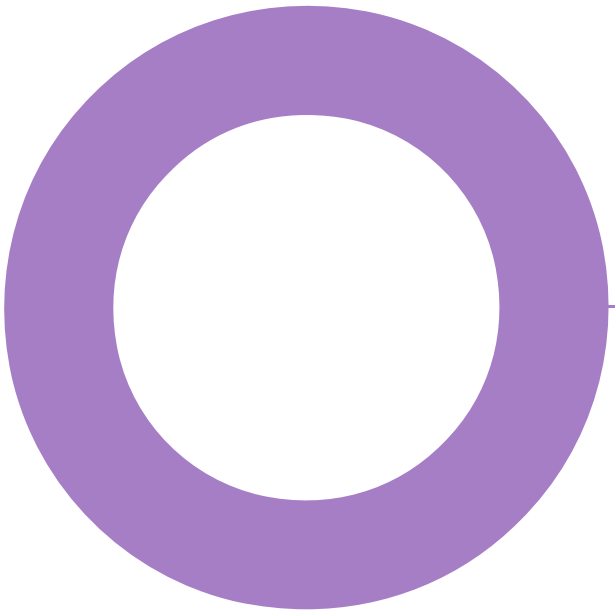
HOARE LEA

Didcot North Data Centre Campus.
Didcot.

ACOUSTICS
ENVIRONMENTAL PERMIT APPLICATION
NOISE IMPACT ASSESSMENT
REVISION 05 – 26 SEPTEMBER 2025



Audit sheet.

Rev.	Date	Description of change / purpose of issue	Prepared	Reviewed	Authorised
00	24/04/2025	Draft issue for comment.	BHJ	BD	BD
01	28/04/2025	Updated following RPS review.	BHJ	BD	BD
02	02/05/2025	First full issue.	BHJ	BD	BD
03	30/05/2025	Updated following client review.	BHJ	BD	BD
04	03/07/2025	Minor amendments.	BHJ	BD	BD
05	26/09/2025	Updated following client review.	BHJ	BD	BD

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Project number: 1015952
Document reference: 1015952-HLE-RP-AC-Environmental Pemit Application NIA-Rev05.docx

Contents.

Synopsis.

Introduction.
This report comprises a noise impact assessment for an environmental permit application for emergency generators associated with a new data centre development in Didcot, South Oxfordshire. The assessment is based on survey works undertaken in January 2022 (by Spectrum Acoustics) and February 2025 (by Hoare Lea).

Assessment location.
The development site is within the historical Didcot Power Station A site. Three nearby noise sensitive receptors have been identified around the development site, all of which are residential properties. Other buildings around the site are industrial in use. Existing sources around the site include road traffic and industrial.

Equipment and meteorology.
A Brüel & Kjær 2250 sound level meter was used by Hoare Lea in the February 2025 survey. Calibration details for the equipment are included in this report. Conditions were dry with low wind speeds.

Methodology.
The assessment methodology follows British Standard 4142 – Methods for rating and assessing industrial and commercial sound. The February 2025 survey was undertaken to validate the results of the January 2022 survey. The results indicated that the January 2022 survey presented a more onerous case for assessing noise against. Therefore, the noise limits from this survey are validated and applied.

Noise modelling data and predictions.
CadnaA 2024 has been used to generate a noise model, allowing for prediction of noise levels at the receivers from source position based on equipment layouts and selections. Sound power levels for equipment selections have been provided by the Applicant and are included in this report. Acoustic features have been assessed, with no corrections being applied as features are not predicted.

Noise impact assessment.
Results from the noise propagation modelling indicate a potential significant impact at two receptors during an emergency scenario with all generators active. Despite this, the development is still considered suitable for noise given the likelihood of a full power failure is extremely low. Further, internal noise levels in bedrooms are predicted to be below the WHO guidelines for sleep disturbance (with windows closed).

No adverse impact is predicted during generator testing.

Noise control.
Noise from the generators has been controlled at source and reduced to a minimum through installation of generators in high performing acoustic enclosures, with attenuated inlets and exhausts. This is considered 'Best Available Techniques' as per below.

Best Available Techniques
BAT has been achieved through appropriate equipment selection, and implementation of best-practice mitigation measures. Noise from generators has been reduced to a minimum following reasonable design.

Uncertainty.
Uncertainties in the survey and modelling have been minimised where possible. A worse-case assessment has been undertaken to add appropriate margins to allow for the effects of uncertainties.

Conclusions.
The noise impact assessment concludes that the risk of adverse effect on receptors is low. Appropriate noise compliance limits are met for all receptors so the noise effects from the installation can be considered acceptable.

Equipment should also be maintained appropriately to ensure that noise levels do not increase.

It is considered that the development has acceptable noise emissions given the unlikelihood of full operation, and therefore complies with the requirements of the Environmental Permitting Regulations. There is no reason with respect to noise why the application for the Environmental Permit should not be granted.

1. Introduction.

The installation consists of back-up generators and associated fuel storage required to serve a new data centre development in Didcot, South Oxfordshire. The generators are required for emergency use in the event of a power failure. Generators will only be operational during an emergency scenario (power failure), and during testing. Three testing scenarios are proposed, as outlined below.

Scenario	Description
Testing / Maintenance Event 1 Biweekly service test.	Each generator tested one at a time for up to 15-minutes at 10% load every two weeks.
Testing / Maintenance Event 2 Biannual services test.	Each generator tested one at a time for up to 4 hours twice annually. Generators tested at 100% load.
Testing / Maintenance Event 3 Maintenance testing.	Each generator tested at a time for 10 cumulative hours over a year. Generators tested at 100% load.

Table 1: Generator testing scenarios.

This report comprises a noise impact assessment as part of the permit application for the installation. The assessment includes details of a proportionate environmental noise impact survey, and the options to prevent or reduce noise impacts in line with 'Best Available Techniques' (BAT).

A previous noise impact assessment for the site was undertaken in January 2022. This survey quantified the prevalent acoustic conditions around the site, including at the nearest noise sensitive receptors, to propose suitable noise limits for the site. This noise impact assessment makes use of this survey and applies the same limits. A supplementary noise survey was undertaken by Hoare Lea in February 2025 to validate the results from the original survey. No changes were noted on site since the last systematic assessment that may affect noise impacts. Therefore, the original noise limits (from January 2022) remain valid and are applied here.

2. Assessment location.

The site is located within the historical Didcot Power Station A site. Direct adjacencies are industrial and brownfield areas. Residential areas are identified further away. Didcot railway station is nearby to the south-east of the site. Existing sound sources around the site and at the nearby receptors include road traffic and industrial noise.

The figure below shows the installation boundary. The only noise sources within the installation boundary are the emergency generators. Other noise sources associated with the data centre have been included for purposes of modelling, but are not required for assessment as part of the permit application. The full site boundary as per site planning permission is shown in red. The installation boundary is shown in green.

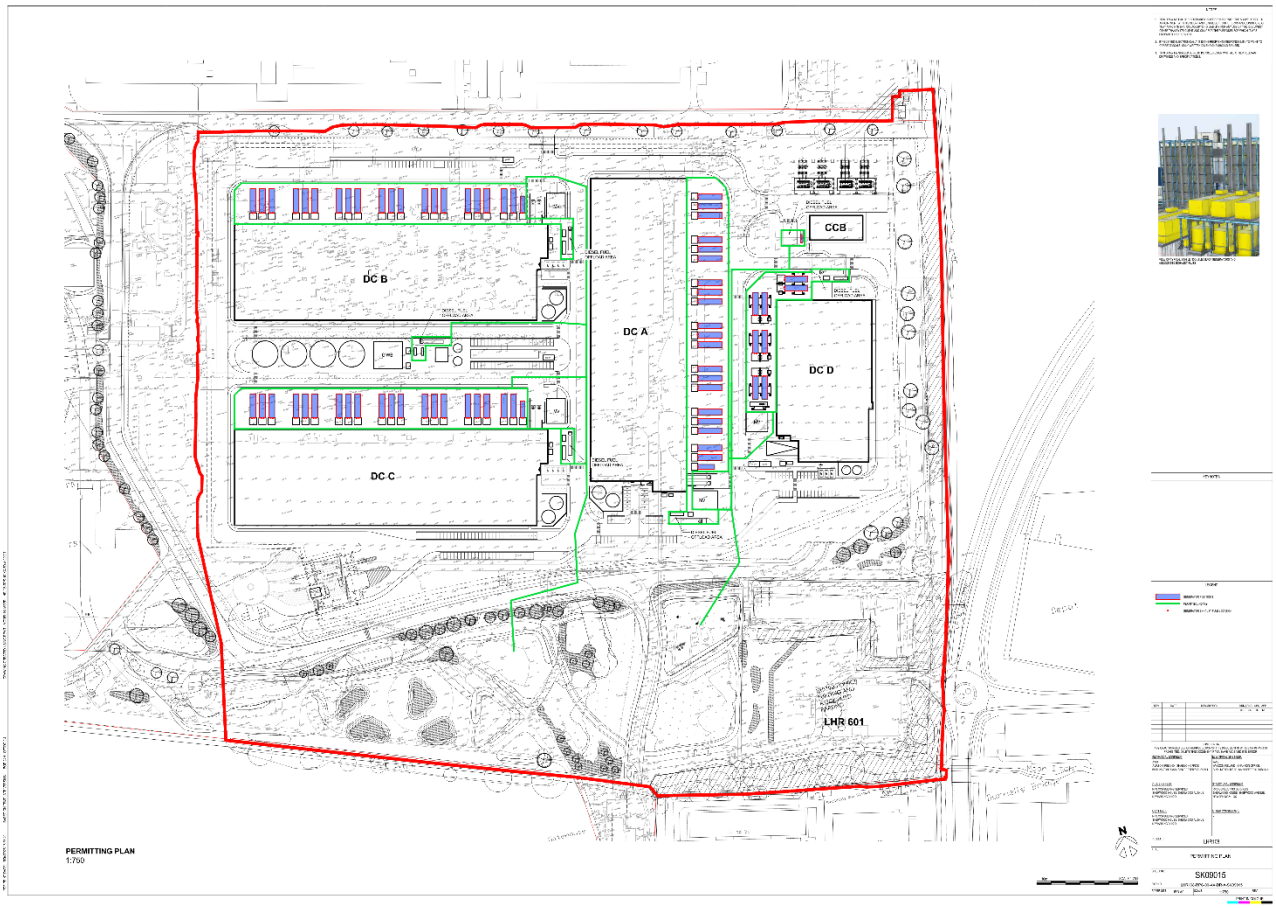


Figure 1: Site boundary (red) and permitted development boundaries (green).

Figure 2 shows the approximate site location in relation to the nearest noise sensitive receptors. These have been identified as:

- Hill Farm, approximately 600 m to the north-east (51°37'33"N 1°14'49"W) – two storeys.
- Harwell Road, approximately 1700 m to the north-west (51°37'45"N 1°16'46"W) – two storeys.
- Foxhall Manor Park, approximately 800 m to the south (51°37'00"N 1°15'23"W) – one storey.

All nearest noise sensitive receptors are residential properties. No receptors have been excluded.

Between the site and Harwell Road, the ground type is brownfield with some buildings shielding line-of-sight.

Between the site and Hill Farm, the ground type is greenfield with no buildings shielding line-of-site.

Between the site and Foxhall Manor Park, the ground type is industrial with multiple buildings shielding line-of-site.

Survey measurement locations are also shown. Positions L1 – L3 are from the January 2022 survey (Spectrum Acoustics). Positions P1 – P5 are from the February 2025 survey (Hoare Lea). Positions L1 and P5, and L3 and P3 are identical. Position L2 was not accessible during the February 2025 survey.

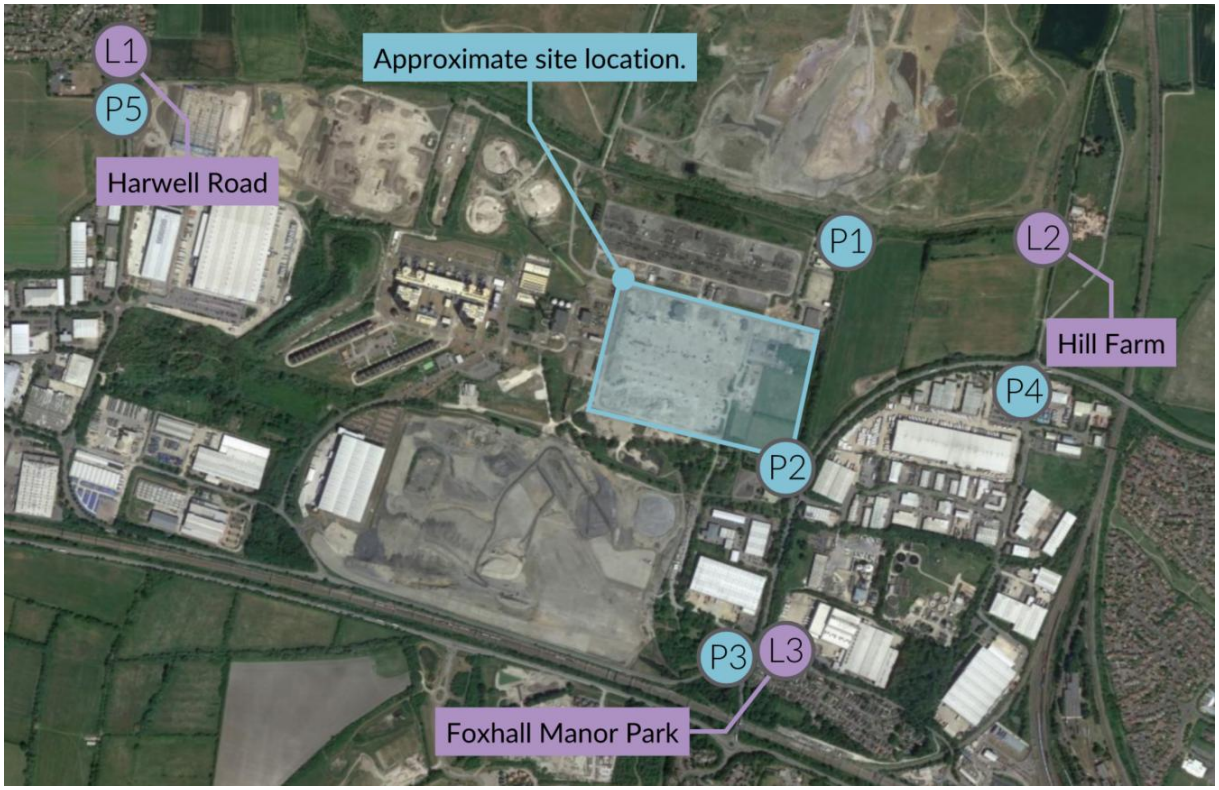


Figure 2: Nearest identified noise sensitive receptors.

Photographs of measurement positions from the Hoare Lea survey are shown below. Photographs from the January 2022 survey are included in the Spectrum Acoustics survey report, found in Appendix F.

Measurement position.	Photograph.
P1	

Measurement position.	Photograph.
P2	
P3 (Google Maps)	
P4	

Measurement position.	Photograph.
P5	

Figure 3: Photograph of each measurement position from Hoare Lea survey.

3. Equipment and meteorology.

The table below details the monitoring equipment used in the Hoare Lea survey, including serial numbers and the date it was most recently calibrated by an accredited laboratory. Calibration certificates are included in Appendix D.

Equipment	Manufacturer	Model (serial number)	Calibration date (cert. no.)
Sound level meter	Brüel & Kjær	2250 (3004428)	26/11/2024 (UCRT24/2580)
Pre-amplifier	Brüel & Kjær	ZC 0032 (19784)	26/11/2024 (UCRT24/2580)
Microphone	Brüel & Kjær	4189 (2650833)	26/11/2024 (UCRT24/2580)
Calibrator	Brüel & Kjær	4231 (3000377)	26/11/2024 (UCRT24/2580)

Table 2: Monitoring equipment details.

The sound level meter was field calibrated on the survey date, with a new sensitivity of 51.96 mV/Pa and offset / drift from the last calibration of 0.09 dB.

Meteorological conditions were noted during the survey period. Conditions were dry with low wind speeds. Monitoring was not carried out due to the short duration of the survey.

Sound levels were processed using Brüel & Kjær BZ 5503 Measurement Partner Suite and Microsoft Excel.

No audio was recorded.

Equipment and meteorology information for the January 2022 survey can be found in the Spectrum Acoustic report (Appendix F).

4. Methodology.

The methodology applied during the January 2022 survey is outlined in the Spectrum Acoustics report found in Appendix F. The assessment methodology was in line with the guidance in British Standard 4142 – Methods for rating and assessing industrial and commercial sound (BS 4142:2014+A1:2019).

Supplementary measurements were taken by Hoare Lea in February 2025 to validate to original survey results.

