacre daytime measurement location



Location 4: Suilven

The measurement location was 1m from the access road to the A737, which in turn was approximately 7m from the south eastern corner of the property. The sound level meter was located 1.2m above the ground in free field conditions.

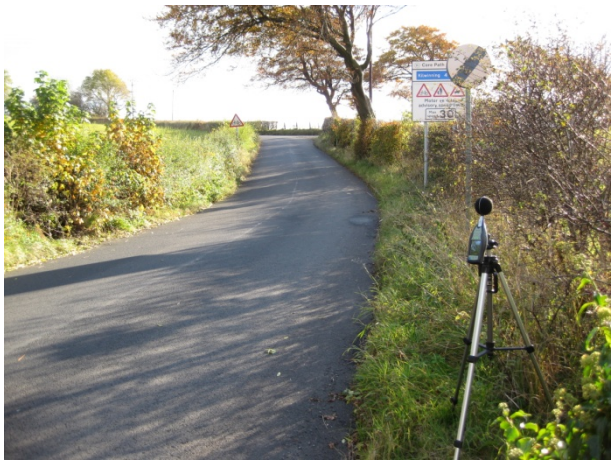
The monitoring equipment was calibrated both before and after the measurement period using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no significant shift in the observed calibration level.

During the daytime noise measurements, the dominant noise at this location was arising from road traffic movements along the A737 situated at its nearest point, approximately 65 meters to the west of Suilven. Birdsong and the rustling of leaves in the nearby trees were also noticeable during the measurement period.

Table 3 Measured noise levels at the Suilven location

Time Period	Date	Start Time (hh:mm)	Duration (hh:mm)	Noise Level (dB)			Weather	
				$L_{Aeq,T}$	L_{A90}	L_{A10}	Wind Speed (m/s) & Direction	Conditions
Weekday Daytime	24/10/12	15:04	00:15	57.7	47.4	58.4	Ave. 1.7 Λ 2.5 E	Dry, clear

Photograph 4 Suilven daytime measurement location



Location 5: Highfield Farm

The day time measurement location was 2m from the northwest facing garden boundary wall, which in turn was approximately 7.5m from the north western façade of the property. The sound level meter was located 1.2m above the ground in free field conditions.

The night time measurement location was at the driveway entrance to the Highfield Farm property on B707. The sound level meter was located 1.2m above the ground in free field conditions.

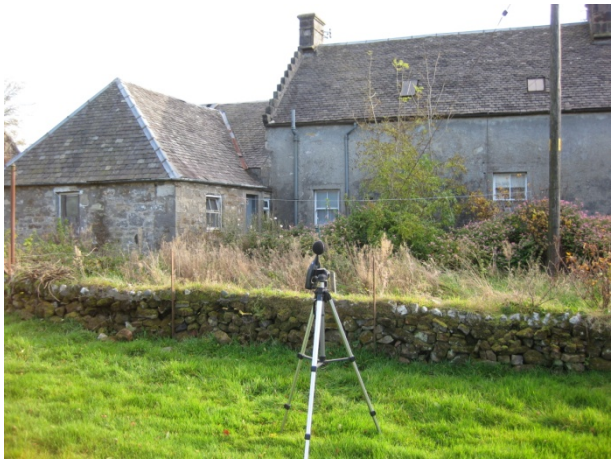
The monitoring equipment was calibrated both before and after the daytime and night time measurement periods using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no significant shift in the observed calibration level.

During the daytime and night time noise measurements, the dominant noise at this location was arising from road traffic movements along the A737. During periods of very low traffic movements on the A737 (particularly at night time), distant industrial noise was noticeable from a location north-west of the measurement location. During the daytime measurement periods, birdsong, the rustling of leaves on nearby trees and the occasional aircraft flying overhead were also noticeable.

Table 4 Measured noise levels at the Highfield Farm location

Time Period	Date	Start Time (hh:mm)	Duration (hh:mm)	Noise Level (dB)			Weather	
				$L_{Aeq,T}$	L_{A90}	L_{A10}	Wind Speed (m/s) & Direction	Conditions
Weekday Daytime	24/10/12	14:19	00:15	51.5	43.8	54.5	Ave. 2.0 Λ 3.0 E	Dry, clear
Weekday Night Time	24/10/12	23:42	00:15	43.9	31.5	48.1	Ave. 1.7 Λ 2.0 E	Dry, slightly over cast
	25/10/12	03:33	00:15	40.2	26.7	44.5	Calm	

Photograph 5 Highfield Farm daytime measurement location



Location 6: Highfield Cottage

The night time measurement location was located on the grass verge to the west of the property. The sound level meter was located 1.2m above the ground in free field conditions.

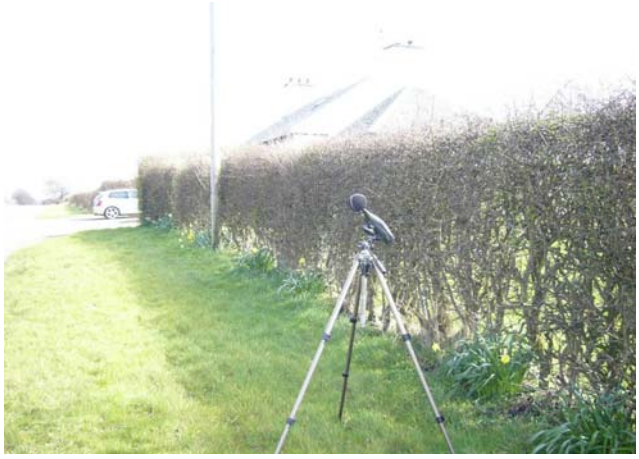
The monitoring equipment was calibrated both before and after the night time measurement periods using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no significant shift in the observed calibration level.

During the night time noise measurements, the dominant noise at this location was distant road traffic noise arising from the A737. However noise arising from very occasional traffic movements were also noticeable on nearby local roads.

Table 5 Measured noise levels at the Highfield Cottage location

Time Period	Date	Start Time (hh:mm)	Duration (hh:mm)	Noise Level (dB)			Weather	
				$L_{Aeq,T}$	L_{A90}	L_{A10}	Wind Speed (m/s) & Direction	Conditions
Weekday Night Time	24/10/12	23:24	00:15	50.1	32.1	51.7	Ave. 1.7 Λ 2.0 E	Dry, slightly over cast
	25/10/12	03:13	00:15	38.2	26.9	41.7	Calm	

Photograph 6 Indicative Highfield Cottage night time measurement location



Location 7: 1 Carsehead / Jimmary Lodge

The measurement location was 3.5m from the property boundary facing south east towards the A737. The sound level meter was located 1.2m above the ground in free field conditions.

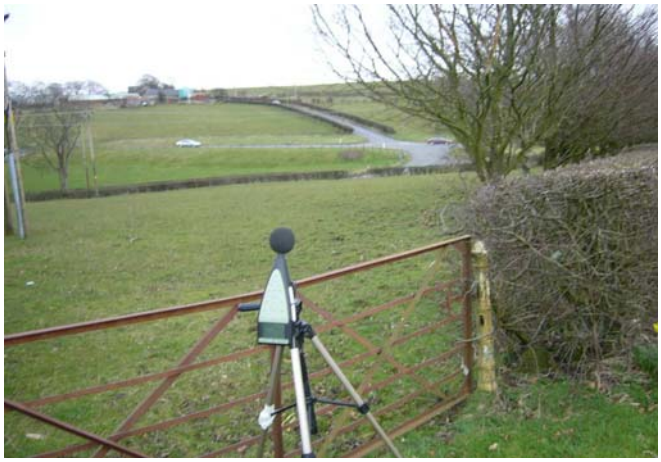
The monitoring equipment was calibrated both before and after the night time measurement periods using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no significant shift in the observed calibration level.

During the night time noise measurements, the dominant noise at this location was arising from road traffic movements along the A737. During periods of low traffic flow, industrial noise was also noticeable arising from a location to the north-west of the measurement location.

Table 6 Measured noise levels at the 1 Carsehead location

Time Period	Date	Start Time (hh:mm)	Duration (hh:mm)	Noise Level (dB)			Weather	
				$L_{Aeq,T}$	L_{A90}	L_{A10}	Wind Speed (m/s) & Direction	Conditions
Weekday Night Time	25/10/12	00:02	00:15	47.3	31.2	51.9	Ave. 1.7 Λ 2.0 E	Dry, slightly over cast
		03:56	00:15	43.0	32.8	46.5	Calm	Dry, fog

Photograph 7 Indicative of the 1 Carsehead night time measurement location



Location 9: 8 Blair Road

The measurement location was 3.5m from the eastern facing garden boundary fence, which in turn was approximately 7m from the eastern façade of the property. The sound level meter was located 1.2m above the ground in free field conditions.

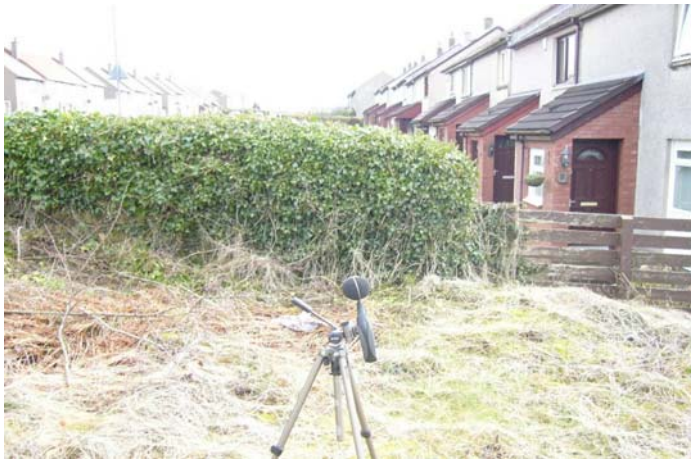
The monitoring equipment was calibrated both before and after the night time measurement periods using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no significant shift in the observed calibration level.

During the night time noise measurements, the dominant noise at this location was arising from industrial noise and occasional road and rail traffic movements.

Table 7 Measured noise levels at the 8 Blair Road location

Time Period	Date	Start Time (hh:mm)	Duration (hh:mm)	Noise Level (dB)			Weather	
				$L_{Aeq,T}$	L_{A90}	L_{A10}	Wind Speed (m/s) & Direction	Conditions
Weekday Night Time	25/10/12	01:30	00:15	36.8	34.6	38.7	Calm	Dry, slightly over cast
		05:26	00:15	45.9	38.4	47.2		

Photograph 8 Indicative of the 8 Blair Road night time measurement location



Location 10: 42 Blair Road

The daytime measurement location was 3.5m from the eastern facing garden boundary fence, which in turn was approximately 7m from the eastern façade of the property. The sound level meter was located 1.2m above the ground in free field conditions.

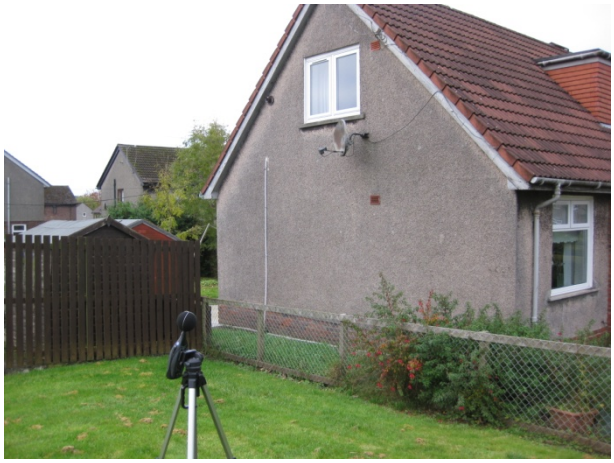
The monitoring equipment was calibrated both before and after the daytime measurement periods using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no significant shift in the observed calibration level.

During the daytime noise measurements, the dominant noise at this location was arising from local road traffic movements along nearby roads and distant road traffic along the A737.

Table 8 Measured noise levels at the 42 Blair Road location

Time Period	Date	Start Time (hh:mm)	Duration (hh:mm)	Noise Level (dB)			Weather	
				$L_{Aeq,T}$	L_{A90}	L_{A10}	Wind Speed (m/s) & Direction	Conditions
Weekday Daytime	24/10/12	09:15	00:15	51.2	39.7	54.4	Ave. 2.0 Λ 3.0 E	Dry, over cast

Photograph 9 42 Blair Road daytime measurement location



Location 11: 78 Blair Road

The daytime measurement location was 3.5m from the eastern facing garden boundary fence, which in turn was approximately 9m from the eastern façade of the property. The sound level meter was located 1.2m above the ground in free field conditions.