5 measurement positions were used to best represent the development site and nearby noise sensitive receptors. At each position, a 30-minute measurement was taken of 100ms sound pressure levels in 1/3 octave-band resolution. All measurements were taken in daytime hours during dry conditions, approximately 1.5 metres above ground level in free field conditions. As discussed, meteorological conditions were appropriate for the noise survey (dry with low wind speeds).

Validation measurements were not taken during night-time periods as nothing on-site was noted to have a real effect on the prevalent acoustic climate since the January 2022 survey.

The noise model has been built in CadnaA 2024, which uses the principles of ISO 9613-2 to predict noise levels at receiver positions based on sound power levels at source positions, taking attenuation due to distance, screening, and reflections into account. The figure below shows a screenshot of the noise model.

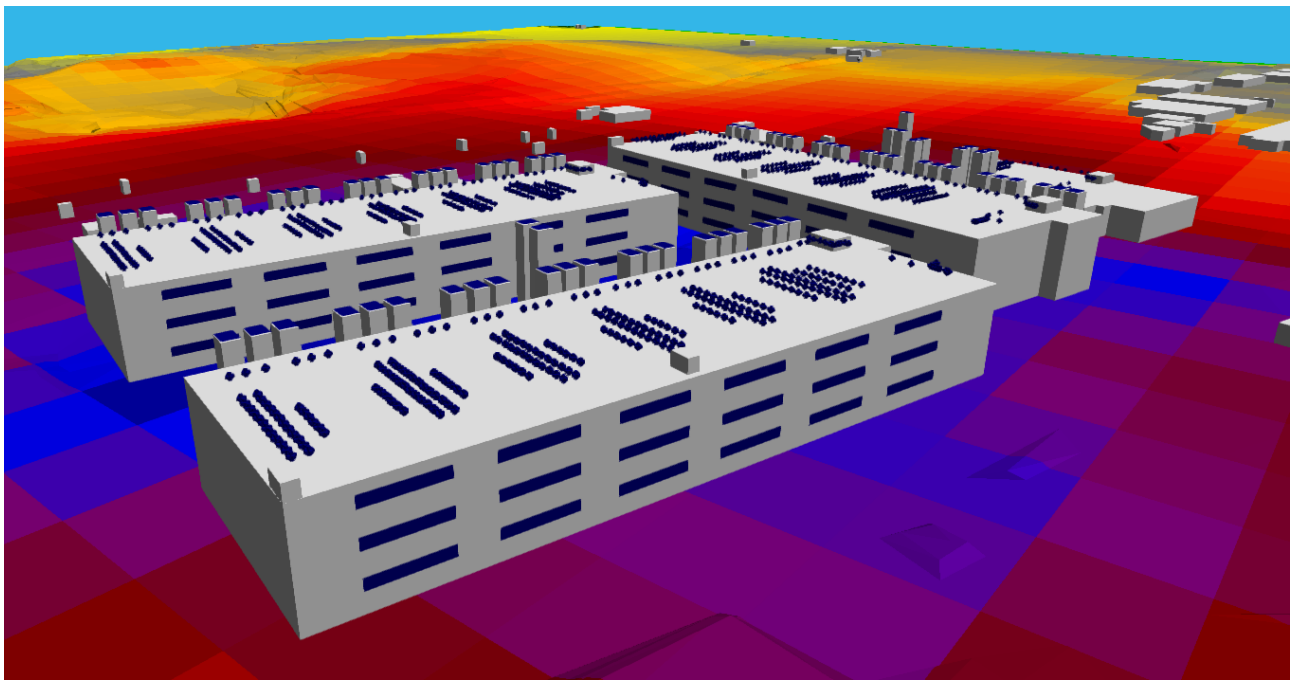


Figure 4: Screenshot from noise model.

5. Noise modelling data and predictions.

Noise data from the January 2022 survey is included in Appendix F. During this survey, noise levels were measured over a-day period at each noise sensitive receptor. This allows for a good representation of the prevalent noise climate given that multiple day, night, and weekend periods were recorded.

The Spectrum Acoustic report includes a statistical analysis of the LA90 (background) level to determine what is representative (lowest typical) at each noise sensitive receptor, in accordance with BS 4142. The report also includes time histories at each measurement position and full frequency data.

The table below details how these results compared to the February 2025 results. Background sound levels are compared as this is the parameter used to determine appropriate noise limits in accordance with BS 4142.

Receptor	January 2022 result	February 2025 result	Assessment
Harwell Road (L1 and P5)	$L_{A90,15\ min}$ 42 dB	$L_{A90,15\ min}$ 42 dB	Results are comparable.
Hill Farm (L2 and P4)	$L_{A90,15\ min}$ 49 dB	$L_{A90,15\ min}$ 56 dB	Results from the 2022 survey were lower and therefore present a more onerous case when used to set noise limits.
Foxhall Manor Park (L3 and P3)	$L_{A90,15\ min}$ 54 dB	$L_{A90,15\ min}$ 63 dB	Results from the 2022 survey were lower and therefore present a more onerous case when used to set noise limits.

Table 3: January 2022 results compared against February 2025 results.

Table 4 outlines the sound power levels for the type of generator to be used at the centre. It is understood that these values are for a hybrid / hypothetical generator that presents a worst-case for the purposes of modelling. There are a total of 129 generators across the installation.

Position	Octave band (Hz) sound power level, L_W dB								Broadband sound power level, L_{WA} dB(A)
	63	125	250	500	1000	2000	4000	8000	
LHS	95	100.9	86.6	87.3	84.2	83.6	78.1	84	92
RHS	95	100.9	86.6	87.3	84.2	83.6	78.1	84	92
Front	102.7	100.9	93.4	88	86.3	86.2	80.4	77.7	93
Rear (Intake)	106.7	106.6	82.2	68	63.9	62.9	61.8	73.3	91
Roof (Solid)	101.6	105.9	94.9	89.2	86.8	85.6	80.7	84	95
Roof (Discharge)	114.1	116.9	94	69.5	68	68.1	72.8	98.1	103
Exhaust outlet	115.2	114	99.6	94.2	89.7	88.2	84.1	80.2	101

Table 4: Sound power level data for hypothetical worst-case generator.

Other noise sources at the data centre outside of the permit boundary included in the model are detailed below. Noise levels provided are a worse-case basis.

Equipment	Quantity	Noise level	Operation
Extract fans	713	L_{WA} 72 dB	Normal & Emergency
CRAC units	122	L_{WA} 81 dB	Normal & Emergency
VRF Condensers	16	L_{WA} 73 dB	Normal & Emergency
Split units	44	L_{WA} 67 dB	Normal & Emergency
Air handling units	4	Casing L_{WA} 71 dB Inlet L_{WA} 56 dB Exhaust L_{WA} 89 dB	Normal & Emergency
Admin extract fans	18	L_{WA} 75 dB	Normal & Emergency
Intake louvres	56	L_{WA} 86 dB [1]	Normal & Emergency
Transformers	4	L_{pA} 75 dB at 1 metre	Normal & Emergency
[1] Intake louvre sound power level includes attenuation from 300mm acoustic louvre, included in design.			

Table 5: Noise levels and operation modes of proposed fixed plant equipment.

Table 6 summarises some key information from the noise model.

Propagation path.	Propagation distances	Propagation heights	Barriers	Ground cover
Site to Hill Farm	630m	0m	None	Greenfield
Site to Harwell Road	1350m	+2m	Buildings	Brownfield
Site to Foxhall Manor Park	250m	0m	Buildings	Developed

Table 6: Noise propagation model key information.

In accordance with BS 4142, character corrections should be applied to determine rating levels from specific sound levels. Rating levels should be applied if any intermittency, impulsivity, and tonality is present. Table 7 below includes an assessment of acoustic feature corrections in accordance with BS 4142. No corrections are applicable in this assessment. The source noise levels are not predicted to be readily distinguishable above other industrial noise in the area.

Character feature	Assessment	Correction
Intermittency	Generators will not operate intermittently. Feature not applicable.	0 dB
Impulsivity	Generator noise will not include impulsivity. Feature not applicable.	0 dB
Tonality	Tonal elements are not predicted to be audible above prevalent ambient noise levels at receiver locations. Feature not applicable.	0 dB

Table 7: Assessment of acoustic feature corrections in accordance with BS 4142.

6. Noise impact assessment.

Two scenarios have been assessed:

- Scenario 1 – Full emergency (power failure). All generators operational. Assess at daytime (07:00 – 23:00) and night-time (23:00 – 07:00) with night-time assessment being most onerous.
- Scenario 2 – Generator testing. One generator operational (closest to each receptor, assessed individually). Assessed against daytime background sound levels given that testing will only occur during daytime hours.

6.1 Full emergency scenario.

The table below summarises the results for the full emergency scenario. The figure below shows a noise map of this scenario. A significant adverse impact is predicted at Hill Farm and Harwell Road. A less than adverse impact is predicted at Foxhall Manor Park.

Receptor	Period	Typical background sound level, $L_{A90,T}$ dB.	Predicted rated sound level, $L_{Ar,Tr}$ dB.	BS 4142 assessment.
Hill Farm	Daytime (07:00 – 23:00	43	52	+9 dB. Significant adverse impact
	Night-time (23:00 – 07:00)	39	52	+13 dB. Significant adverse impact.
Harwell Road	Daytime (07:00 – 23:00	37	44	+7 dB. Significant adverse impact
	Night-time (23:00 – 07:00)	32	44	+12 dB. Significant adverse impact.
Foxhall Manor Park	Daytime (07:00 – 23:00	52	50	-2 dB. Indication of low impact.
	Night-time (23:00 – 07:00)	46	50	+4 dB. Less than adverse impact.

Table 8: Noise impact assessment for full emergency scenario.

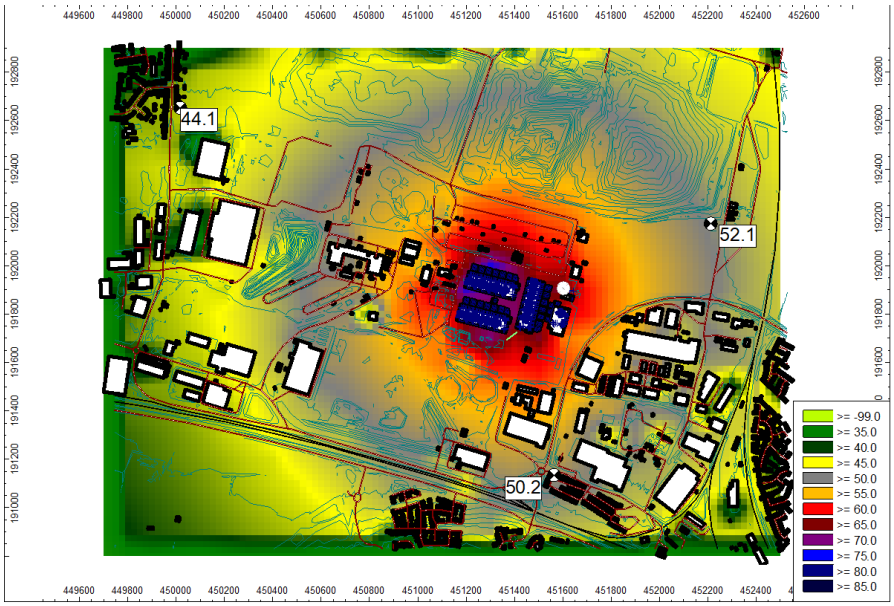


Figure 5: Noise map.

During night-time, with windows closed, internal noise levels in bedrooms are predicted to be below the World Health Organization's Guidelines for Community Noise criteria for sleep disturbance. The potential for sleep disturbance is therefore low (in a scenario where bedroom windows are closed). This assessment methodology has been reviewed by the Local Authority with no concerns raised, indicating an appropriate process.

The table below outlines the WHO assessment, where an internal level of 30 dB $L_{Aeq,8h}$ at night is set as a limit. The assessment assumed 25 dB(A) attenuation for a closed window.

Receiver	External level, $L_{Aeq,T}$ dB	Internal level, $L_{Aeq,T}$ dB	Assessment.
Hill Farm	52	27	WHO criteria met.
Harwell Road	44	19	WHO criteria met.
Foxhall Manor Park	50	25	WHO criteria met.

Table 9: WHO assessment.

Given the context of this noise event (a full power failure), these results are considered acceptable. The likelihood of a full power failure is extremely low, and will likely never occur. On the very rare chance a power failure occurs, the duration will be minimal with power being restored as soon as possible.

Noise emissions are controlled at source by siting of generators in containers which provide acoustic attenuation along with attenuated inlets and exhausts. Mitigation details are provided in Section 7.

Comment on grid reliability.

The overall reliability of supply for the National Grid Electricity Transmission (NGET) System during 2023 – 2024 was 99.999930% with similarly high levels of performance also achieved in 2022-23 and 2021-22. During 2023-24, there were 627 NGET system events where transmission circuits were disconnected either automatically or by urgent manual switching. The majority of these events had no impact on electricity users with only 17 resulting in loss of supplies to customers.

The power distribution system, on-site, starting from the medium voltage intake substation down to the low voltage distribution, is designed to be safe, reliable, redundant, robust, and efficient and have in- built redundancy.

The operator designs and builds systems with in-built redundancy, based on medium voltage power supply connections from an electricity grid, being the primary power source to the site. The dual redundant circuit provides security of supply in the event of a fault or loss of supply from one source, the other circuit is capable of supplying full load to the site.

To achieve this redundancy, the operator is proposing for the full supply to be split 50%/50% (dual feeds) from alternative supply sources, each capable of supplying the 100%, if required. Essentially, the data centre will be supplied from the Grid by a substation with 2 separate cables from 2 separate feeders; therefore, in the event of a loss of supply from a single source, 50% of the site is still on the alternative source, while the remaining 50% is on back-up emergency generators temporarily until the site's own distribution system can be rearranged to resume supply from the available source . This arrangement stays in place until the failed source has restored supply, at which point power returns to the two supply sources. This arrangement is subject to connection agreement and compliance with transmission and distribution regulations (and providers).

The on-site infrastructure is designed on N+1 reliability and concurrently maintainable design. This means that there is redundancy built into the system, so that any one component, or any one distribution path can be out of service without affecting operations. Similarly, for the grid connection to the data centre to fail, it would require a number of failures to the upstream distribution network to occur simultaneously. The requirement to run back-up generators is therefore minimised.

6.2 Generator testing.

The table below presents the results of the generator testing noise impact assessment. No adverse impact is predicted during testing of generators when assessed according to BS 4142. Predicted rated sound levels are below the typical background sound level at each receptor.

Receptor	Typical background sound level, $L_{A90,T}$ dB.	Predicted rated sound level, $L_{Ar,Tr}$ dB.	BS 4142 assessment.
Hill Farm	43	42	-1 dB. No adverse impact.
Harwell Road	37	34	-3 dB. No adverse impact.
Foxhall Manor Park	52	43	-9 dB. No adverse impact.

Table 10: Noise impact assessment for generator testing.

7. Noise control.

Noise from the generators has been mitigated and reduced to a minimum at source through installation of generators in high performing acoustic enclosures, with attenuated inlets and exhausts.

The enclosure and attenuators will be the typically best achievable design for this type of equipment.

This assessment is based on the a hypothetical worst-case generator scenario.

This noise control method is considered BAT given that noise control has been undertaken at source with no other mitigation required.

8. Uncertainty.

The table below outlines an assessment of the various uncertainties associated with the measurements and predictions.

Uncertainty	Assessment
Source directivity	Directivity has minimal impact given the distances between source and receiver positions.
Representative monitoring periods	Noise limits are based on a 14-day survey with multiple day, night, and weekend periods included.
Noise pathway	Model assumes downwind propagation as worst-case.
Receptor	Results for each receptor are given for the nearest, most exposed façade. Predictions were made at each storey of each building. The single-value results present the most exposed storey (typically the top).

Figure 6: Assessment of uncertainties.

A suitable margin has been applied to results to allow for uncertainties in the survey / calculation method.

9. Conclusions and next steps.

Noise from the generators has been controlled at source by locating generators in high performing acoustic enclosures with attenuated inlets and exhausts, following best practice for this type of equipment. For the unlikely emergency operation scenario, assessment of the noise effects in accordance with BS 4142 indicate a potential significant adverse effect at two noise sensitive receptors during the night-time period. However, potential for sleep disturbance is limited given that internal noise levels from WHO guidelines are not exceeded in a scenario with bedroom windows shut.

Because of this, and the rare likelihood of a full power failure, this design should be considered acceptable for noise emissions. This original assessment (Appendix F) has also been reviewed by the Local Authority at the planning stage, who raised no concerns.

The applicant is also known to have a rigorous maintenance schedule, where regular inspections will prevent increase in noise levels over time. This is included in the Noise Management Plan (NMP).