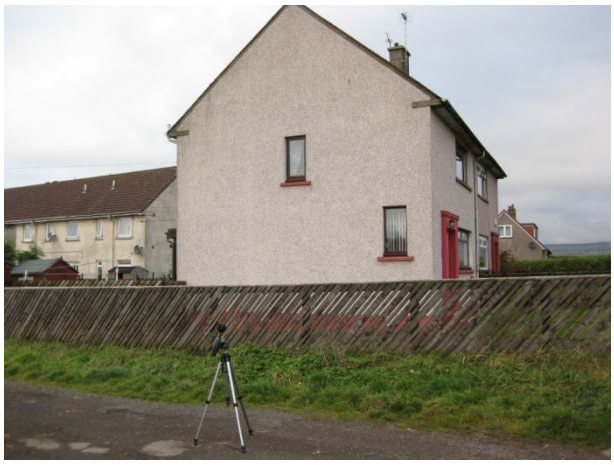
The monitoring equipment was calibrated both before and after the daytime measurement periods using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no significant shift in the observed calibration level.

During the daytime noise measurements, the dominant noise at this location was arising from local road traffic movements along nearby roads and distant road traffic along the A737. Distant noise arising from farm machinery was also noticeable at this measurement location.

Table 9 Measured noise levels at the 78 Blair Road location

Time Period	Date	Start Time (hh:mm)	Duration (hh:mm)	Noise Level (dB)			Weather	
				$L_{Aeq,T}$	L_{A90}	L_{A10}	Wind Speed (m/s) & Direction	Conditions
Weekday Daytime	24/10/12	09:38	00:15	51.4	39.4	50.9	Ave. 2.5 Λ 3.5 E	Dry, over cast

Photograph 10 78 Blair Road daytime measurement location



Location 12: 40 Kerse Avenue

The night time measurement location was 3.5m from the north facing garden boundary fence, which in turn was approximately 3.5m from the northern façade of the property. The sound level meter was located 1.2m above the ground in free field conditions.

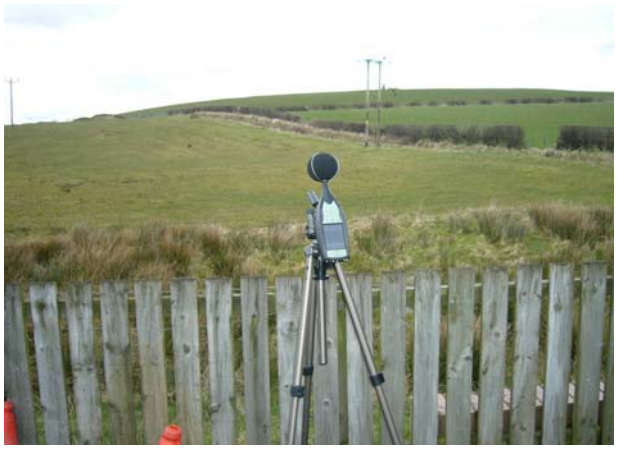
The monitoring equipment was calibrated both before and after the night time measurement periods using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no significant shift in the observed calibration level.

During the night time noise measurements, the dominant noise at this location was arising from distant road traffic along the A737. Distant industry noise was also noticeable during periods of low traffic flow along the A737.

Table 10 Measured noise levels at the 40 Kerse Avenue location

Time Period	Date	Start Time (hh:mm)	Duration (hh:mm)	Noise Level (dB)			Weather	
				$L_{Aeq,T}$	L_{A90}	L_{A10}	Wind Speed (m/s) & Direction	Conditions
Weekday Night Time	25/10/12	00:25	00:15	37.8	31.2	39.5	Ave. 1.7 Λ 2.0 E	Dry, slightly over cast
		04:20	00:15	34.4	28.9	36.9	Calm	Dry, fog

Photograph 11 Indicative of the 40 Kerse Avenue night time measurement location



Location 13a: Proxi Location for 71 Baidland Avenue and Blairlands Farm

The daytime and night time measurement location was at the junction where the Blairlands farm driveway meets the track which is located along the south-eastern boundary of the properties which are on south-east side of Baidland Avenue. The sound level meter was located 1.2m above the ground in free field conditions.

The monitoring equipment was calibrated both before and after the daytime and night time measurement periods using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no significant shift in the observed calibration level.

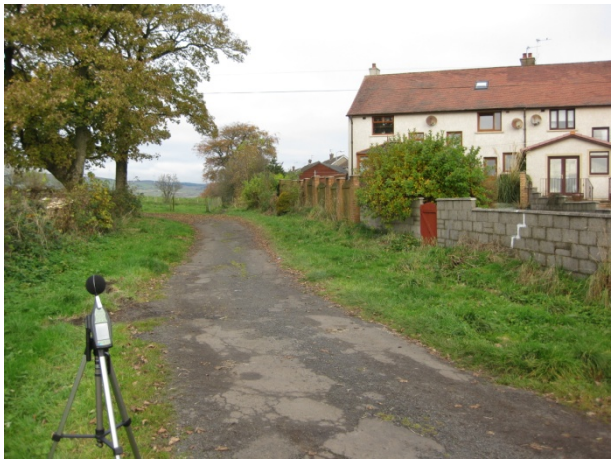
During the daytime noise measurements, the dominant noise at this location was arising from distant road traffic movements along the A737. Birdsong and occasional aircraft overhead were also noticeable during the daytime noise level measurements.

During the night time noise measurements, the dominant noise was arising from industry located to the north of the measurement position. Distant occasional road traffic noise was also noticeable.

Table 11 Measured noise levels at the 13a location

Time Period	Date	Start Time (hh:mm)	Duration (hh:mm)	Noise Level (dB)			Weather	
				$L_{Aeq,T}$	L_{A90}	L_{A10}	Wind Speed (m/s) & Direction	Conditions
Weekday Daytime	24/10/12	10:32	00:15	40.4	34.7	42.3	Ave. 2.5 Λ 3.5 E	Dry, over cast
Weekday Night Time	25/10/12	01:08	00:15	31.7	29.6	32.7	Calm	Dry, slightly overcast
		05:03	00:15	34.8	30.4	37.1		Dry, slight fog

Photograph 12 13a daytime/night time measurement location



Location 14: Stoopshill Farm

The daytime measurement location was 3.5m from the north-west corner of the façade of the farm shop which is approximately 500m from the A737, at its nearest point. The sound level meter was located 1.2m above the ground in free field conditions.

The night time location was 3.5m from the north facade of the farm shop near to the boundary hedge of the adjacent property. The sound level meter was located 1.2m above the ground in free field conditions.

The monitoring equipment was calibrated both before and after the daytime and night time measurement periods using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no significant shift in the observed calibration level.

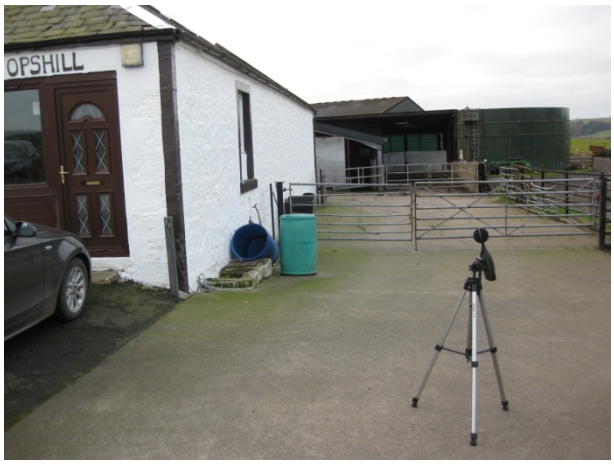
During the daytime noise measurements, the dominant noise at this location was arising from distant road traffic movements along the A737 and occasional road traffic along Blair Road. Birdsong and faint plant noise from the farm buildings approximately 70m south of the measurement position was also noticeable.

During the night time noise measurements, the dominant noise was arising from distant road traffic movements along A737. Distant industrial noise was also noticeable during periods of very low traffic flows on the A737.

Table 12 Measured noise levels at the Stoopshill Farm location

Time Period	Date	Start Time (hh:mm)	Duration (hh:mm)	Noise Level (dB)			Weather	
				$L_{Aeq,T}$	L_{A90}	L_{A10}	Wind Speed (m/s) & Direction	Conditions
Weekday Daytime	24/10/12	09:58	00:15	52.3	37.0	47.3	Ave. 2.5 Λ 3.5 E	Dry, over cast
Weekday Night Time	25/10/12	00:47	00:15	35.9	31.6	38.3	Calm	Dry, slightly overcast
		04:42	00:15	36.6	32.2	39.0		Dry, slight fog

Photograph 13 Stoopshill Farm daytime measurement location



Location 18: Hillend Farm

The daytime measurement location was approximately 65m north-west of the Hillend Farm building and 4m from the nearest carriageway of the A737. The sound level meter was located 1.2m above the ground in free field conditions.

The night time position was approximately 3.5m south west of the south west corner of the Hillend Farm building. The sound level meter was located 1.2m above the ground in free field conditions.

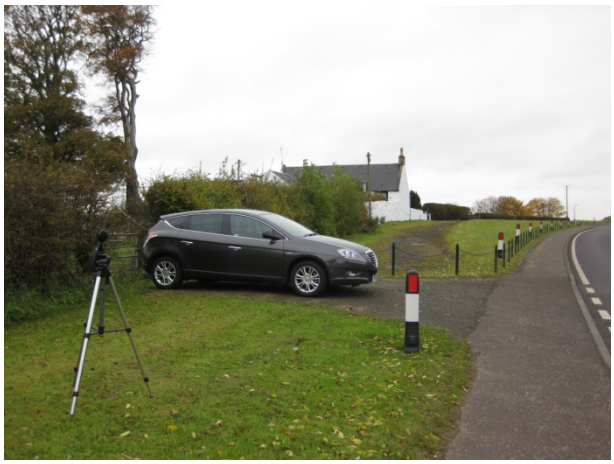
The monitoring equipment was calibrated both before and after the daytime and night time measurement periods using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no significant shift in the observed calibration level.

During the daytime and night time noise measurements, the dominant noise at this location was arising from road traffic movements along the A737. However industrial noise was also noticeable during low traffic flows along the A737 (particularly at night time).

Table 13 Measured noise levels at the Hillend Farm location

Time Period	Date	Start Time (hh:mm)	Duration (hh:mm)	Noise Level (dB)			Weather	
				$L_{Aeq,T}$	L_{A90}	L_{A10}	Wind Speed (m/s) & Direction	Conditions
Weekday Day	23/10/12	13:46	00:15	73.7	46.2	78.6	Ave. 2.5 Λ 3.0 E	Dry, overcast
		14:02	00:15	74.6	57.3	79.4		
		14:18	00:15	74.0	50.2	78.9		
		14:36	00:15	74.7	52.6	79.8		
		13:46	01:00	74.3	52.1	79.2		
		14:51	00:15	74.5	48.0	79.1		
		15:13	00:15	75.5	55.9	79.8		
		15:32	00:15	75.9	51.1	80.5		
		15:48	00:15	75.4	56.5	80.1		
		14:51	01:00	75.4	53.6	80.0		
		16:05	00:15	77.1	60.8	81.6		
		16:21	00:15	76.6	59.8	81.6		
		16:39	00:15	76.0	57.5	81.2		
		16:55	00:15	75.9	54.0	80.9		
		16:05	01:00	76.4	58.0	81.3		
Weekday Night Time	25/10/12	01:55	00:15	47.2	29.1	33.7	Calm	Dry, overcast
		05:52	00:15	60.5	38.0	65.3		

Photograph 14 Hillend Farm daytime measurement location



Location 19: Open Land Adjacent to Greenacre

The measurement location was 3.5m from the western boundary fence, which in turn was approximately 7m from the access road to the A737. The sound level meter was located 1.2m above the ground in free field conditions.

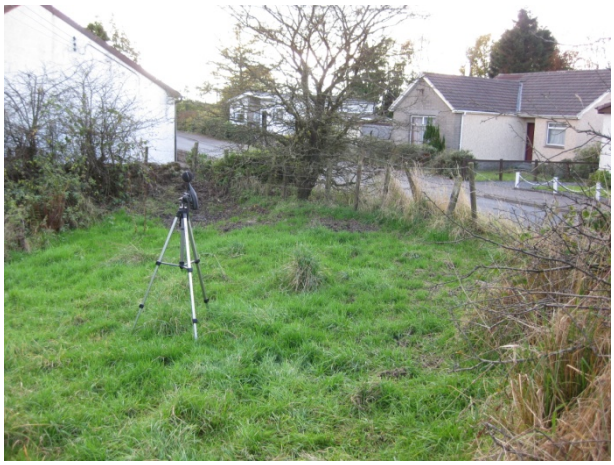
The monitoring equipment was calibrated both before and after the daytime measurement periods using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no significant shift in the observed calibration level.

During the daytime noise measurements, the dominant noise at this location was arising from road traffic movements along the A737.