The development is also predicted to have no adverse effect during testing of the generators, which will be the typical use case for these systems.

The generators should be maintained appropriately so that noise levels do not increase (in accordance with the NMP). This is expected to be standard practice for the development site with maintenance being undertaken regularly. Further, use of the generators is predicted to be limited given they are for emergency use only. This will reduce the likelihood of wear and tear increasing noise emissions.

Based on the above, it is considered that the development has acceptable noise emissions given the likelihood of full operation, and therefore complies with the requirements of the Environmental Permitting Regulations. There is no reason with respect to noise why the application for the Environmental Permit should not be granted.

Appendix A – Raw noise and weather data.

Noise data from the January 2022 survey is included in the Spectrum Acoustics Report (Appendix F).

Noise data from the February 2025 survey is included below.

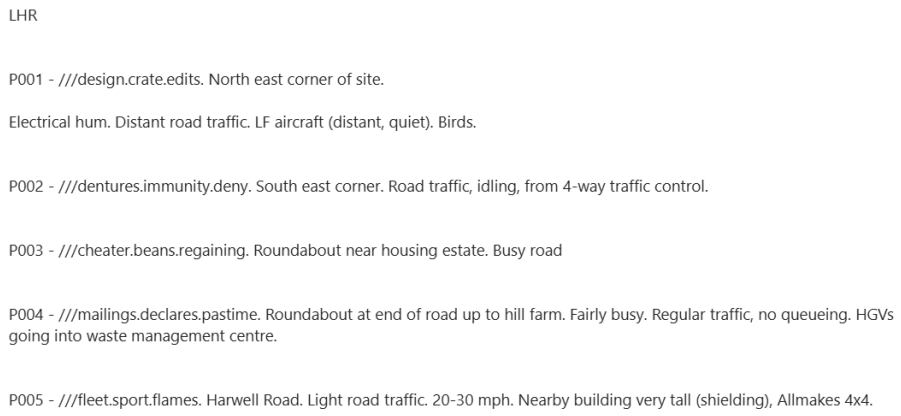
Project Name	Project 001	Project 002	Project 003	Project 004	Project 005
Start Time	11/02/2025 11:08	11/02/2025 11:52	11/02/2025 12:40	11/02/2025 13:26	11/02/2025 14:19
Elapsed Time	00:30:00	00:30:00	00:30:00	00:30:00	00:30:00
LAFTeq	45.31	65.57	74.55	75.71	63.69
LAFmax	60.13	79.97	88.61	88.15	73.21
LASmax	51.87	73.93	84.48	86.38	71.19
LAImax	64.91	85.2	89.92	88.74	74.91
LZFmax	88.37	91.3	95.53	101.34	87.83
LZSmax	81.14	86.56	92.51	97.52	84.61
LZImax	91.48	95.21	98.35	103.17	90.16
LAFmin	34.92	44.26	54.62	46.98	35.93
LASmin	35.84	45.1	55.72	47.7	37.83
LAImin	35.74	45.17	55.3	47.41	37.42
LZFmin	58.05	64.11	70.99	65.02	57.54
LZSmin	61.03	66.7	72.93	67.71	61.11
LZImin	62.4	68.07	73.83	69.05	62.05
LCpeak	92.4	104.25	107.57	108.42	95.79
LAIeq	43.78	63.77	72.22	73.04	61.61
LZIeq	67.87	77.81	83.56	83.87	72.65
LAeq	39.75	61.73	70.34	70.93	60
Lep,d	39.47	61.45	70.06	70.65	59.72
Lep,d,v	39.47	61.45	70.06	70.65	59.72
LZeq	64	75.24	80.88	81.18	69.84
LAE	72.3	94.28	102.89	103.48	92.55
LZE	96.55	107.79	113.43	113.72	102.39
LAIeq-LAeq	4.03	2.04	1.88	2.11	1.61
LAFTeq-LAeq	5.56	3.84	4.21	4.78	3.69

Project Name	Project 001	Project 002	Project 003	Project 004	Project 005
LAF1.0	46.06	69.36	78.37	81.42	69.08
LAF5.0	42.84	67.24	75.06	77.14	66.18
LAF10.0	41.55	65.83	73.44	74.66	64.66
LAF50.0	38.61	58.43	68.21	66.33	55.05
LAF90.0	37.09	51.25	62.95	56.16	42.46
LAF95.0	36.76	48.59	61.16	52.61	40.68
LAF99.0	36.17	46.29	57.54	48.97	38.42

Table 11: Noise data from the February 2025 survey.

Appendix B – Attended monitoring notes.

Notes from the February 2025 survey are included below.


LHR

P001 - ///design.crate.edits. North east corner of site.

Electrical hum. Distant road traffic. LF aircraft (distant, quiet). Birds.

P002 - ///dentures.immunity.deny. South east corner. Road traffic, idling, from 4-way traffic control.

P003 - ///cheater.beans.regaining. Roundabout near housing estate. Busy road

P004 - ///mailings.declares.pastime. Roundabout at end of road up to hill farm. Fairly busy. Regular traffic, no queueing. HGVs going into waste management centre.

P005 - ///fleet.sport.flames. Harwell Road. Light road traffic. 20-30 mph. Nearby building very tall (shielding), Allmakes 4x4.

Figure 7: Notes from February 2025 survey.

Appendix C – Full propagation calculations.

The noise propagation model has been shared alongside this report.

File reference *'Generator Permit Application NIA - Noise Propagation Model.zip'*.

Appendix D – Credentials.

Bradley Johnston, who undertook the assessment (including the survey and model) and authored this report, is an Associate Member of the Institute of Acoustics (A.M.I.O.A.) and holds a MEng in Acoustical Engineering with Industrial Placement Year from the University of Southampton (ISVR) (First Class Honours). They have 3 years of experience of responsible work in the industry.

Brian Dennis, who reviewed the assessment and this report, is a Member of the Institute of Acoustics (M.I.O.A) and holds a MSc in Environmental Acoustics at South Bank university. He has 25 years of experience in the industry.

Appendix E – Calibration test certificates.

Calibration certificates for the equipment used in the February 2025 survey can be found on the next pages.

CERTIFICATE OF CALIBRATION

0653

Date of Issue: 29 April 2024

Certificate Number: UCRT24/1659

Calibrated at & Certificate issued by:
ANV Measurement Systems
Beaufort Court
17 Roebuck Way
Milton Keynes MK5 8HL
Telephone 01908 642846 Fax 01908 642814
E-Mail: info@noise-and-vibration.co.uk
Web: www.noise-and-vibration.co.uk
Acoustics Noise and Vibration Ltd trading as ANV Measurement Systems

Approved Signatory

K. Mistry

CUSTOMER	Hoare Lea Acoustics 155 Aztec West Business Park Almondsbury Bristol BS32 4UB
ORDER No	101329
Job No	UKAS24/04333
DATE OF RECEIPT	26 April 2024
PROCEDURE	Calibration Engineer's Handbook, section 25: periodic testing of sound level meters to IEC 61672-3:2006 (BS EN 61672-3:2006) as modified by UKAS TPS 49
IDENTIFICATION	Sound level meter Brüel & Kjær type 2250 serial No 3004428 connected via a preamplifier type ZC 0032 serial No 19784 to a half-inch microphone type 4189 serial No 2650833.
CALIBRATED ON	29 April 2024
PREVIOUS CALIBRATION	Calibrated on 28 April 2022, Certificate No. UCRT22/1583 issued by this laboratory.

This certificate is issued in accordance with the laboratory accreditation requirements of the United Kingdom Accreditation Service. It provides traceability of measurement to the SI system of units and/or to units of measurement realised at the National Physical Laboratory or other recognised national metrology institutes. This certificate may not be reproduced other than in full, except with the prior written approval of the issuing laboratory.

CERTIFICATE OF CALIBRATION

UKAS ACCREDITED CALIBRATION LABORATORY No 0653

The sound level meter was set up using a type 4231 sound calibrator supplied by the laboratory; it was set to frequency weighting A, and initially read 94.2 dB. It was then adjusted to read 93.9 dB (corresponding to 94.0 dB at standard atmospheric pressure). This reading was derived from the certified output level of the calibrator and manufacturers' information on the free-field response of the sound level meter. The calibration check frequency was 1 kHz. The final microphone sensitivity calculated and stored by the instrument was 51.19 mV/Pa.

Procedures from IEC 61672-3:2006 (BS EN 61672-3:2006) as modified by UKAS TPS 49 were used to perform the periodic tests.

RESULTS

The sound level meter submitted for testing has successfully completed the class 1 periodic tests of IEC 61672-3:2006 (BS EN 61672-3:2006), for the environmental conditions under which the tests were performed. As public evidence was available, from an independent testing organization responsible for approving the results of pattern evaluation tests performed in accordance with IEC 61672-2 : 2003 (BS EN 61672-2 : 2003), to demonstrate that the model of sound level meter fully conformed to the requirements in IEC 61672-1 : 2002 (BS EN 61672-1 : 2003), the sound level meter submitted for testing conforms to the class 1 requirements of IEC 61672-1 : 2002 (BS EN 61672-1 2003).

The self-generated noise recorded with the microphone replaced by the electrical input device was:

11.8 dB (A) 13.6 dB (C) 17.6 dB (Z) 19.6 dB (Z, Extended low frequency range)

The environmental conditions recorded at the start and end of testing were:

Start: 22 to 23 °C, 37 to 47 %RH and 100.3 to 100.4 kPa
End: 22 to 23 °C, 35 to 45 %RH and 100.3 to 100.4 kPa

Technical information including adjustment data specified in the manufacturers' Instruction Manual BE 1712-19 (2012) and User Manual BE 1713-24 (2009) has been used to carry out this verification. These data include manufacturer-specified uncertainties.

Publicly-available evidence has been found that the B&K 2250 sound level meter design has successfully undergone pattern evaluation in accordance with IEC 61672-2:2002 (BS EN 61672-2:2003) by Physikalisch-Technische Bundesanstalt (PTB), an independent testing organisation responsible for pattern approvals.

All measurement data are held at ANV Measurement Systems for a period of at least six years.

The reported expanded uncertainty is based on a standard uncertainty multiplied by a coverage factor *k*=2, providing a coverage probability of approximately 95%. The uncertainty evaluation has been carried out in accordance with UKAS requirements.

CERTIFICATE OF CALIBRATION

UKAS ACCREDITED CALIBRATION LABORATORY No 0653

NOTES

Any opinions or interpretations which may be expressed in the following notes are not UKAS Accredited.

1 All tests were carried out in "Broad Band".

2 Windscreen autodetect was set to "off", windscreen correction to "None", soundfield to "Free-field" and microphone to "4189".

3 The extended low-frequency facility was set to "off" for all tests except for the additional self-generated noise reading and "Frequency and time weightings at 1kHz" test.

4 No suitable microphone frequency response information was supplied with the instrument. It was therefore measured by this laboratory using the electrostatic actuator method. This response in isolation is not UKAS Accredited.

5 The electrical tests have been carried out with the instrument set for the nominal microphone sensitivity, as specified in the Instruction Manual. This may mean that the instrument has a slightly different linearity range when in normal use.

6 Typical case reflection factors specified by the manufacturer have been used for this verification.

The instrument was running on hardware version 4.0

The instrument firmware settings were:

Module i.d.	Function	Version	Active?	Licenced?	Template used?
BZ 7222	SLM	4.7.4	N/A	Y	Y
BZ 7223	Frequency analysis	4.7.4	N/A	Y	N
BZ 7224	Logging	4.7.4	N/A	Y	N
BZ 7225	Enhanced logging	4.7.4	N/A	N	N
BZ 7226	Sound recording	4.7.4	N/A	Y	N
BZ 7227	Reverberation time	4.7.4	N/A	Y	N
BZ 7228	Building acoustics	4.7.4	N/A	Y	N
BZ 7230	FFT analysis	4.7.4	N/A	N	N
BZ 7231	Tone assessment	4.7.4	N/A	N	N
BZ 7232	Noise monitoring	4.7.4	N/A	N	N
BZ 7234	Low frequency option	4.7.4	N/A	N	N
BZ 7235	TM Basic engine	4.7.4	N/A	N	N
BZ 7236	TM Z41 Gear	4.7.4	N/A	N	N
N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A

The results on this certificate only relate to the items calibrated as identified above.

END

Appendix F – Spectrum Acoustics survey report.

The Spectrum Acoustics survey report is appended on the following pages.

Didcot Data Campus
Hybrid Planning Application

Noise Assessment to inform potential impact of proposals

Report ref.
PJ4129/21412

Issued to
RWE Generation UK

Prepared by
Peter Jackson MSc MIOA
Principal Consultant

Version	Remarks	Date
2	Final Report	30.06.2022

1. INTRODUCTION

RWE Generation UK (RWE) is seeking to submit a planning application for the re-development of the former Didcot A Power Station, in Didcot, Oxfordshire, which has now been demolished.

The intention is to submit a hybrid application covering the following development proposals:

1. Outline Planning Permission for the erection of up to 197,000m^2 Use Class B8 data centre development with ancillary Use Class E office space, together with associated groundworks, utilities, infrastructure, engineering and enabling works. Matters relating to appearance, landscaping, drainage, layout and scale of the development areas reserved for subsequent approval; and
2. Full planning permission for the construction of new and improved site access, new access roads, hard & soft landscaping, creation of sustainable drainage systems (SUDS) and all associated infrastructure and engineering works.

In relation to Item 2, the application seeks hybrid planning permission ahead of construction of the Oxfordshire County Council Housing Infrastructure Fund (HIF1) Science Bridge Road scheme, with access being initially provided via existing site access and road network.

To provide supporting information to the planning application, RWE has commissioned Spectrum Acoustic Consultants for completion of a Noise Impact Assessment (NIA) to identify and assess potential impacts associated with the proposed development. Where necessary, the assessment also covers the scenario of the site access being provided from the HIF1 Science Bridge Road scheme, should this be delivered.

It is therefore important to note that while this submission relates to a free-standing hybrid planning application for a data centre campus that the assessment has been undertaken in such a way that the possibility of either this or the HIF1 scheme being delivered independently has been safeguarded.

2. SCOPE OF THE ASSESSMENT

2.1 POTENTIAL IMPACTS

For this development the following potential noise impacts have been identified for assessment:

1 Operational sound resulting from both normal operation and emergency operation using back-up power from Containerised Generator Sets (subject to outline planning permission).

2 Construction noise, resulting from works associated with the items subject to full planning permission (as described in item 2 of Section 1: Introduction).

3 Construction noise, resulting from construction of data centre building units (subject to outline planning permission).

4 Traffic noise, resulting from development traffic initially using existing site access and road network and subsequently using new or modified roads associated with the HIF1 Science Bridge Road, should this be developed in the future.

2.2 SCOPE

The proposal is for completing a quantitative assessment for items 1 and 2, supported by noise level predictions, with a qualitative assessment covering items 3 and 4, using supporting statements together with briefer noise level projections to quantify adverse impact and address potential mitigation.

3. RELEVANT GUIDANCE AND ADVICE

3.1 PLANNING GUIDELINES

3.1.1 National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF)[1] sets out the Government's planning policies for England and how these should be applied by establishing a framework within which locally prepared plans for development can be produced.

The NPPF requires (174) prevention of new or existing development from contributing to, or being adversely affected by, unacceptable levels of noise pollution.

New development (185) should be appropriate to its location, taking account of the likely effects of pollution on health, living conditions and the natural environment. In doing so it is required to:

'a) mitigate and reduce to a minimum, potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;

'b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason'

Planning policies and decisions should also (187) *'ensure that new development can be integrated effectively with existing businesses and community facilities* […]. *Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.'*

3.1.2 Noise Policy Statement for England (NPSE)

The Noise Policy Statement for England (NPSE)[2] sets out the long term vision of government noise policy which is to *'Promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development.'*

The aims of the NPSE are to (2.23-2.25):

- avoid significant adverse impacts on health and quality of life;
- mitigate and minimise adverse impacts on health and quality of life; and
- where possible, contribute to the improvement of health and quality of life.

These aims are developed by reference (2.20-2.21) to the concepts of:

- NOEL (No Observed Effect Level). This is the level below which no effect can be detected.
- 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.

[1] *National Planning Policy Framework, MHCLG, July 2021*
[2] *Noise Policy Statement for England (NPSE), DEFRA, 15 March 2010*

It recognises that there is no universally applicable objective threshold for these concepts. Consequently, the NOEL, LOAEL and SOAEL are likely to be different for different noise sources and receptors and at different times (2.22).

Situations of significant adverse effect (SOAEL) should be avoided (2.23). Where the impact is between LOAEL and SOAEL reasonable steps should be taken to minimise and mitigate adverse effects on health and quality of life but this does not mean that such adverse effects cannot occur (2.24). It is also implied that situations of NOEL would be acceptable in noise terms.