Table 14 Measured noise levels at the open land adjacent to Greenacre location

Time Period	Date	Start Time (hh:mm)	Duration (hh:mm)	Noise Level (dB)			Weather	
				$L_{Aeq,T}$	L_{A90}	L_{A10}	Wind Speed (m/s) & Direction	Conditions
Daytime	24/10/12	14:45	00:15	54.5	45.4	57.8	Ave. 1.7 Λ 2.5 E	Dry, overcast

Photograph 15 Open land adjacent to Greenacre daytime measurement location



Location 20: The Bungalow

The measurement location was approximately 6m from the north east corner of the property facade. The sound level meter was located 1.2m above the ground in free field conditions.

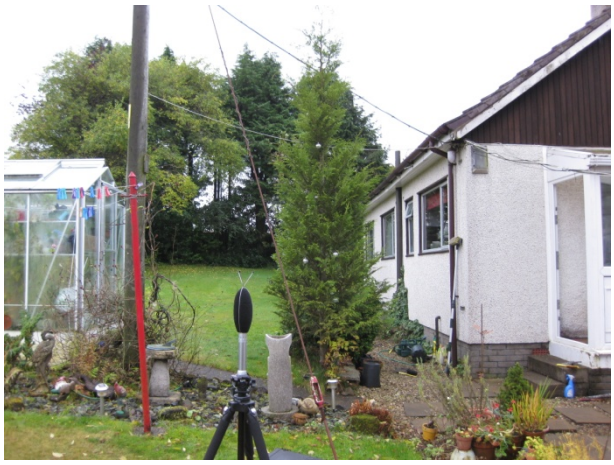
The monitoring equipment was calibrated both before and after the measurement period using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no significant shift in the observed calibration level.

During the daytime noise measurements, the dominant noise at this location was arising from road traffic movements along the A737, birdsong and the rustling of leaves in the nearby trees.

Table 15 Measured noise levels at The Bungalow location

Time Period	Date	Start Time (hh:mm)	Duration (hh:mm)	Noise Level (dB)			Weather	
				$L_{Aeq,T}$	L_{A90}	L_{A10}	Wind Speed (m/s) & Direction	Conditions
Daytime	23-24/10/12	06:00	18:00	51.1	42.2	53.9	Ave. 1 Λ 2.5 E	Overcast
		07:00	16:00	51.3	43.3	54.0		
Night Time		23:00	08:00	45.4	25.5	50.4	Unattended	Unattended

Photograph 16 The Bungalow measurement location



Location 21: 25 Baidland Avenue

The measurement location was approximately 14m from the south eastern facing facade. The sound level meter was located 1.2m above the ground in free field conditions.

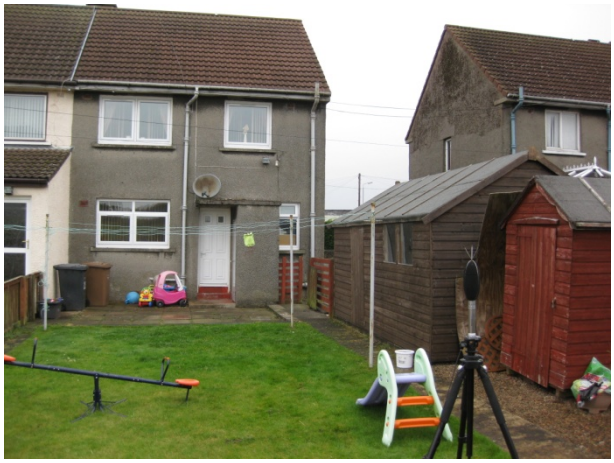
The monitoring equipment was calibrated both before and after the measurement period using an acoustic calibrator, which has itself been calibrated against a reference set traceable to National and International Standards. There was no significant shift in the observed calibration level.

The measurement equipment was installed and removed during the daytime hours. It was noted that the dominant noise at this location was arising from local road traffic movements along nearby roads and distant road traffic along the A737. Distant noise arising from farm machinery was also occasionally noticeable.

Table 16 Measured noise levels at the 25 Baidland Avenue location

Time Period	Date	Start Time (hh:mm)	Duration (hh:mm)	Noise Level (dB)			Weather	
				$L_{Aeq,T}$	L_{A90}	L_{A10}	Wind Speed (m/s) & Direction	Conditions
Daytime	23-24/10/12	06:00	18:00	46.5	31.5	46.6	Ave. 1 Λ 2.5 E	Overcast
		07:00	16:00	47.0	32.8	47.2		
Night Time		23:00	08:00	34.0	25.9	35.6	Unattended	Unattended

Photograph 17 25 Baidland Avenue measurement location



Appendix 13.3

Environmental Noise Survey Measurement Equipment

Table 13.C.1 2008 Noise Surveys

Equipment Description	Serial Number
Bruel & Kjaer Type 2250 Class 1 Sound Level Meter	
Bruel & Kjaer Type 2250 Class 1 Sound Level Meter	
Bruel & Kjaer Type 2250 Class 1 Sound Level Meter	
Bruel & Kjaer Type 4231 Calibrator	
Bruel & Kjaer Type 2250 Class 1 Sound Level Meter	
Bruel & Kjaer Type 4231 Calibrator	

Table 13.C.2 2012 Noise Surveys

Equipment Description	Serial Number
Bruel & Kjaer Type 2250 Class 1 Sound Level Meter	2827275
Bruel & Kjaer Type 2250 Class 1 Sound Level Meter	2827263
Bruel & Kjaer Type 2250 Class 1 Sound Level Meter	2827273
Bruel & Kjaer Type 4231 Calibrator	2389067
Bruel & Kjaer Type 2250 Class 1 Sound Level Meter	2507254
Bruel & Kjaer Type 4231 Calibrator	2545421

All noise equipment used was subject to a certificate of calibration traceable to appropriate national and international standards.

Appendix 13.4

Noise Impacts

Table A13D. summarises the noise impacts at these community facilities/areas for the following scenarios:

- Do-Minimum Baseline Year versus the Do-Minimum Future Year (DM BL vs DM FY) (the noise level difference map is presented in Figure 10.18)
- Do-Minimum Baseline Year versus Do-Something Baseline Year (DM BL vs DS BL) (the noise level difference map is presented in Figure 10.19)
- Do-Minimum Baseline Year versus Do-Something Future Year (DM BL vs DS FY) (the noise level difference map is presented in Figure 10.20)

Table A13D.1 Community Areas Experiencing Changes in Noise Levels for Short Term and Long Term Scenarios

ID	Location	DM BL vs DM FY			DM BL vs DS BL			DM BL vs DS FY			Total Area (m^2) / Length (m)
		% Area With Increase >3dB	% Area With Decrease >3dB	% Area With <3dB Change	% Area With Increase >1dB	% Area With Decrease >1dB	% Area With <1dB Change	% Area With Increase >3dB	% Area With Decrease >3dB	% Area With <3dB Change	
1	Dalry Trinity Church	0	0	100	0	0	100	0	0	100	350
2	Public Library	0	0	100	0	0	100	0	0	100	224
3	St. MAtgarete Church	0	0	100	0	0	100	0	0	100	590
4	Catholic Church	0	0	100	0	98	2	0	0	100	1351
5	Dalry Primary School	0	0	100	0	0	100	0	0	100	1203
6	St Palladius Primary School	0	0	100	0	59	41	0	0	100	725
7	Nursery School	0	0	100	0	0	100	0	0	100	370
8	Health Centre	0	0	100	0	40	60	0	0	100	681
9	Community Centre	0	0	100	0	0	100	0	0	100	696
10	Football Ground	0	0	100	0	51	49	0	0	100	7958
11	Train Station Area	0	0	100	0	0	100	0	0	100	1692
12	Conservation area	0	0	100	0	38	62	0	1	99	59697
13	SWT Wildlife Site	0	0	100	40	0	60	22	0	78	197774
14	Lynn Spout Geological SSSI	0	0	100	0	0	100	0	0	100	34608
15	SWT Provisional Wildlife Site	0	0	100	97	0	3	28	0	72	108277
16	SWT Provisional Wildlife Site	0	0	100	100	0	0	30	0	70	685986
17	Blair Estate Historic and Landscaped Gardens	0	0	100	100	0	0	24	0	76	802718
18	SWT Provisional Wildlife Site	0	0	100	38	0	62	0	0	100	236488
w1	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	121
w2	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	1391
w3	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	4312
w4	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	7263
w5	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	7389
w6	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	835
w7	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	390
w8	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	1769
w9	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	7951

ID	Location	DM BL vs DM FY			DM BL vs DS BL			DM BL vs DS FY			Total Area (m^2) / Length (m)
		% Area With Increase >3dB	% Area With Decrease >3dB	% Area With <3dB Change	% Area With Increase >1dB	% Area With Decrease >1dB	% Area With <1dB Change	% Area With Increase >3dB	% Area With Decrease >3dB	% Area With <3dB Change	
w10	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	1289
w11	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	543
w12	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	494
w13	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	16849
w14	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	4348
w15	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	960
w16	Recent Semi-natural Woodland	0	0	100	88	2	9	17	0	83	7429
w17	Recent Semi-natural Woodland	0	0	100	0	38	62	0	5	95	3537
w18	Recent Semi Natural Woodland Loss	0	0	100	79	4	17	61	0	38	4913
w19	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	7294
w20	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	150
w21	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	631
w22	Recent Semi-natural Woodland	0	0	100	73	0	27	6	0	94	844
w23	Recent Semi-natural Woodland	0	0	100	5	65	31	0	21	79	535
w24	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	1182
w25	Recent Semi-natural Woodland	0	0	100	28	0	72	0	0	100	588
w26	Recent Semi-natural Woodland	0	0	100	0	60	40	0	0	100	9313
w27	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	3205
w28	Long-established Woodland	0	0	100	0	13	87	0	0	100	29589
w29	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	1906
w30	Recent Semi-natural Woodland	0	0	100	0	99	1	0	0	100	2578
w31	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	5059
w32	Recent Semi-natural Woodland	0	0	100	0	19	81	0	0	100	3931
w33	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	67
w34	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	2629
w35	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	7626
w36	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	1021
w37	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	1602
w38	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	2770
w39	Recent Semi-natural Woodland	0	0	100	0	100	0	0	100	0	409
w40	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	1907
w41	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	1085
w42	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	2226
w43	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	2936
w44	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	1249
w45	Recent Semi-natural Woodland	0	0	100	0	21	79	0	0	100	10368
w46	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	226

ID	Location	DM BL vs DM FY			DM BL vs DS BL			DM BL vs DS FY			Total Area (m^2) / Length (m)
		% Area With Increase >3dB	% Area With Decrease >3dB	% Area With <3dB Change	% Area With Increase >1dB	% Area With Decrease >1dB	% Area With <1dB Change	% Area With Increase >3dB	% Area With Decrease >3dB	% Area With <3dB Change	
w47	Recent Semi-natural Woodland	0	0	100	0	100	0	0	0	100	867
w48	Long-established Woodland	0	0	100	0	12	88	0	0	100	31565
w49	Recent Semi-natural Woodland	0	0	100	90	2	8	83	0	17	1178
w50	Recent Semi-natural Woodland	0	0	100	0	100	0	0	0	100	8331
w51	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	830
w52	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	1545
w53	Recent Semi-natural Woodland	0	0	100	100	0	0	100	0	0	2604
w54	Recent Semi-natural Woodland	0	0	100	0	100	0	0	100	0	374
w55	Recent Semi-natural Woodland	0	0	100	51	0	49	41	0	59	450
w56	Recent Semi-natural Woodland	0	0	100	0	100	0	0	88	12	437
w57	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	788
w58	Recent Semi Natural Woodland Loss	0	0	100	0	100	0	0	9	91	859
w59	Recent Semi-natural Woodland	0	0	100	100	0	0	100	0	0	153
w60	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	3986
w61	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	3896
w62	Recent Semi Natural Woodland Loss	0	0	100	7	63	30	0	22	78	84
w63	Recent Semi-natural Woodland	0	0	100	0	100	0	0	39	61	1960
w64	Recent Semi-natural Woodland	0	0	100	0	99	1	0	18	82	626
w65	Recent Semi-natural Woodland	0	0	100	0	100	0	0	0	100	2465
w66	Recent Semi-natural Woodland	0	0	100	49	0	51	0	0	100	2824
w67	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	3834
w68	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	5560
w69	Recent Semi-natural Woodland	0	0	100	0	26	74	0	0	100	2119
w70	Recent Semi Natural Woodland Loss	1	0	99	100	0	0	100	0	0	963
w71	Recent Semi-natural Woodland	0	0	100	100	0	0	100	0	0	381
w72	Recent Semi Natural Woodland Loss	0	0	100	100	0	0	100	0	0	73
w73	Recent Semi-natural Woodland	0	0	100	0	100	0	0	0	100	2
w74	Recent Semi-natural Woodland	0	0	100	0	100	0	0	0	100	4252
w75	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	60507
w76	Recent Semi-natural Woodland	0	0	100	100	0	0	77	0	23	1736
w77	Recent Semi-natural Woodland	0	0	100	0	99	1	0	0	100	2784
w78	Recent Semi-natural Woodland	0	0	100	0	100	0	0	0	100	2140
w79	Recent Semi-natural Woodland	0	0	100	100	0	0	99	0	1	993
w80	Recent Semi-natural Woodland	0	0	100	100	0	0	0	0	100	1
w81	Recent Semi-natural Woodland	0	0	100	100	0	0	0	0	100	773
w82	Long-established Woodland	0	0	100	100	0	0	8	0	92	34316