3.1.3 Planning Practice Guidance – Noise (PPG)

Planning Practice Guidance on Noise[3] (PPG-N) sets out government guidance on '*how planning can manage potential noise impacts in new development*'.

Whilst it does advise that noise can override other planning concerns, *'where justified'*, it states that *'it is important to look at noise in the context of the wider characteristics of a development proposal, its likely users and its surroundings, as these can have an important effect on whether noise is likely to pose a concern.' (002)*

It also details the hierarchy of noise exposure, including the thresholds LOAEL and SOAEL, based on the likely average response, referred to within NPSE[4]. The noise exposure categories are summarised below.

- No Observed Adverse Effect: Noise can be heard, but does not cause any change in behaviour, attitude or other physiological response.
- Observed Adverse Effect: Noise can be heard and causes small changes in behaviour, attitude or other physiological response.
- Significant Observed Adverse Effect: The noise causes a material change in behaviour, attitude or other physiological response.
- Unacceptable Adverse Effect: Extensive and regular changes in behaviour, attitude or other physiological response, and/or an inability to mitigate effect of noise leading to psychological stress.

In accordance with the first and second aims of the NPSE, the guidance advises:

- where there is no observed effect or no observed adverse effect, no specific measures are required to manage the acoustic environment;
- where there is an observed adverse effect, consideration needs to be given to mitigating and minimising those effects;
- where there are significant adverse effects, the planning process should be used to avoid these effects occurring, and
- where there are unacceptable adverse effects, the situation should be prevented.

[3] *PPG - Noise, MHCLG, 22 July 2019*
[4] *Explanatory Note to the Noise Policy Statement for England*, *paragraphs 2.19 and 2.20, DEFRA,15 March 2010)*

In establishing values for LOAELs and SOAELs, which represent the onset levels of adverse effects and significant adverse effects, respectively, the guidance advises that because of the subjective nature of noise, there is no simple relationship between noise level and its impact. It will instead depend on a number of factors in a particular situation, to include:

- The source, its absolute level, and the time of day.
- For intermittent sources, the number and duration of events.
- The spectral frequency content of the noise.

In many cases, other factors would also need to be considered, with these being more fully described and detailed within the full PPG guidance.

It should be observed that the PPG guidance does not provide any detail on threshold noise values for adverse effects, or how this should be assessed by consideration of the noted factors. However, reference is made to relevant assessment guidelines published by other organisations, to include the relevant British Standards and to scientific exposure-response studies or reviews relating to noise and its effects on human and, where appropriate, animal habitats.

3.2 ASSESSMENT CRITERIA

Neither the NPPF, the NPSE nor the PPG, provide objective limits to define the NOEL, LOAEL and SOAEL categories of noise effects. The documents also do not provide a method for quantifying potential noise impact.

Consequently, for this development the relevant standard to assist with identifying potential noise impacts associated with operational sound is BS 4142[5]. For the purpose of establishing context for *absolute* noise levels, it is also appropriate to consider the WHO Guidelines for Community Noise[6] and BS 8233[7].

For the assessment of construction noise, the appropriate guidance is provided in BS 5228-1[8]

3.2.1 BS 4142:2014 Methods for rating and assessing industrial and commercial sound

The objective of BS 4142 is to determine an initial estimate of impact of industrial/commercial sound on nearby residents by comparing the Rating Level (sound level from the industrial/commercial source, with a correction applied for any acoustic features that characterise the sound) with the Background Sound Level (L_{A90} as measured in absence of the industrial/commercial source).

Generally, the greater the difference by which the Rating Level exceeds the Background Sound Level, the greater the magnitude of impact. BS 4142 states:

'a difference of around +10dB or more is likely to be an indication of a significant adverse impact […]. A difference of around +5dB is likely to be an indication of an 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.'

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[5] BS 4142:2014+A1:2019 *Methods for rating and assessing industrial and commercial sound*

[6] Guidelines for Community Noise - World Health Organization 1999

[7] *BS 8233:2014 Guidance on sound insulation and noise reduction for buildings*

[8] BS 5228-1:2009+A1:2014 *Code of practice for noise and vibration control on construction and open sites – Part 1: Noise*

Table 1 provides a summary of the BS 4142 defined magnitude of impact against assessment level.

BS 4142 Assessment Level $L_{Ar,Tr} - L_{A90,T}$ dB	Magnitude of Impact
>= 10	Significant adverse impact
>= 5	Adverse impact
< 5 to >0	Lowering risk of adverse impact
0	Low adverse impact
< 0	Further lowering of impact

Table 1: BS 4142 magnitude of noise impacts

However, BS 4142 also advises that for each quantitative assessment the context in which the sound is placed must be considered and the initial estimate of impact should be modified accordingly. For example, it includes the advice that:

'*Where background sound levels and rating levels are low, absolute levels might be as, or more, relevant than the margin by which the rating level exceeds the background. This is especially true at night*.'

3.2.2 WHO Guidelines for Community Noise and BS 8233

The WHO provides guideline values for community noise in specified environments, with the guideline levels provided in BS 8233 generally reflecting the WHO values, which can be particularly useful in establishing context for *absolute* noise levels.

WHO guideline values for community noise inside dwellings are $L_{Aeq,8hr}$ 30dB for bedrooms at night, and $L_{Aeq,16hr}$ 35 dB for living-rooms. Outside bedrooms at night, it suggests $L_{Aeq,8hr}$ 45dB, which represents a 15dB reduction that would typically be achieved between the inside and outside of a window, should this be partially open for ventilation. These guideline levels correspond to the lowest effect level for general populations, suggesting that these values represent the boundary between NOEL and LOAEL.

For outdoor living areas, WHO and BS 8233 indicate that $L_{Aeq,16hr}$ 50dB represents a noise level below which few people would be moderately annoyed, which would seem therefore to represent the LOAEL.

3.2.3 BS 5228-1:2009+A1:2014 *Code of practice for noise and vibration control on construction and open sites – Part 1: Noise*

This Standard provides useful general advice on good practice methods for mitigation noise produced by construction operations, together with a procedure for predicting noise from construction sites based on information provided on construction noise levels applicable to various plant and construction operations.

Annex E of the standard provides informative guidance on assessing the significance of noise effects due to construction activity, based on the change in the existing ambient sound level due to construction activity, subject to absolute cut-off values, applicable to the daytime, evening and night time periods.

Construction noise is deemed to produce a potential significant effect if the total noise (construction noise plus pre-construction ambient noise) exceeds the pre-construction ambient noise by 5dB, or more, subject to lower cut-off values of $L_{Aeq,T}$ 65dB (daytime), 55dB (evening) and 45dB (night time) from construction noise alone. For the majority situations, where the existing ambient sound levels are 5dB(A) lower than the cut-off values, the cut-off values would apply as the significant effect threshold.

3.2.4 Design Manual for Roads & Bridges – Noise & Vibration

For projects that are unlikely to produce significant changes to existing traffic noise, the Design Manual for Roads and Bridges[9] (DMRB) introduces the following scoping assessment questions. A negative response would indicate that more detailed assessment would not be required:

1) is the project likely to cause a short-term change in the Basic Noise Level (BNL) of 1dB $L_{A10,18hr}$ in the do-minimum opening year (DMOY) compared to the do-something opening year (DSOY);
2) is the project likely to cause a long-term change in the Basic Noise Level (BNL of 3dB $L_{A10,18hr}$ in the do-something future year (DSFY) compared to the DMOY;
3) does the project involve the construction of new road links within 600m of noise sensitive receptors;
4) would there be a reasonable stakeholder expectation that an assessment would be undertaken.

BNL is set at a reference position 10m from the nearside road edge at a reference speed of 75km/hr and using traffic flow rates is calculated in accordance with procedures set out in Calculation of Road Traffic Noise (CRTN)[10].

Both short term and long term noise change of less than $L_{A10,18hr}$ 1dB is deemed a negligible change and therefore not significant. It is of note that a noise change of $L_{A10,18hr}$ 1dB, requires an increase in traffic flow of around 25%.

4. ASSESSMENT METHODOLOGY

The assessment of noise impacts resulting from the operations and activities associated with the outline and full aspects of the planning application are provided in the following sections of this report to include the following detail:

4.1 OPERATIONAL SOUND FROM DIDCOT DATA CAMPUS

- Completion of a detailed ambient sound survey, to establish the existing baseline sound environment at the closest sensitive receptor locations.
- Completion of a predictive noise model, using sound power data applicable to the equipment and components that would provide the best representation of operations likely to be associated with the proposed DDC development.
- Predicted specific sound levels, produced by operation of DDC, used to assess potential impact in accordance with guidance provided in BS 4142, with guidance provided in WHO and BS8233 used to provide additional context.

4.2 CONSTRUCTION NOISE

- For works associated with the construction of new and improved site access together with access roads, subject to full planning permission, completion of construction noise predictions, based on the procedures, together with information on plant operating noise levels, provided in BS5228-1.
- For the construction of the Didcot Data Campus, subject to outline planning permission, there is insufficient information at this stage relating to construction requirements, related activities, or equipment demand. This aspect of construction works will therefore be covered by qualitative assessment.

[9] *Design Manual for Roads & Bridges. LA111 Noise & Vibration May 2020 V2.*
[10] *Calculation of Road Traffic Noise (CRTN). Department of Transport Welsh Office 1988*

4.3 TRAFFIC NOISE

The change to traffic noise, resulting from with-development (operational) traffic using existing roads, together with road schemes and connections included under HIF (to include the proposed Science Bridge Road), will be assessed by completing a review of projected with and without development traffic flows, to establish the % increase in traffic flows on these roads.

The impact of the traffic noise change will be assessed in line with guidance provided in DMRB, including addressing the scoping assessment questions, to inform the need for more detailed assessment.

5. BASELINE AMBIENT SOUND SURVEY

In order to assess operational sound, in line with BS 4142 assessment procedures, the specific sound level resulting from operation of the data campus, together with associated infrastructure, needs to be compared with the existing ambient sound environment, at the nearest noise sensitive receptor locations to the site.

As part of the noise assessment process, ambient sound levels have therefore been established by completion of a comprehensive ambient sound survey, at identified key receptor positions. These receptor positions have been agreed following consultation with the Environmental Health Officer (EHO) of Vale of White Horse District Council and South Oxfordshire District Council.

5.1 NOISE SENSITIVE RECEPTOR POSITIONS

Table 2 and Figure 1 describe and illustrate the positions of the closest residential properties to the proposed development site.

Position	OS Grid Ref.	Position Description
RP1: Harwell Road, Sutton Courtenay	450036E 192703N	This position is on Harwell Road, west of the development site and representative of the closest residential receptors located in Sutton Courtenay. The position is 1.5km from the centre of the former Didcot A power house building and 1km from the site of the north cooling towers.
RP2: Hill Farm, Didcot	452291E 192217N	This position is at Hill Farm, located to the east of the development site and representative of the closest residential receptor in this direction. This position is 930m from the centre of the former Didcot A power house building and 1.3km from the site of the north cooling towers.
RP3: Roxburgh Drive, Didcot	451561E 191141N	This position is on Foxhall Manor Caravan Park, located south of the development site and representative of the closest residential receptors in Didcot, east of the A4130. This position is 780m from the centre of the former Didcot A power house building and 1.3km from the site of the north cooling towers

Table 2: Noise sensitive receptor positions used for monitoring the existing ambient sound environment.

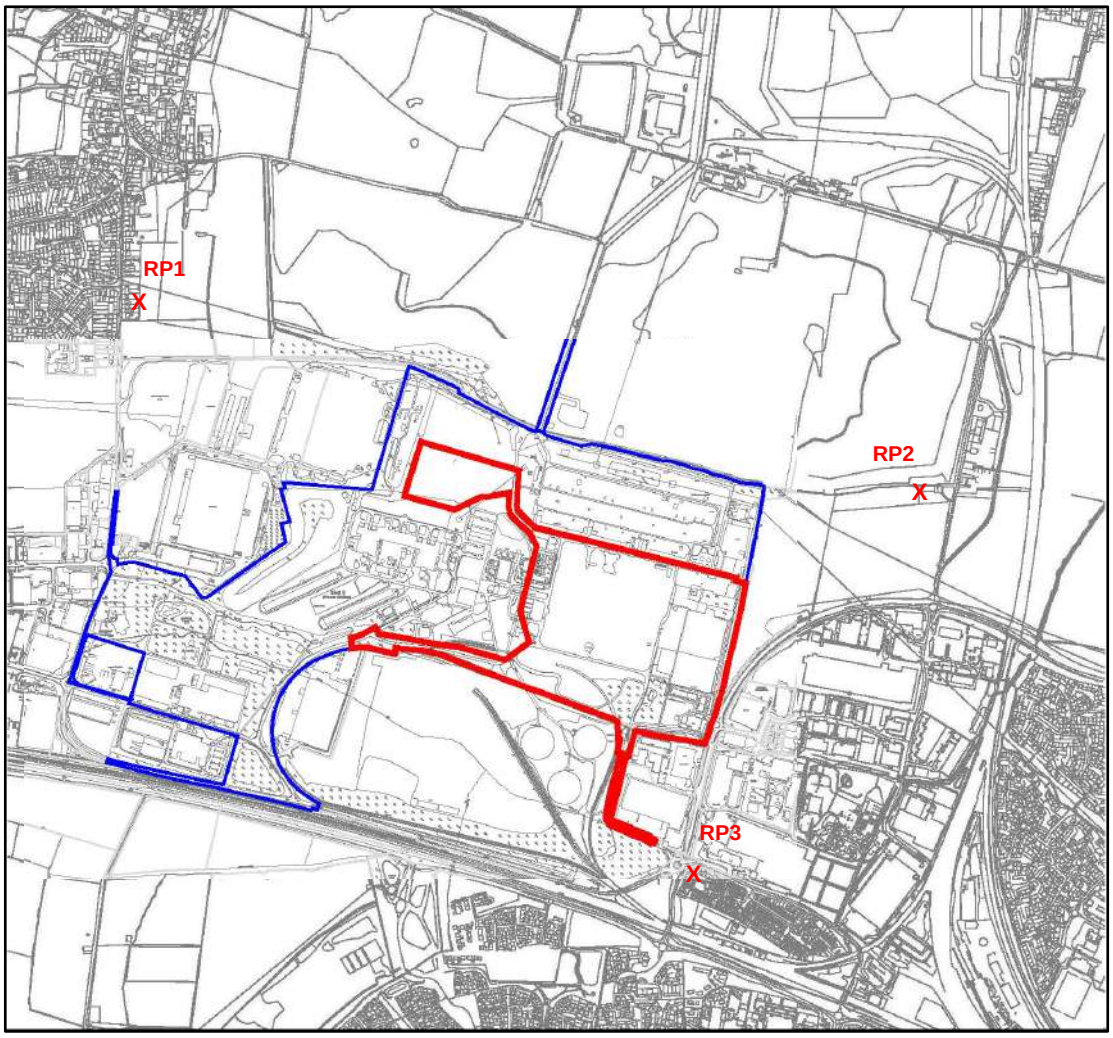

Figure 1: Plan showing Application Site (red line boundary) and closest noise sensitive receptor positions (RP). Blue line shows other land under applicants control.

As shown on the plan, the closest noise sensitive properties to the former Didcot A power station and the proposed DDC development site are in Sutton Courtenay, to the northwest, and in Didcot, to the northeast and southeast. All properties are at significant distance from the development site.

5.2 NOISE SURVEY PROCEDURE AND INSTRUMENTATION

Instrumentation used to measure noise levels included the following items. All equipment is calibrated in accordance with manufacturers requirements, using equipment referenced to the British Calibration Service and the National Physical Laboratory:-

- 1 x Bruel & Kjaer Type 2250 (12) Sound Level Analyser, serial number 3027959: Position RP1;
- 1 x Bruel & Kjaer Type 2250 (11) Sound Level Analyser, serial number 3027942: Position RP2;
- 1 x Bruel & Kjaer Type 2250 (10) Sound Level Analyser, serial number 3024525: Position RP3;
- 1 x Bruel & Kjaer Type 4231 Acoustic Calibrator.
- 1 x Davis Instruments Vantage Vue, weather station.

The noise survey was completed by unmanned (remote) noise logging over a 2-week period between 12- 26 January 2022. For each positions the noise logger was located in an open outdoor amenity area, facing the direction of the development site (see Figure 1 and photos included in Figure 2).

Photo 1: Position RP1, in outdoor amenity area at rear boundary fence of property in Harwell Road, Sutton Courtenay.

Photo 2: Position RP2, in outdoor amenity area of property at Hill Farm, Didcot.