ID	Location	DM BL vs DM FY			DM BL vs DS BL			DM BL vs DS FY			Total Area (m^2) / Length (m)
		% Area With Increase >3dB	% Area With Decrease >3dB	% Area With <3dB Change	% Area With Increase >1dB	% Area With Decrease >1dB	% Area With <1dB Change	% Area With Increase >3dB	% Area With Decrease >3dB	% Area With <3dB Change	
w83	Replanted or Regenerated Woodland	0	0	100	99	0	1	0	0	100	49211
w84	Recent Semi-natural Woodland	0	0	100	100	0	0	100	0	0	409
w85	Recent Semi-natural Woodland	0	0	100	0	100	0	0	17	83	1663
w86	Recent Semi-natural Woodland	0	0	100	0	89	11	0	1	99	767
w87	Recent Semi-natural Woodland	0	0	100	0	78	22	0	0	100	12902
w88	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	5320
w89	Recent Semi-natural Woodland	0	0	100	0	91	9	0	1	99	80232
w90	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	1323
w91	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	11471
w92	Recent Semi-natural Woodland	0	0	100	100	0	0	100	0	0	728
w93	Recent Semi-natural Woodland	0	0	100	100	0	0	0	0	100	6143
w94	Recent Semi-natural Woodland	0	0	100	0	70	30	0	0	100	14071
w95	Recent Semi-natural Woodland	0	0	100	0	42	58	0	0	100	13160
w96	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	999
w97	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	33354
w98	Recent Semi-natural Woodland	0	0	100	100	0	0	0	0	100	2524
w99	Recent Semi-natural Woodland	0	0	100	100	0	0	100	0	0	1072
w100	Recent Semi Natural Woodland Loss	0	0	100	100	0	0	100	0	0	234
w101	Recent Semi-natural Woodland	0	0	100	0	100	0	0	0	100	2760
w102	Recent Semi-natural Woodland	0	0	100	100	0	0	100	0	0	411
w103	Recent Semi-natural Woodland	0	0	100	100	0	0	100	0	0	338
w104	Recent Semi-natural Woodland	0	0	100	0	63	37	0	0	100	4763
w105	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	6927
w106	Long-established Woodland	0	0	100	0	23	77	0	0	100	31630
w107	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	4771
w108	Recent Semi-natural Woodland	0	0	100	100	0	0	0	0	100	1736
w109	Recent Semi-natural Woodland	0	0	100	49	0	51	25	0	75	3709
w110	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	1533
w111	Recent Semi-natural Woodland	0	0	100	87	0	13	0	0	100	1752
w112	Long-established Woodland	0	0	100	100	0	0	79	0	21	22905
w113	Recent Semi-natural Woodland	0	0	100	100	0	0	100	0	0	845
w114	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	5
w115	Recent Semi-natural Woodland	0	0	100	84	0	16	0	0	100	1813
w116	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	34199
w117	Long-established Woodland	0	0	100	100	0	0	100	0	0	6808
w118	Recent Semi-natural Woodland	0	0	100	100	0	0	0	0	100	886
w119	Recent Semi-natural Woodland	0	0	100	43	0	57	0	0	100	2373

ID	Location	DM BL vs DM FY			DM BL vs DS BL			DM BL vs DS FY			Total Area (m^2) / Length (m)
		% Area With Increase >3dB	% Area With Decrease >3dB	% Area With <3dB Change	% Area With Increase >1dB	% Area With Decrease >1dB	% Area With <1dB Change	% Area With Increase >3dB	% Area With Decrease >3dB	% Area With <3dB Change	
w120	Long-established Woodland	0	0	100	100	0	0	0	0	100	7384
w121	Recent Semi-natural Woodland	0	0	100	0	1	99	0	0	100	3981
w122	Long-established Woodland	0	0	100	100	0	0	62	0	38	153119
w123	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	1653
w124	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	2350
w125	Recent Semi-natural Woodland	0	0	100	100	0	0	15	0	85	741
w126	Recent Semi-natural Woodland	0	0	100	96	0	4	80	0	20	46178
w127	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	386
w128	Recent Semi-natural Woodland	0	0	100	100	0	0	100	0	0	7534
w129	Recent Semi-natural Woodland	0	0	100	100	0	0	0	0	100	1024
w130	Ancient Woodland	0	0	100	0	0	100	0	0	100	36401
w131	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	2002
w132	Replanted or Regenerated Woodland	0	0	100	100	0	0	100	0	0	6662
w133	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	2838
w134	Long-established Woodland	0	0	100	100	0	0	0	0	100	15331
w135	Recent Semi-natural Woodland	0	0	100	100	0	0	70	0	30	374
w136	Recent Semi-natural Woodland	0	0	100	100	0	0	100	0	0	6992
w137	Recent Semi-natural Woodland	0	0	100	100	0	0	100	0	0	339
w138	Recent Semi-natural Woodland	0	0	100	59	0	41	13	0	87	1793
w139	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	3955
w140	Recent Semi-natural Woodland	0	0	100	100	0	0	100	0	0	588
w141	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	1212
w142	Recent Semi-natural Woodland	0	0	100	100	0	0	0	0	100	1286
w143	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	4394
w144	Recent Semi-natural Woodland	0	0	100	91	0	9	78	0	22	1612
w145	Recent Semi-natural Woodland	0	0	100	100	0	0	99	0	1	1993
w146	Recent Semi-natural Woodland	0	0	100	100	0	0	0	0	100	442
w147	Recent Semi-natural Woodland	0	0	100	100	0	0	100	0	0	1449
w148	Recent Semi-natural Woodland	0	0	100	100	0	0	76	0	24	5378
w149	Recent Semi-natural Woodland	0	0	100	100	0	0	100	0	0	1697
w150	Recent Semi-natural Woodland	0	0	100	100	0	0	100	0	0	3722
w151	Long-established Woodland	0	0	100	100	0	0	0	0	100	17691
w152	Recent Semi-natural Woodland	0	0	100	100	0	0	100	0	0	464
w153	Recent Semi-natural Woodland	0	0	100	100	0	0	100	0	0	2209
w154	Recent Semi-natural Woodland	0	0	100	100	0	0	0	0	100	453
w155	Recent Semi-natural Woodland	0	0	100	100	0	0	0	0	100	2328
w156	Recent Semi-natural Woodland	0	0	100	100	0	0	3	0	97	3027

ID	Location	DM BL vs DM FY			DM BL vs DS BL			DM BL vs DS FY			Total Area (m^2) / Length (m)
		% Area With Increase >3dB	% Area With Decrease >3dB	% Area With <3dB Change	% Area With Increase >1dB	% Area With Decrease >1dB	% Area With <1dB Change	% Area With Increase >3dB	% Area With Decrease >3dB	% Area With <3dB Change	
w157	Recent Semi-natural Woodland	0	0	100	42	0	58	0	0	100	6397
w158	Long-established Woodland	0	0	100	100	0	0	0	0	100	15587
w159	Recent Semi-natural Woodland	0	0	100	100	0	0	0	0	100	5243
w160	Recent Semi-natural Woodland	0	0	100	100	0	0	17	0	83	7867
w161	Recent Semi-natural Woodland	0	0	100	100	0	0	0	0	100	1948
w162	Recent Semi-natural Woodland	0	0	100	100	0	0	36	0	64	7415
w163	Long-established Woodland	0	0	100	100	0	0	4	0	96	17058
w164	Long-established Woodland	0	0	100	95	0	5	0	0	100	6523
w165	Long-established Woodland	0	0	100	100	0	0	0	0	100	2
w166	Long-established Woodland	0	0	100	100	0	0	16	0	84	10936
w167	Recent Semi-natural Woodland	0	0	100	100	0	0	0	0	100	11992
w168	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	840
w169	Long-established Woodland	0	0	100	0	0	100	0	0	100	1383
w170	Recent Semi-natural Woodland	0	0	100	100	0	0	0	0	100	22516
w171	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	1665
w172	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	1485
w173	Recent Semi-natural Woodland	0	0	100	100	0	0	0	0	100	505
w174	Replanted or Regenerated Woodland	0	0	100	100	0	0	0	0	100	4458
w175	Long-established Woodland	0	0	100	2	0	98	0	0	100	44032
w176	Recent Semi-natural Woodland	0	0	100	100	0	0	0	0	100	477
w177	Recent Semi-natural Woodland	0	0	100	82	0	18	0	0	100	11373
w178	Recent Semi-natural Woodland	0	0	100	0	0	100	0	0	100	2177
w179	Recent Semi-natural Woodland	0	0	100	100	0	0	0	0	100	8
P_1	Protected Cycle Route	0	0	100	0	46	54	0	0	100	2030
P_2	Core Path	0	0	100	0	27	73	0	0	100	1641
P_3	Protected Cycle Route	0	0	100	0	0	100	0	0	100	75
P_4	Core Path	3	0	97	65	28	8	44	7	49	2923
P_5	National Cycle Route NCN7	3	0	97	68	25	7	49	6	45	2918
P_6	Wider Path Network	0	0	100	0	100	0	0	0	100	774
P_7	Core Path	0	0	100	0	100	0	0	0	100	496
P_8	Wider Path Network	0	0	100	0	88	12	0	0	100	483
P_9	Core Path	0	0	100	31	54	15	29	8	63	2625
P_10	Wider Path Network	0	0	100	100	0	0	53	0	47	634
P_11	Protected Cycle Route	0	0	100	46	34	19	19	0	81	3285
P_12	Wider Path Network	0	0	100	69	31	0	57	0	43	1148
P_13	Wider Path Network	0	0	100	100	0	0	26	0	74	1522
P_14	Wider Path Network	0	0	100	100	0	0	64	0	36	1258

ID	Location	DM BL vs DM FY			DM BL vs DS BL			DM BL vs DS FY			Total Area (m^2) / Length (m)
		% Area With Increase >3dB	% Area With Decrease >3dB	% Area With <3dB Change	% Area With Increase >1dB	% Area With Decrease >1dB	% Area With <1dB Change	% Area With Increase >3dB	% Area With Decrease >3dB	% Area With <3dB Change	
P_15	Wider Path Network	0	0	100	100	0	0	83	0	17	251
P_16	Wider Path Network	0	0	100	100	0	0	0	0	100	272
P_17	Wider Path Network	0	0	100	100	0	0	82	0	18	222
P_18	Wider Path Network	0	0	100	100	0	0	100	0	0	82
P_19	Wider Path Network	0	0	100	100	0	0	0	0	100	292
P_20	Wider Path Network	0	0	100	100	0	0	5	0	95	463

**These are public right of ways, and therefore the length has been presented instead of area.*

Appendix 15.1

Additional Housing Site

INSET 7 KILBIRNIE, GLENGARNOCK & BEITH

1:10,000

0 100 200 300 400 500 600 700 800 900 1,000 Metres

NORTH

RES2(22) Kilbirnie
RES2(23)
RES2(24)
RES2(25) Longbar
RES2(26)
TC1
IND3
IND1
IND10
IND12
IND6
PI11
Glengarnock
Beith
Kilbirnie Loch

KEY

- Waste Management Facilities
- Site For Potential New School Campus
- Conservation Areas
- Settlement Boundaries
- Proposed Cycle Route
- Core Path (Existing)
- Historic & Landscaped Gardens
- Clyde Muirshiel Regional Park
- Natura 2000 Sites
- Sites of Special Scientific Interest
- Special Landscape Areas

Land Use Categories

- Countryside
- Business & Industry
- Open Space
- Housing
- Town Centre/Retailing
- Site Specific Policies
- A737 Bypass Consultation Zone
- Land Outwith North Ayrshire

2 Adjoining Inset Number

RAM Rural Area Map

NORTH AYRSHIRE COUNCIL

Development Plans
Development Planning Services
Cunninghame House
Irvine, KA12 8EE

Produced by the Technical Section
Development Plans
Development Planning Services

INSET 8 GATESIDE & BARRMILL

IND10

INSET 6 DALRY

RES2(20)
RES2(21)
IND3
IND6
PI2
TC1