Photo 3: Position RP3, in outdoor amenity area of property at Roxburgh Drive, Foxhall Caravan Park, Didcot

Photo 4: Showing position of weather station on the RWE Technical Support Centre (TSC) land,

Figure 2 Photos showing noise monitoring positions for ambient sound survey

All measurements were recorded in accordance with procedures outlined in BS 4142. As shown in photo 3, for position RP3, on Foxhall Manor Park, the microphone was positioned at a height above the site boundary fence. This was to ensure sound levels were representative of the majority chalet positions that are set well back from the site boundary, so not afforded the same screening benefit should the measurement position have been positioned at low height directly behind the high boundary fence.

Whilst a range of measurement parameters were measured by the instrumentation used for the survey, the following main noise descriptors are reported for the purpose of the BS 4142 assessment:

- $L_{Aeq,T}$ the equivalent continuous noise level; and
- $L_{A90,T}$ percentile level.

Briefly, $L_{Aeq,T}$ the equivalent continuous noise level is used as the measure of total ambient noise, or noise from a specific source, over the reference time period T. $L_{A90,T}$ is defined in BS 4142, as the measure of background noise, when it is applied to the residual noise level (the noise in the absence of the specific noise being assessed).

5.3 NOISE SURVEY RESULTS

The bulk data taken from the 2-week duration ambient sound survey completed at each of the three measurement positions is included in Appendix A of the report.

Due to the large amount of short period measurement data recorded during the survey period at each position, the information is best presented in graphical format. Charts 1 to 3, illustrate the ambient sound profile over the complete survey period at each position.

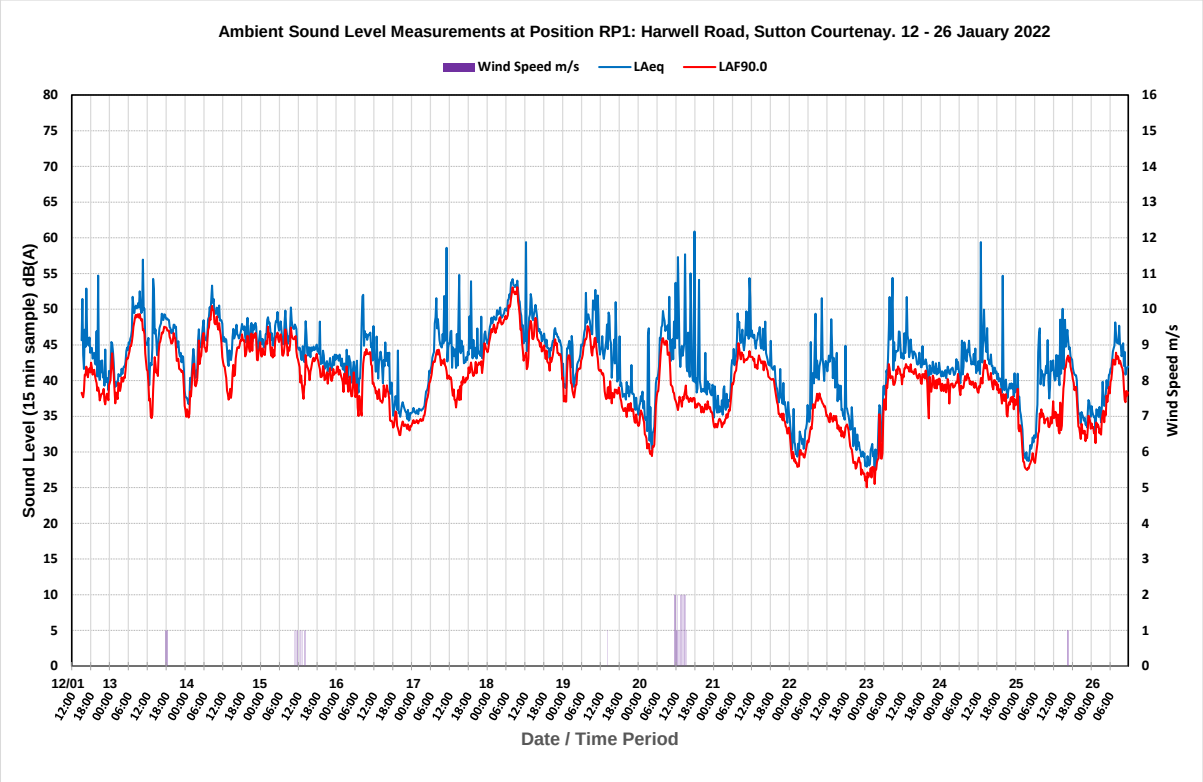

Chart 1: Ambient sound measurements at Position RP1: Harwell Road, Sutton Courtenay.

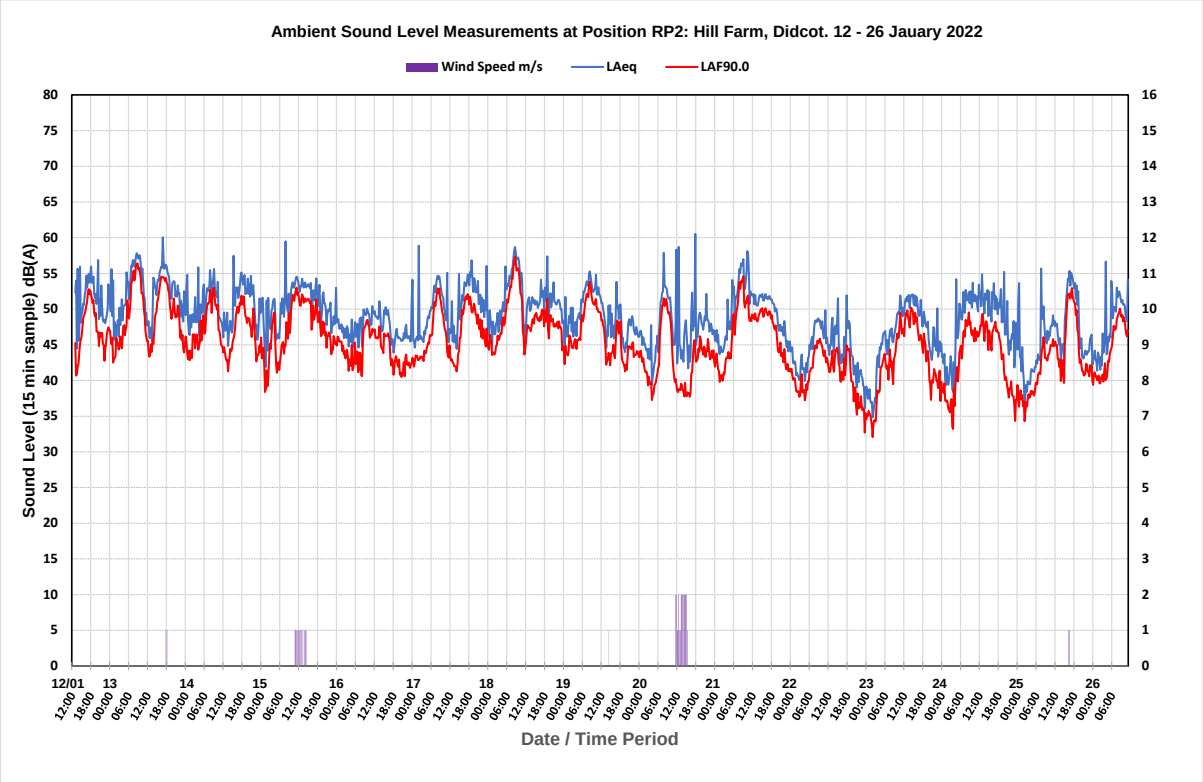

Chart 2: Ambient sound measurements at Position RP2: Hill Farm, Didcot

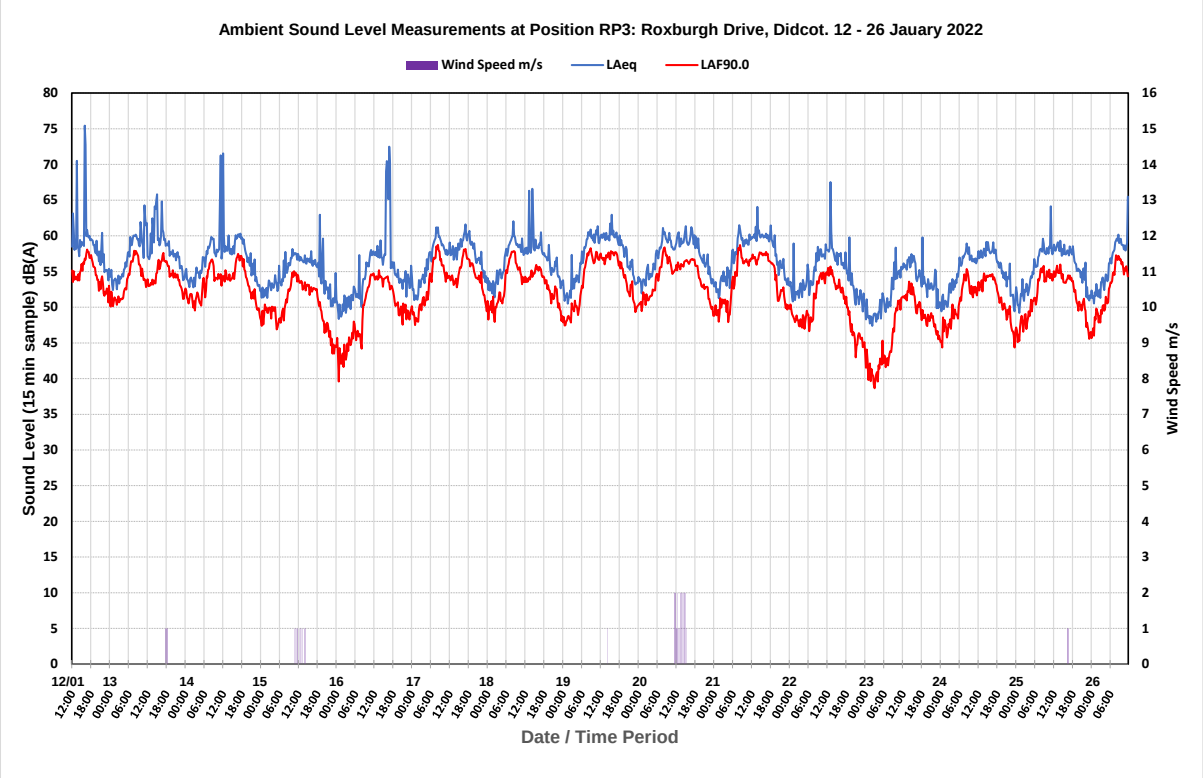

Chart 3: Ambient sound measurements at Position RP3: Roxburgh Drive, Didcot.

To provide a representative value for the ambient sound levels at each measurement position it is appropriate to provide a review of the central tendency, or the 'middle' value, of the 15-minute data samples measured during each of the daytime, evening and night time assessment periods, by use of statistical analysis.

To this effect, the raw data listings included in Appendix A, have been used to determine the central tendencies, to include values applicable to the mean and mode of each measured L_{Aeq} and L_{A90} data set, taken over the daytime (07:00-19:00), evening (19:00 to 23:00) and night time (23:00 to 07:00) periods. These values are included in tables 3 and 4.

Receptor Position (reference Fig 1)	Central tendencies L_{Aeq} over day(12hr), evening (4hr) and night (8hr) periods											
	Mode			Mean			Mean – 1sd			Log-Mean		
	Day	Eve.	Night	Day	Eve.	Night	Day	Eve.	Night	Day	Eve.	Night
RP1: Harwell Rd, Sutton C.	45	42	36	45	41	40	41	36	34	47	43	43
RP2: Hill Farm, Didcot	52	48	46	51	48	46	47	45	42	52	50	48
RP3: Roxburgh Drive, Didcot	58	55	54	58	55	53	56	53	51	60	56	54

Table 3: Central tendencies of L_{Aeq} values measured at each receptor position over daytime evening and night time assessment periods.

Receptor Position (reference Fig 1)	Central tendencies $L_{A90,T}$ over day(12hr), evening (4hr) and night (8hr) periods											
	Mode			Mean			Mean – 1sd			Log-Mean		
	Day	Eve.	Night	Day	Eve.	Night	Day	Eve.	Night	Day	Eve.	Night
RP1: Harwell Rd, Sutton C.	42	36	34	41	38	38	37	34	32	-	-	-
RP2: Hill Farm, Didcot	49	44	44	47	44	43	43	41	39	-	-	-
RP3: Roxburgh Drive, Didcot	54	54	50	54	51	49	52	48	46	-	-	-

Table 4: Central tendencies of L_{A90} values measured at each receptor position over daytime evening and night time assessment periods.

It may be noted that the log-mean values only apply to L_{Aeq} measurements, as combined over the complete reference time period, for example, $L_{Aeq,8hour}$ for the night time. The log-mean gives greater weight to the higher noise levels in the period and consequently can be typically between 1-3dB(A) higher than the arithmetic means of the individual 15-minute samples.

As indicated by the central tendency values, ambient $L_{Aeq,T}$ and background $L_{A90,T}$ noise levels at Positions RP2 and RP3 (in Didcot) are at moderately high levels during the daytime and evening periods, due mainly to road traffic on the nearby local road (A4130). During the night time period $L_{Aeq,T}$ levels reduce in relation to the lower traffic flow but remain at above 45dB(A) at each of these positions. Night time mean / mode background $L_{A90,T}$ levels are around $L_{A90,T}$ 43dB(A) at RP2 and 49dB(A) at RP3.

At Position RP1, in Sutton Courtenay daytime and evening ambient $L_{Aeq,T}$ and background $L_{A90,T}$ noise levels are at a lower level (below 45dB(A)), as there is a relatively low level of traffic on local roads and the closest main road (A34) is at further distance. During the night time period both ambient $L_{Aeq,T}$ and background $L_{A90,T}$ levels fall to below 40dB(A).

For the purposes of the BS 4142 assessment, the mean-1 standard deviation value at each position will be referenced as characterising the baseline sound environment, being representative of the lower range of sound levels measured over each period of the survey.

6. ASSESSMENT OF OPERATIONAL SOUND

6.1 PREDICTION OF OPERATIONAL SOUND

To assess the potential impact of operational sound from the Didcot Data Campus, at the noted residential receptor locations, it is necessary to predict the specific operational sound level produced at these locations.

To account for the different operating conditions, the following operational scenarios have been considered:

1. Normal operating: All HVAC plant operating at full capacity, reflecting worst-case 'normal operating' conditions.
2. Emergency operation: All emergency generators operating, plus all HVAC equipment operating.
3. Generator testing: Periodic testing of banks of Generator Sets, plus all HVAC equipment operating.

6.1.1 Assumptions

As the data centre scheme is subject to outline planning application there is no specific detail available at this stage regarding the final design of buildings, or associated building services.

The intention is therefore to provide an indicative prediction of sound emission to allow a review of potential impact and to demonstrate that reasonable noise objectives can be met. For this purpose, an illustrative concept scheme has been tested, which includes four data centres on a north/south alignment in the development parcel, as shown on the noise contour maps (Figures 3-5).

Requirements for the emergency generating equipment, only required should there be a grid power failure, have been based on the energy demand of scheme.

As there would be various options covering the design of heating, ventilation and air-conditioning (HVAC) equipment, this has been based on a typical efficient scheme, to include provision of Air Handling Units (AHU's) with variable air volume control to provide cooling and ventilation air to the data processing areas and equipment rooms. In warmer conditions additional cooling would be provided by Air-Cooled Condensers, utilising water as coolant.

Scenario 1 (normal operation of the DDC) includes for the positioning of equipment / plant items, on the data centre building(s) consistent with similar data centre schemes and with the energy demand associated with the proposals. This would comprise a mix of the following packaged units:

- Air-Handling Units (AHU's) most of which would be housed inside the building, with this equipment including air-intakes positioned behind louvered openings along the sides of the DDC buildings, with air exhausts located on the roof of buildings.
- Air-Cooled Chiller Units (ACCU's) located within plant areas on the roof of buildings, used to cool water for use by the AHU's.
- Direct Expansion Units (DXU's) located within plant areas on the roof of buildings, providing supplementary air-conditioning to parts of the buildings.

The final HVAC design, including numbers and mix of the packaged units is not understood at this stage, so for the purposes of the predictions it is necessary to assign realistic, or target, sound power emission levels to the following area-sources of the buildings, where plant and equipment is most likely to be located:

- Roof plant areas; where ACCU / DXU packaged units together with AHU air-exhaust openings would most likely be located.
- Louvred air-intake ventilation openings, located along the long sides of each building, positioned typically at a height of between 1-3m above ground level.

Setting the sound emission targets for the above area sources allows review of the specific sound levels produced in the environment and assessment of the associated potential impact. In turn, this allows the final HVAC scheme, including selection of plant and any required additional mitigation to be designed to ensure this would not exceed the area source sound power emission targets.

Scenario 2 reflects the emergency operation resulting from loss of grid supply, whereby the total number of emergency generator sets (currently estimated as 150 x 2MW units) would be required to operate continuously up to full design duty to provide secure auxiliary power supplies, until conditions on the National Grid system were re-established.

Scenario 3 covers the routine test operation of the generator sets, as necessary to keep this equipment in good working order. It is assumed that such testing would take place during normal working hours. The testing requirements would be dependent on the maintenance plan, specific to the installed generating package and the manufacturers guidance, which is not fully understood at this stage.

For the purpose of the predictions, it has been assumed that the generator sets would be tested at 100% load (worst-case), with a block of 15 generators (10% of total) tested at one time. It is assumed the test period would exceed 1-hour, with the duration of the sound emission being consistent with the BS 4142 daytime assessment period.

The proposed development would also include the provision of four independent 400kV electricity supplies to DDC, by extending the existing Didcot B Power Station Banking Compound. These four supplies would each feed a Power Control Centre (PCC), comprising 4 x 150MVA 400kV to 33kV transformers and associated switchgear. The location for the PCC substation has not been determined at this stage, with alternative positions under consideration.

The PCC would comprise modules or containers, each housing transformer and switchgear equipment. Sound emission from the containerised equipment would be at a low level, with the cooling fans associated with air-cooled condensers or radiators, located outside of the container, providing the only potentially significant source of noise.

However, as the sound emission from this equipment is not likely to provide significant contributions at the residential receptor locations identified for this assessment, this equipment has not been included in the predictive modelling. If necessary, based on the final detailed scheme, low noise fans can be considered for cooling equipment.

6.1.2 Design mitigation

Any requirement for additional mitigation measures, above the design mitigation assumed for the purposes of the predictions, would be established as part of the detailed design of the final scheme.

The following design mitigation has been considered when setting realistic sound power emission targets fort building areas or individual plant and equipment:

- The emergency generator sets would comprise packaged units, meeting a sound pressure level of 80dB(A) around the 1m surface of the container (or enclosure) and from ventilation openings and external equipment. Mitigation measures to meet this requirement would include, but not necessarily be limited to the following:
  - Provision of a suitably sound-insulated engine container, with acoustic rated door-sets;
  - Provision of high-performance engine exhaust silencing;
  - Provision of attenuators to air intake and air discharge openings in the container;
  - Provision of low-noise fans / motors to air-cooled radiators.
- HVAC equipment would be selected on the basis of having a low-noise design, with intake and exhaust duct openings to AHU's fitted with suitable attenuators. Acoustic louvers fitted, as necessary, to the ventilation openings along the sides of the buildings. Acoustic screening installed, where necessary, around roof plant areas.

6.1.3 Sound Power Emission Levels

The sound power emission levels of the source areas and equipment items comprising the DDC scheme are provided in Table 5. For the emergency generator sets, the sound power level is consistent with the package meeting a surface sound pressure level of 80dB(A).

Area source / Component	No. of Items / Areas	L_{wA} / unit	L_{wA} (dB) at octave band centre frequency (Hz)								
			31	63	125	250	500	1k	2k	4k	8k
Emergency Generators	150	**103**	110	111	104	99	92	90	87	78	81
Area Sources (for HVAC)											
Roof plant area	4	**106**	-	85	91	92	100	102	100	94	87
Louvered openings (west walls)	4	**100**	-	72	86	95	95	97	92	86	75
Louvered openings (east walls)	4	**100**	-	72	86	95	95	97	92	86	75
Total for area sources		**114**		91	99	105	108	110	107	101	94

Table 5: Sound power level (L_{wA}) of area sources and equipment items comprising the DDC scheme.

The sound power level of the equipment items and area sources comprising the DDC scheme is used as the starting point for the purpose of predicting sound levels in the surrounding environment and at the specified receptor locations, using a noise propagation model.

6.1.4 Prediction detail and results

For the purpose of this assessment a proprietary noise model, the Bruel and Kjaer, 'Predictor', has been used. This model is based upon noise propagation corrections (including distance attenuation, ground effects, terrain screening and atmospheric absorption), as advised in ISO 9613[11], to determine results.

[11] ISO 9613. Part 2 1996. Acoustics – Attenuation of sound during propagation outdoors. General method of calculation.

This model calculates levels around a site simultaneously and allows the reporting of the results both numerically and visually through the construction of noise contours. The following set-up parameters have been included in the noise model:

- Ground Factor = 0.8 (mix of hard but mainly soft ground cover).
- Downwind conditions (C=0)
- Temperature = 10°C
- Receiver heights = 1.5m
- Humidity 60%
- Source height: As per the source height of the equipment or area source.

Predictive noise model iterations have been completed for the following operational scenarios:

RUN 1: Normal operating: All HVAC plant operating at full capacity, reflecting worst-case 'normal operating' conditions.

RUN 2: Emergency operation: All emergency generators, plus all HVAC equipment operating.

RUN 3: Generator testing: Periodic testing of banks of Generator Sets, plus all HVAC equipment operating.

The noise maps showing noise contours projected for the noted three operating scenarios are included as Figures 3 to 5. The co-ordinates of the identified noise sensitive receptors have been included in the computer model to obtain predicted results at these defined locations. These predicted levels are shown in Table 6.

Operating Scenario / Receptor Position		$L_{Aeq,T}$ dB	A-weighted octave band sound pressure Levels (dB)							
			63	125	250	500	1k	2k	4k	8k
1:	**DDC Normal Operation**									
RP1:	Harwell Rd, Sutton Courtenay.	**27**	-	-	10	22	25	13	-	-
RP2:	Hill Farm, Didcot	**36**		4	17	28	34	27	-	-
RP3:	Roxburgh Drive, Didcot	**36**		7	19	30	35	28	-	-
2:	**DDC with Emergency Generators**									
RP1:	Harwell Rd, Sutton Courtenay.	**47**	44	35	37	37	39	27	-	-
RP2:	Hill Farm, Didcot	**55**	51	43	44	46	49	42	-	-
RP3:	Roxburgh Drive. Didcot	**40**	34	25	28	31	36	29	-	-
3:	**DDC with Generator testing**									
RP1:	Harwell Rd, Sutton Courtenay.	**36**	32	23	26	28	30	16	-	-
RP2:	Hill Farm, Didcot	**46**	42	35	36	37	41	35	-	-
RP3:	Roxburgh Drive. Didcot	**39**	33	24	26	31	36	29	-	-

Table 6: Predicted specific $L_{Aeq,T}$ sound level from DDC operating scenarios, at closest residential receptor positions.

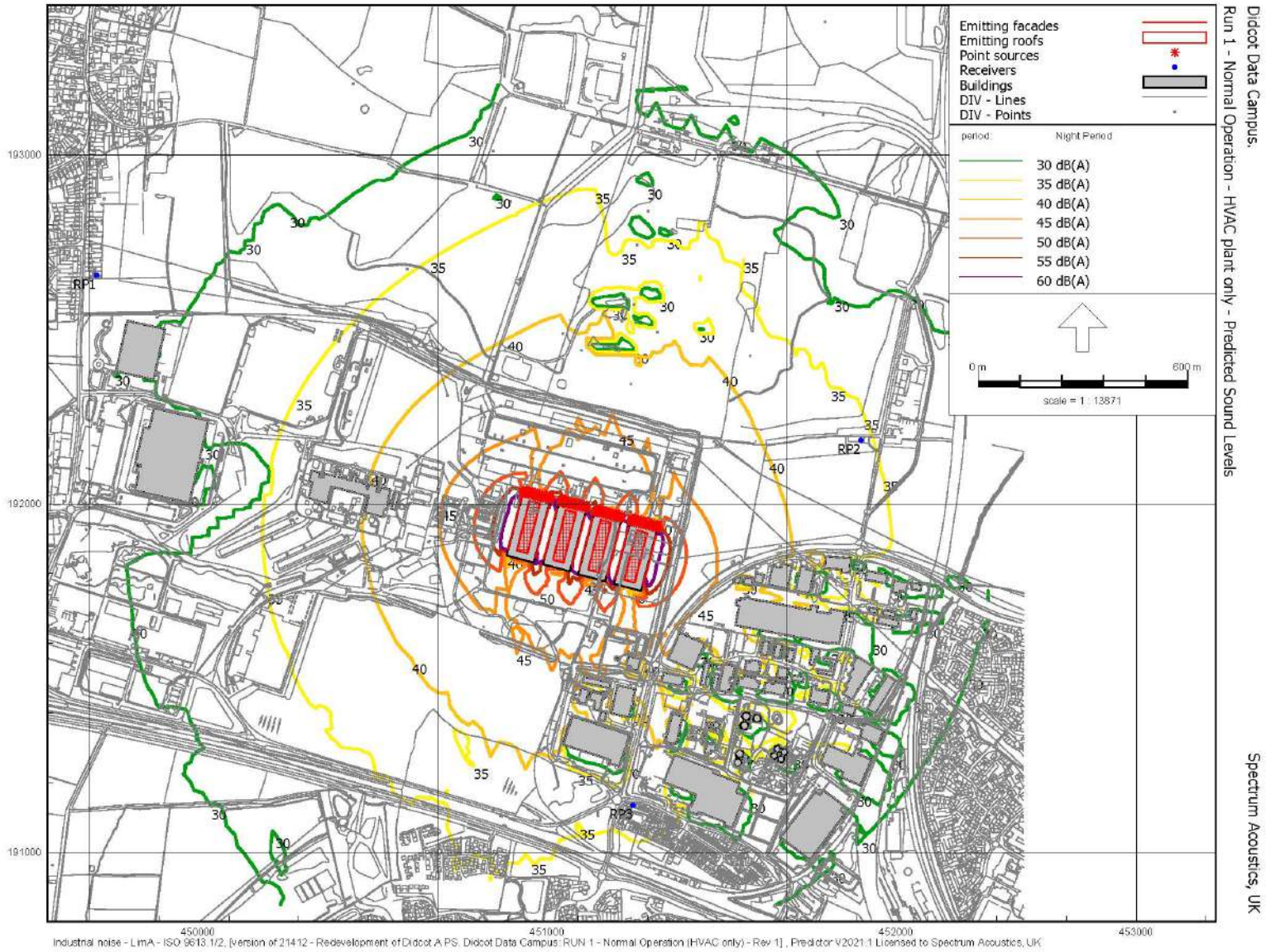

Figure 3: Predicted operational sound contours for DDC normal operation (HVAC plant), based on illustrative concept scheme.

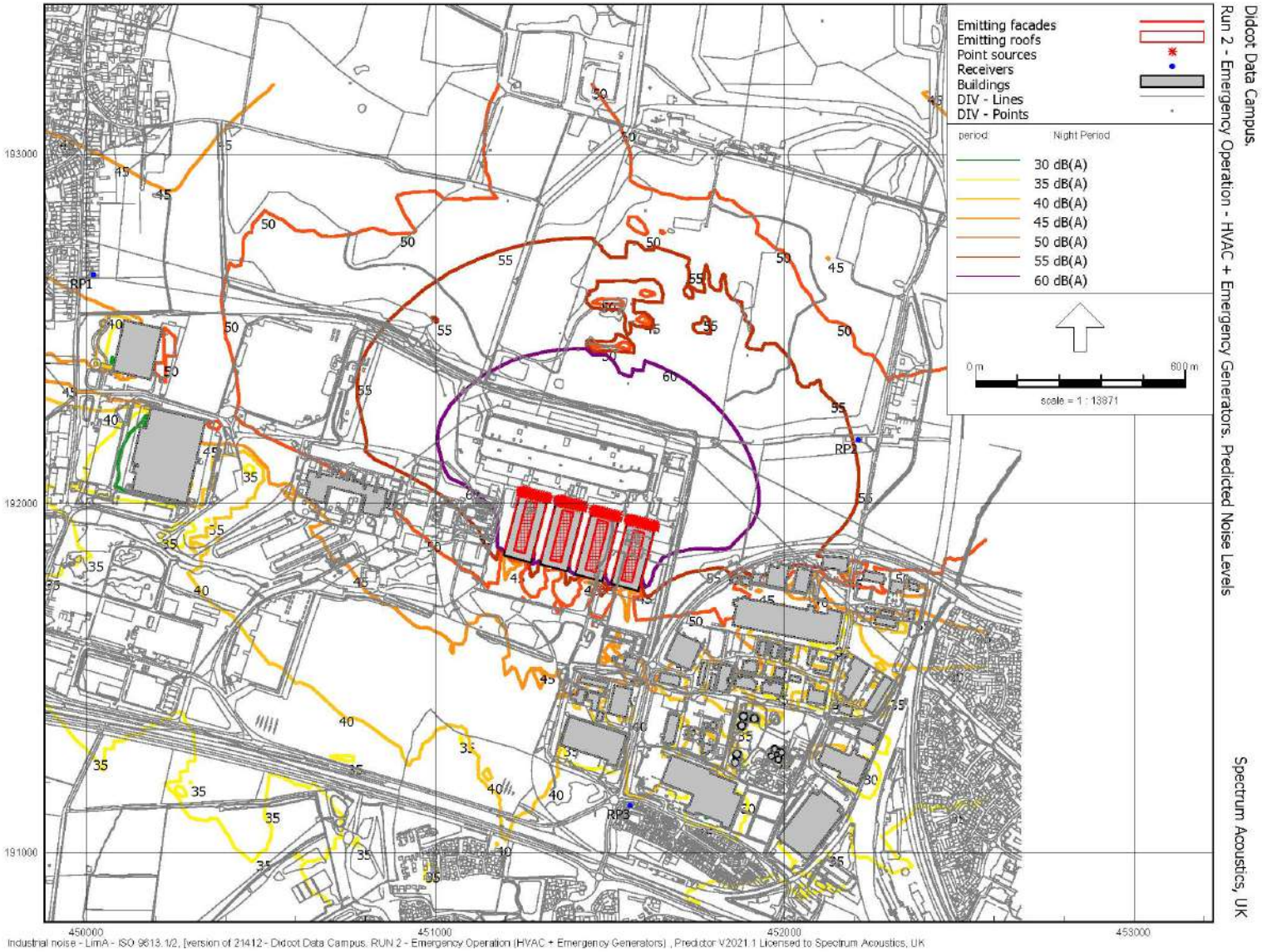

Figure 4: Predicted sound contours with operation of emergency generators (including operation of HVAC plant), based on illustrative concept scheme.

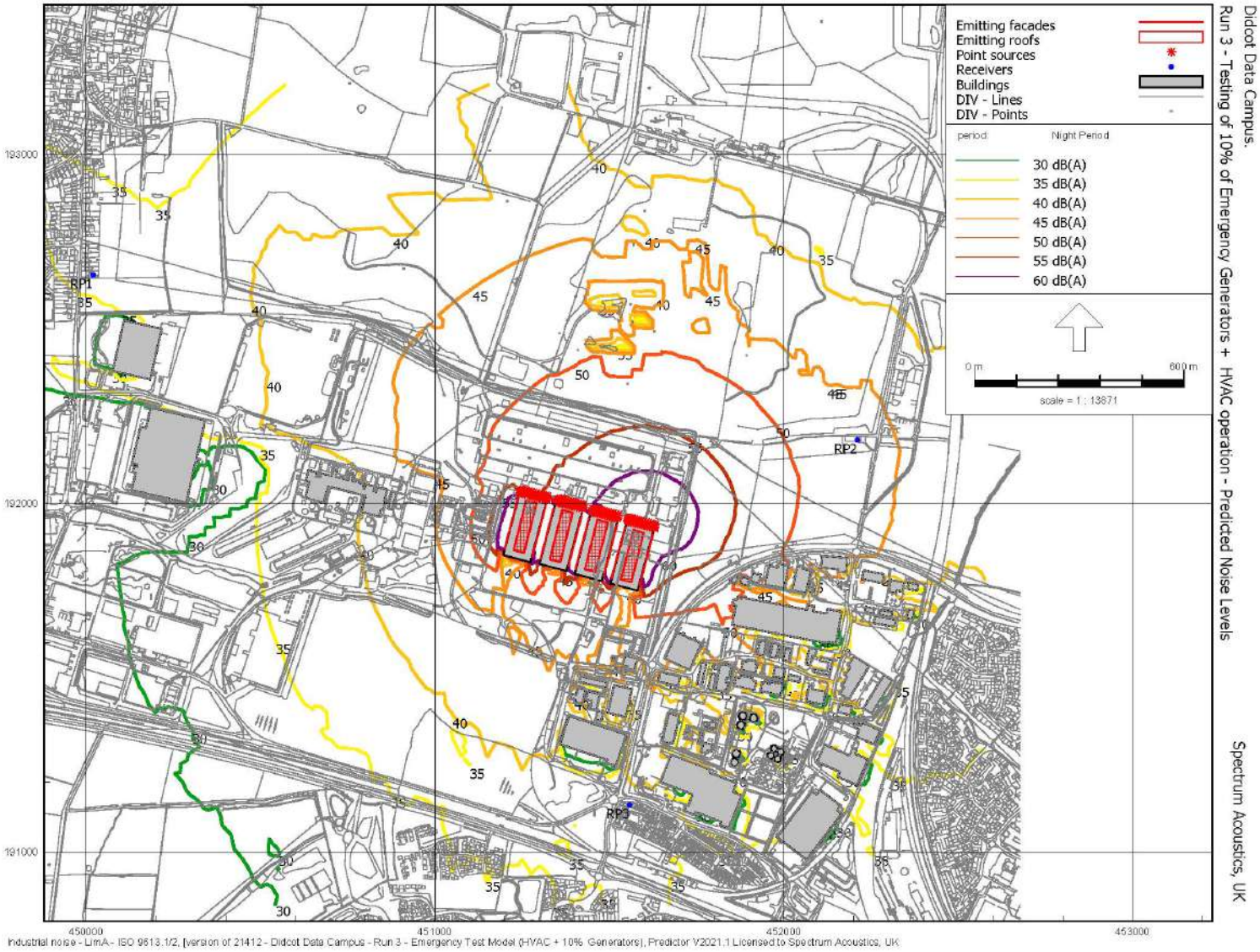

Figure 5: Predicted sound contours with test operation of 10% emergency generators (including HVAC operation), based on illustrative concept scheme

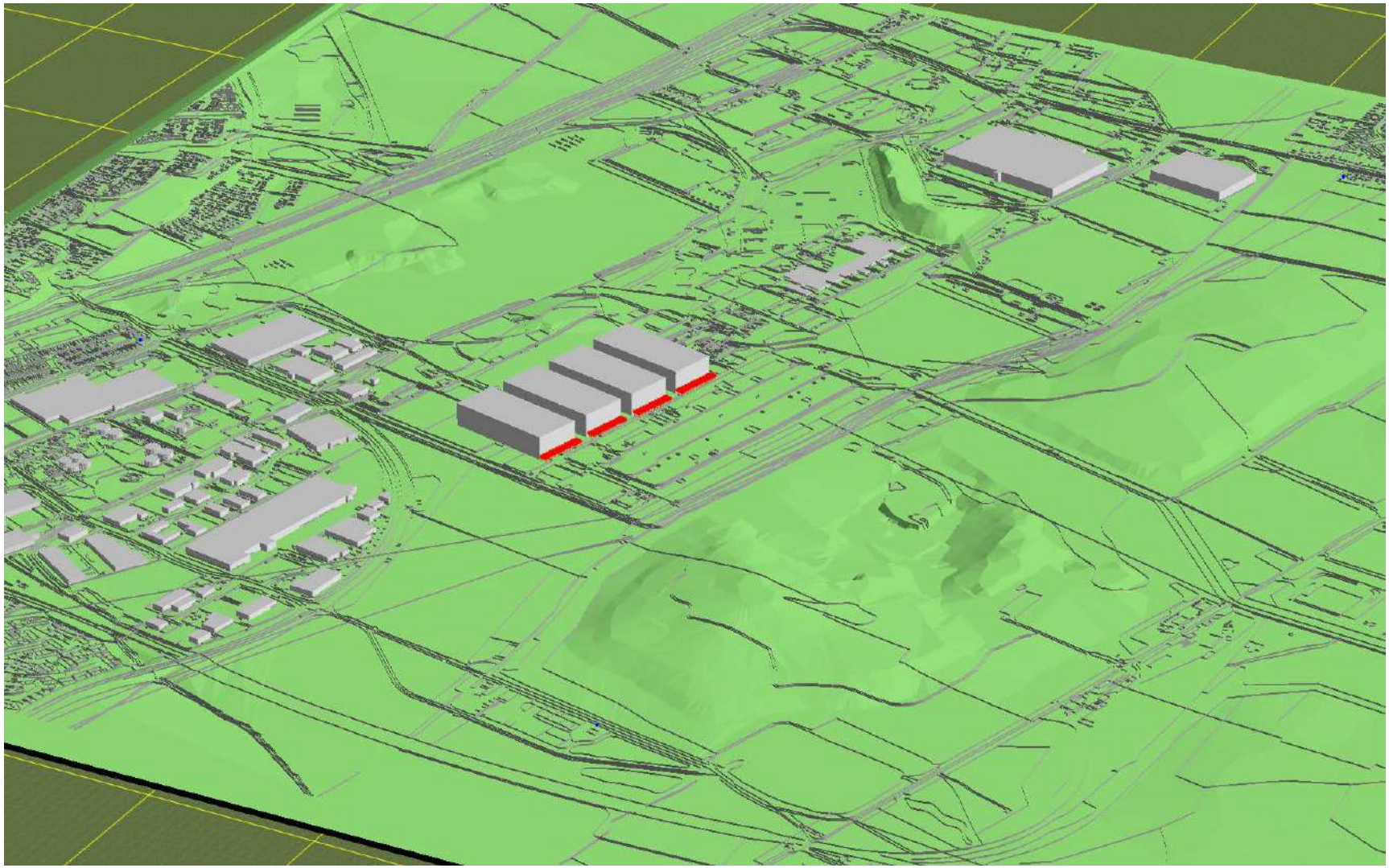

Figure 6: 3D view of Didcot Data Campus (illustrative concept scheme) and surrounding environment.

As indicated in table 6, predicted sound levels for normal operation of the DDC are at low levels. This would be expected given the low sound power emission from the equipment and components associated with the scheme, together with the significant separation distance and (for positions RP1 and RP3) beneficial screening provided by other intervening industrial and commercial buildings.

Predicted sound levels for DDC operation with support from operation of the emergency generator sets are significantly higher, with the highest level of $L_{Aeq,T}$ 55dB, shown for the closest position of RP2 (Hill Farm). During the test operation of typically up to 10% of the emergency generators, predicted sound levels of $L_{Aeq,T}$ 46dB are again highest at position RP2.

6.1.5 Operational sound acoustic features

The specific sound level from operation of Didcot Data Centre would be steady with no impulsive character. Whilst some equipment elements, such as cooling fans and transformers would exhibit a degree of tonality at source, the mitigating measures described in section 6.1.2 would ensure that such character is suppressed to a sufficiently low level so that no prominent tones would be present at the far-field receptor positions.

6.2 ASSESSMENT OF OPERATIONAL SOUND

Table 7 provides a BS 4142 assessment, comparing predicted $L_{Aeq,T}$ operational sound from DDC, with the $L_{A90,T}$ background sound level, as established at the closest residential receptor positions. For the normal operation and emergency operation scenarios, the worst-case night time background sound levels have been referenced. As Generator Testing would take place during daytime hours, the background levels for this period are used.

Comparison with the WHO advised night-time criterion of $L_{Aeq,T}$ 45dB, applicable to outside bedroom windows, is also included in the table.

DDC Scheme Operating Scenarios	Specific sound level $L_{Aeq,T}$ (dB)	Background sound level $L_{A90,T}$ (dB)	BS 4142 Assessment Level (dB)	Comparison with WHO 45dB criterion
1: DDC Normal Operation				
RP1: Harwell Road, Sutton C.	**27**	32	-5	-18
RP2: Hill Farm, Didcot	**36**	39	-3	-9
RP3: Roxburgh Drive, Didcot	**36**	46	-9	-9
2: DDC Emergency Operation				
RP1: Harwell Road, Sutton C.	**47**	32	+15	+2
RP2: Hill Farm, Didcot	**55**	39	+16	+10
RP3: Roxburgh Drive, Didcot	**40**	46	-6	-6
3: DDC + Generator Testing				
RP1: Harwell Road, Sutton C.	**36**	37	-1	-9
RP2: Hill Farm, Didcot	**46**	43	+3	+1
RP3: Roxburgh Drive, Didcot	**39**	52	-13	-6

Table 7: BS 4142 assessment of DDC specific $L_{Aeq,T}$ operational sound level at residential receptor positions, including comparison with WHO night time criterion.

As explained in Section 6.1.5, in the absence of acoustic features such as impulsivity or tonality, the BS 4142 rating level at receptors would be the same as the specific sound level, provided in column 2 of Table 7.

For the normal operation of DDC (scenario 1), the resulting BS 4142 assessment level is in the range -9dB to -3dB, so at a negative value at each of the receptor positions. With reference to the Table 1 *'BS 4142 magnitude of noise impacts'*, this would indicate that operational sound from DDC would provide a very low adverse impact. Operational sound levels are also well within the WHO advised guideline of $L_{Aeq,T}$ 45dB(A), night time outside bedroom windows.

For the emergency operation of DDC scheme (scenario 2), the predicted specific sound level resulting from operation of the emergency generators is $L_{Aeq,T}$ 55dB at the closest position RP2: Hill Farm and 47dB at RP1: Harwell Road. These levels would provide a BS 4142 assessment level of +16dB and +15dB respectively, indicating a potential significant adverse impact, depending on context. Operational sound levels are also shown to exceed the WHO advised guideline of $L_{Aeq,T}$ 45dB(A), night time outside bedroom windows.

Positions to the south of the DDC, as represented by RP3: Roxburgh Drive, would be less affected by sound emission from the Emergency Generator Sets, due to beneficial screening from the large industrial buildings, with the resulting negative assessment level indicating a very low adverse impact.

For the operation of DDC, to include daytime testing of the Emergency Generator Sets, (scenario 3), the predicted specific sound level resulting from operation of the emergency generators is $L_{Aeq,T}$ 46dB at the closest position RP2: Hill Farm and 36dB at RP1: Harwell Road. These levels would provide a BS 4142 assessment level of +3dB and -1dB respectively, indicating a low risk of adverse impact. This is particularly the case when the specific sound levels are placed into the context that these levels are well below the existing mean daytime ambient $L_{Aeq,T}$ levels of 51dB (RP2) and 45dB (RP2).

Again, positions to the south of the DDC, as represented by RP3: Roxburgh Drive, are less affected by sound emission from the Emergency Generator Sets, due to beneficial screening from the large industrial buildings, with the resulting negative assessment level indicating a very low adverse impact.

6.2.1 BS 4142 context factors

The BS 4142 assessments applicable to DDC normal operation (scenario 1) and DDC operation with testing of the emergency generator sets (scenario 3) have indicated that such modes of operation would provide a low risk of adverse impact.

In relation to the emergency operation of DDC scheme (scenario 2),the BS 4142 assessment indicates a potential significant adverse impact, based on the numeric assessment, however, there are important context factors to take into account :

- A major power outage, resulting from grid power failure would represent an exceptional event, so any adverse impact from noise would be both very infrequent and of short duration.
- Predicted absolute sound levels resulting from operation of all the emergency generator sets together are shown to not exceed $L_{Aeq,T}$ 55dB at the closest residential receptor position. This level is consistent with noise limits typically set to cover emergency operation of equipment, for example steam venting at power stations.

When these context factors are considered, adverse impact is unlikely to be significant, perhaps best categorised as an infrequent adverse impact of short duration, as commonly associated with an emergency event.

6.2.2 BS 4142 uncertainty considerations

Uncertainty to the BS 4142 assessment has been minimised by adopting the following procedures:

UNCERTAINTY OF MEASURED VALUES

- The ambient sound survey has been planned and completed by experienced and well-qualified personnel. Measurement positions have been carefully selected to ensure these are representative of the closest sensitive properties to the application site, with the micro-siting of equipment ensuring the chosen positions afford the most favourable unrestricted view in the direction of the application site.
- Sound level measurements have been made using high-quality Bruel & Kjaer sound analyser instrumentation, with this equipment calibrated in accordance with the manufacturer's specification.
- The ambient sound survey at each receptor position has been conducted in accordance with the guidance and procedures included in BS 4142.
- The sound survey was completed over a 2-week duration, recording measurements over a range of different sample periods, time intervals and taking in suitable weather conditions. This provided a validated data-set for the purpose of providing good statistical accuracy in the determination of the $L_{A90,T}$ Background Sound Level and the $L_{Aeq,T}$ Residual Sound Level.

UNCERTAINTY OF PREDICTIONS AND CALCULATIONS

- For the purpose of noise model predictions, source sound power level data applicable to the Emergency Generator Sets has been obtained from test information based on a packaged unit, meeting a sound pressure level of 80dB(A) around the 1m surface of the container (or enclosure) and from ventilation openings and external equipment. Mitigation measures to meet this requirement have been described in Section 6.1.2.
- Sound level predictions have been made by computer noise modelling, using Bruel & Kjaer 'Predictor' software, with calculations made in accordance with ISO 9613 procedures. Moreover, the Predictor software conforms to ISO 17534 quality assurance for software implementation of ISO 9613.

7. ASSESSMENT OF CONSTRUCTION NOISE

7.1 WORKS ASSOCIATED WITH CONSTRUCTION OF DDC BUILDINGS

The construction of DDC buildings, together with associated groundworks, utilities, infrastructure and enabling works, is subject to outline planning application and consequently there is insufficient information at this stage relating to the construction design and management, which would include requirements for construction plant, equipment and transportation.

To mitigate the impact of the works, construction noise and vibration could be effectively managed and controlled through standard planning controls, with suitable Conditions agreed with the local planning authority (LPA), following submission of the application and before development works commence.

As an example, planning controls can include a requirement for adopting the 'best practicable means' for to construction noise and vibration control, referencing the guidance provided in Section 8 (Control of Noise) of BS 5228-1, for the purpose of minimising noise emission.

7.2 CONSTRUCTION WORKS SUBJECT TO FULL PLANNING PERMISSION.

At this stage, detail of the plant, or work activities, required for construction works associated with the full planning application are not fully understood.

However, works associated with the construction of new / improved site access, from the existing site access on Purchas Road, or subsequently from the HIF1 Science Bridge Road, can be better quantified under generic road construction works. Note, the Development Framework Plan, showing the access road, with and without the HIF1 Science Bridge Road, is not included here, but may be referenced from the application documents.

Accordingly, for the purpose of the predicting the typical levels of noise, from construction of the site access road, a typical plant operating scenario for this type of road works has been estimated, as included in Table 8.

For the purpose of assessing potential noise resulting from road construction works, predictions have been completed at the closest receptor position (RP3 to the south), using procedures included in Section F.2.2 of BS 5228-1. The noise data applicable to construction equipment, in terms of $L_{Aeq,T}$ at 10m distance, has been referenced from Annex C of the Standard.

Plant Type	BS 5228	$L_{Aeq,T}$ at 10m	Dist. (m)	Adjustments (dB)			Result	on-time		Activity
	Ref.			Dist.	Screen	Refl.n	$L_{Aeq,T}$ dB	%	dB	$L_{Aeq,T}$
BS5228-1. Step 1		Step 2	Step 3	Step 4	Step 5	Step 6	Step7	8	10	Step 11
Excavator (35t) No.1	C.5.18	80	480	-34	-5	+3	44	25	-6	38
Excavator (35t) No.2	C.5.18	80	480	-34	-5	+3	44	25	-6	38
ADT Dump Truck No.1	C.5.17	81	480	-34	-5	+3	45	25	-6	39
Excavator (20t). No.1	C.2.19	77	480	-34	-5	+3	41	25	-6	35
Excavator (20t) No.2	C.2.19	77	480	-34	-5	+3	41	25	-6	35
ADT Dump Truck No.2	C.5.17	81	480	-34	-5	+3	45	25	-6	39
Bulldozer CAT D6T	C.5.15	83	480	-34	-5	+3	47	25	-6	41
ADT Dump Truck No.3	C.5.17	81	480	-34	-5	+3	45	25	-6	39
CAT Grader 14M	C.6.13	86	480	-34	-5	+3	50	25	-6	44
Asphalt paver	C.5.13	77	480	-34	-5	+3	41	25	-6	35
Vibratory Compactor 1	C.5.22	81	480	-34	-5	+3	45	25	-6	39
Vibratory Compactor 2	C.5.22	81	480	-34	-5	+3	45	25	-6	39
Total							**56**			**50**

Table 8: Predicted specific $L_{Aeq,T}$ sound level from access road construction works at closest residential receptor position.

Predicted noise levels for road construction work, at the closest residential receptor position RP3, to the south of the existing site access from Purchas Road, or from a site access subsequently taken from the HIF1 Science Bridge Road, are shown to be at level of $L_{Aeq,T}$ 50dB(A).

Such a modest noise level would be expected given the significant separation distance and screening benefit provided by other intervening industrial and commercial buildings..

This predicted level of construction noise is below the existing mean daytime ambient sound level of $L_{Aeq,12hour}$ 58dB, which is dominated by daytime traffic noise from the nearby A4130 and well below the BS 5228-1 defined threshold of significant effect for daytime construction noise set at $L_{Aeq,12\text{-}hour}$ 65dB.

8. ASSESSMENT OF ROAD TRAFFIC NOISE

The Transport Assessment has included for a sensitivity test, based on the worst-case assessment of traffic flows associated with the operation of DDC.

As taken from this traffic flow information, tables 9 and 10 provide detail on the projected 18-hour (0600-0000) annual average daily traffic flows (AADF) applicable to the 'with and without' development scenarios, for the 2026 reference year. Data is provided for road sections that would be most affected by traffic used to access the DDC site, but not all roads included in the sensitivity test.

Table 9 includes projected 2026 traffic flow data without the road schemes included in the Oxfordshire County Council Housing Infrastructure Fund (HIF), with Table 10 including data with the HIF1 Science Bridge Road scheme.

Road Section	2026 baseline		Development traffic 2026		Total 2026		% Increase (Impact)	
	All	HGV	All	HGV	All	HGV	All	HGV
A4130: East of Milton Interchange	29706	1960	1248	50	30954	2010	4.2	2.6
A4130: West of Sir Frank Williams Ave.	35417	2337	1248	50	36665	2387	3.5	2.1
Station Road	18474	1217	495	-	18968	1217	2.7	-
A4130: North of Mendip Heights	21193	1401	1168	50	22361	1451	5.5	3.6
A4130: North of Basil Hill Road	18673	1231	228	15	18901	1246	1.2	1.2
A4130: North of Hawksworth	16098	1063	41	2	16139	1065	0.3	0.2
A4130: East of Collet	16991	1120	42	2	17033	1122	0.2	0.2
Science Bridge Road	-	-	-	-	-	-	-	-

Table 9: Projected with and without development traffic flows, without HIF1 scheme

Road Section	2026 baseline		Development traffic 2026		Total 2026		% Increase (Impact)	
	All	HGV	All	HGV	All	HGV	All	HGV
A4130: East of Milton Interchange	28806	1901	1248	50	30054	1951	4.3	2.6
A4130: West of Sir Frank Williams Ave.	24217	1598	16	0	24233	1598	0.1	0.0
Station Road	12146	800	521	0	12667	800	4.3	-
A4130: North of Mendip Heights	10351	685	476	-10	10827	675	4.6	-1.5
A4130: North of Basil Hill Road	7749	512	461	0	8210	512	5.9	0.0
A4130: North of Hawksworth	10121	668	19	0	10140	668	0.2	0.0
A4130: East of Collet	10438	688	83	2	10521	691	0.8	0.3
Science Bridge Road	14729	1832	410	14	15139	1846	2.8	0.8

Table 10: Projected with and without development traffic flows, with HIF1 scheme

The traffic flow figures provided in tables 9 and 10 demonstrate that the increase in road traffic on local access routes, due to additional traffic movements generated by operation of the DDC development, would be low, both with and without the HIF1 Science Bridge Road scheme. The increase in HGV movements is also shown to be very low.

The highest % increase in road traffic, due to the development traffic, is shown to be on the A4130, with a 5.5% increase on the road section north of Mendip Heights (without HIF1 scheme) and a 5.9% increase on the road section north of Basil Hill Road (with HIF1 scheme).

A noise change of $L_{A10,18hr}$ +1dB, requires an increase in traffic flow of around 25% and a noise change of $L_{A10,18hr}$ +3dB requires an increase in traffic flow of 100%. Both short term and long term noise change of less than $L_{A10,18hr}$ 1dB is deemed negligible and therefore not significant.

A 6% increase in traffic flow equates to a very small increase in traffic noise of $L_{A10,18hr}$ 0.25dB and consequently operation of the DDC development, both with and without the HIF1 Science Bridge Road scheme, would provide a negligible change to traffic noise, which would be considered not significant.

In line with guidance provided in DMRB, it is appropriate to address the following scoping assessment questions:

1. is the project likely to cause a short-term change in the Basic Noise Level (BNL) of 1dB $L_{A10,18hr}$ in the do-minimum opening year (DMOY) compared to the do-something opening year (DSOY); *NO.*
2. is the project likely to cause a long-term change in the Basic Noise Level (BNL) of 3dB $L_{A10,18hr}$ in the do-something future year (DSFY) compared to the DMOY; *NO.*
3. does the project involve the construction of new road links within 600m of noise sensitive receptors; *YES, the closest receptor is at 480m.*
4. would there be a reasonable stakeholder expectation that an assessment would be undertaken; *NO*

DMRB indicates that a negative response to each question would indicate that more detailed assessment would not be required.

All questions can be answered in the negative apart from 3), as the new road link and junction to the existing site access from Purchas Road, or subsequently (when constructed) from the HIF1 Science Bridge Road are both approximately 480m from the closest noise sensitive receptors.

However, across this separation path these receptor positions to the south have the additional benefit of screening by large industrial buildings. The screening benefit, estimated as at least 10dB(A), would easily off-set the noise reduction that would be experienced over the additional distance between 480m to 600m, which would only be 2dB(A).

On this basis, it is reasonable to conclude that the additional traffic movements generated by operation of the DDC development would provide a negligible noise change, which would not be significant.

9. CONCLUDING SUMMARY

It is firstly important to note that while this submission relates to a free-standing hybrid planning application for a data centre campus that the assessment has been undertaken in such a way that the possibility of either this or the HIF1 scheme being delivered independently has been safeguarded.

The quantitative assessment of operational sound from DDC has provided the following information:

- Based on assumptions made on the concept proposals, to include the most likely positioning of buildings and plant within the development site, together with assumed level of design mitigation for plant and equipment, predictions and assessment in line with BS 4142 have indicated that operational sound from DDC would provide a very low adverse impact.
- In relation to the emergency operation of DDC, to include for operation of the Emergency Generator Sets, predictions and assessment in line with BS 4142 have indicated a potential significant adverse impact, based on the numeric assessment. However, when the context factors relating to emergency operation are considered, adverse impact is unlikely to be significant, more so a very infrequent adverse impact of short duration, as associated with the exceptional event of a grid power failure.
- For the operation of DDC, to include daytime testing of the Emergency Generator Sets, predictions have indicated that sound levels would be below the existing mean daytime ambient $L_{Aeq,T}$ levels and assessment in line with BS 4142 would indicate a low risk of adverse impact.

The assessment of noise from construction works associated with DDC has provided the following information:

- There is insufficient information at this stage relating to the construction design and management for DDC, which would include requirements for construction plant, equipment and transportation. To mitigate the impact of the works, construction noise and vibration would be best managed through standard planning controls, with suitable conditions agreed with the local planning authority, following submission of the application and prior to development works commencing.
- For works associated with the construction of new and improved site access, from existing roads, or subsequently from the HIF1 Science Bridge Road, predictions have demonstrated that noise levels at the closest noise sensitive receptor position to the south would be at a modest level of $L_{Aeq,T}$ 50dB(A), so below the existing mean daytime ambient sound level and well below the BS 5228-1 defined threshold of significant effect for daytime construction noise, set at $L_{Aeq,12\text{-}hour}$ 65dB.

The assessment of noise resulting from additional road traffic associated with operation of DDC has provided the following information:

- The increase in road traffic due to additional traffic movements generated by operation of the DDC development would be low, both with and without the HIF1 Science Bridge Road scheme. The increase in HGV movements is also shown to be very low.
- The highest % increase of around 6% is shown to be on the A4130. Such a small increase in traffic flow equates to a very small increase in traffic noise of $L_{A10,18hr}$ 0.25dB and consequently operation of the DDC development would provide a negligible change to traffic noise which would be considered not significant.
- In line with guidance provided in DMRB, a more detailed quantitative assessment is therefore not required.

APPENDIX A

Noise measurement data from Ambient Sound Survey.

Start Date	Start Time	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind Direction
		LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	
12/01/22	12:00					58.5	55.2	0.0	
12/01/22	12:15					63.1	53.5	0.0	
12/01/22	12:30					60.9	55.1	0.0	
12/01/22	12:45					58.0	53.9	0.0	
12/01/22	13:00			52.4	45.3	59.1	54.3	0.0	
12/01/22	13:15			54.0	40.7	58.2	53.9	0.0	
12/01/22	13:30			44.5	40.9	70.5	54.3	0.0	
12/01/22	13:45			55.7	42.0	58.5	53.7	0.0	
12/01/22	14:00			45.5	42.3	58.2	54.6	0.0	
12/01/22	14:15			46.5	43.8	57.1	53.8	0.0	
12/01/22	14:30			56.0	45.2	59.4	54.9	0.0	
12/01/22	14:45			48.1	45.8	58.5	55.2	0.0	
12/01/22	15:00	45.7	38.3	49.2	46.2	59.2	56.1	0.0	
12/01/22	15:15	51.4	37.9	49.6	47.4	58.8	55.1	0.0	
12/01/22	15:30	43.6	37.7	50.8	48.6	59.1	56.3	0.0	
12/01/22	15:45	41.6	38.6	50.6	49.1	58.6	56.1	0.0	
12/01/22	16:00	47.2	40.8	52.0	49.4	75.4	56.8	0.0	
12/01/22	16:15	44.7	40.7	52.6	49.8	72.8	56.7	0.0	
12/01/22	16:30	52.9	42.0	54.7	50.5	60.0	57.5	0.0	
12/01/22	16:45	46.3	41.3	53.0	51.0	60.8	58.1	0.0	
12/01/22	17:00	45.1	40.5	53.9	52.4	60.0	57.8	0.0	
12/01/22	17:15	44.9	41.4	55.0	52.8	59.8	57.8	0.0	
12/01/22	17:30	46.0	41.7	53.7	52.1	60.0	56.9	0.0	
12/01/22	17:45	43.9	41.1	54.8	52.6	59.4	56.9	0.0	
12/01/22	18:00	44.6	42.5	56.0	52.0	59.6	57.3	0.0	
12/01/22	18:15	44.6	41.8	53.7	51.6	59.4	56.7	0.0	
12/01/22	18:30	43.1	40.8	53.7	50.8	59.4	56.3	0.0	
12/01/22	18:45	43.4	41.4	54.6	51.3	58.7	55.7	0.0	
12/01/22	19:00	43.9	41.5	52.1	49.5	58.7	55.6	0.0	
12/01/22	19:15	42.4	40.7	51.6	49.0	57.9	55.5	0.0	
12/01/22	19:30	42.2	40.1	52.1	49.5	57.6	54.5	0.0	
12/01/22	19:45	46.9	39.7	50.7	46.9	59.3	54.5	0.0	
12/01/22	20:00	40.6	38.6	52.7	46.8	57.3	53.8	0.0	
12/01/22	20:15	54.7	39.0	56.9	46.8	57.8	53.9	0.0	
12/01/22	20:30	40.9	38.6	48.6	44.8	56.4	52.3	0.0	
12/01/22	20:45	40.1	37.2	51.5	46.7	57.8	53.5	0.0	
12/01/22	21:00	42.7	37.6	49.1	46.2	55.9	52.5	0.0	
12/01/22	21:15	41.2	38.1	53.3	46.7	58.1	53.9	0.0	
12/01/22	21:30	42.9	38.2	50.2	46.7	60.4	54.3	0.0	
12/01/22	21:45	40.5	38.3	48.5	45.1	56.3	53.4	0.0	
12/01/22	22:00	40.9	38.8	48.2	45.0	57.5	51.9	0.0	
12/01/22	22:15	39.3	37.2	48.5	42.8	54.9	51.6	0.0	
12/01/22	22:30	44.4	36.7	48.0	44.4	55.2	52.2	0.0	
12/01/22	22:45	39.8	37.6	48.6	45.2	55.1	51.9	0.0	
12/01/22	23:00	40.4	38.2	49.2	46.5	55.2	52.6	0.0	
12/01/22	23:15	40.2	37.9	50.0	47.1	54.9	52.4	0.0	
12/01/22	23:30	38.6	37.3	53.5	47.4	53.7	50.7	0.0	
12/01/22	23:45	41.4	39.3	51.1	47.1	55.4	53.0	0.0	

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
13/01/22	00:00	41.1	39.7	50.7	47.0	54.3	51.1	0.0	
13/01/22	00:15	41.4	40.2	49.7	45.9	54.3	50.1	0.0	
13/01/22	00:30	45.4	42.2	55.6	45.1	55.2	52.2	0.0	
13/01/22	00:45	45.2	43.8	49.0	46.0	53.1	51.2	0.0	
13/01/22	01:00	44.1	42.2	54.0	42.5	52.4	50.1	0.0	
13/01/22	01:15	42.5	40.8	45.7	43.1	53.8	50.7	0.0	
13/01/22	01:30	40.0	38.7	48.2	43.1	53.9	51.4	0.0	
13/01/22	01:45	39.1	36.8	46.1	43.5	54.0	51.2	0.0	
13/01/22	02:00	39.8	38.3	47.7	46.0	53.7	51.0	0.0	
13/01/22	02:15	39.3	37.8	47.1	45.3	52.5	50.3	0.0	
13/01/22	02:30	39.6	37.4	48.5	45.2	53.8	51.0	0.0	
13/01/22	02:45	40.9	39.7	46.1	44.3	54.4	51.5	0.0	
13/01/22	03:00	40.7	39.2	50.2	44.8	53.3	50.7	0.0	
13/01/22	03:15	40.6	38.5	47.8	46.2	54.3	51.2	0.0	
13/01/22	03:30	40.7	39.2	49.0	45.7	54.0	51.1	0.0	
13/01/22	03:45	41.7	40.4	51.4	44.5	54.3	51.2	0.0	
13/01/22	04:00	40.9	39.9	48.4	46.0	54.7	51.1	0.0	
13/01/22	04:15	41.7	39.9	50.3	47.7	54.3	51.3	0.0	
13/01/22	04:30	42.0	40.5	50.5	47.7	55.3	52.2	0.0	
13/01/22	04:45	41.9	40.4	50.6	46.3	55.4	52.5	0.0	
13/01/22	05:00	42.7	41.5	50.6	47.2	56.3	52.7	0.0	
13/01/22	05:15	44.1	42.8	55.2	47.7	55.7	52.5	0.0	
13/01/22	05:30	44.6	43.2	54.0	51.2	56.6	54.0	0.0	
13/01/22	05:45	44.3	43.1	53.8	50.0	57.7	54.2	0.0	
13/01/22	06:00	45.4	43.7	51.3	48.7	57.7	54.7	0.0	
13/01/22	06:15	45.1	44.1	52.0	49.6	57.1	54.5	0.0	
13/01/22	06:30	45.9	44.9	54.2	50.9	59.9	55.6	0.0	
13/01/22	06:45	46.2	44.9	56.1	53.5	58.7	56.4	0.0	
13/01/22	07:00	47.1	45.4	55.9	54.0	58.7	56.4	0.0	
13/01/22	07:15	51.7	46.3	56.9	54.9	59.5	56.4	0.0	
13/01/22	07:30	50.4	47.6	56.8	55.4	60.0	57.1	0.0	
13/01/22	07:45	49.5	48.2	56.0	54.0	60.0	57.9	0.0	
13/01/22	08:00	50.1	48.8	56.5	54.8	60.0	57.4	0.0	
13/01/22	08:15	50.5	49.2	57.5	56.1	60.2	57.9	0.0	
13/01/22	08:30	50.1	48.8	57.8	56.3	59.9	57.7	0.0	
13/01/22	08:45	50.2	49.2	57.6	56.4	59.5	57.4	0.0	
13/01/22	09:00	50.9	49.3	57.1	55.6	59.6	57.2	0.0	
13/01/22	09:15	50.2	48.8	57.5	55.8	58.7	56.0	0.0	
13/01/22	09:30	52.5	49.3	57.5	55.1	58.5	56.0	0.0	
13/01/22	09:45	50.5	48.7	56.3	54.5	62.0	55.6	0.0	
13/01/22	10:00	49.5	48.4	53.8	52.2	60.7	54.4	0.0	
13/01/22	10:15	49.7	48.6	55.7	52.3	59.1	55.4	0.0	
13/01/22	10:30	57.0	47.1	53.9	51.7	58.7	54.5	0.0	
13/01/22	10:45	50.0	47.2	51.8	50.0	56.9	53.8	0.0	
13/01/22	11:00	50.1	46.5	51.6	49.1	64.3	53.9	0.0	
13/01/22	11:15	45.8	43.8	49.0	46.9	62.4	53.8	0.0	
13/01/22	11:30	45.2	42.6	49.5	46.2	61.5	52.8	0.0	
13/01/22	11:45	45.0	41.5	47.7	45.5	61.8	53.5	0.0	

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
13/01/22	12:00	45.0	41.4	48.0	45.6	57.1	53.9	0.0	
13/01/22	12:15	46.0	39.6	48.3	44.1	56.9	53.0	0.0	
13/01/22	12:30	39.3	37.2	46.0	43.4	56.7	53.0	0.0	
13/01/22	12:45	42.0	37.5	46.1	43.9	57.2	53.1	0.0	
13/01/22	13:00	42.5	35.1	47.4	45.0	60.3	53.4	0.0	
13/01/22	13:15	42.2	34.7	45.8	44.0	57.5	53.2	0.0	
13/01/22	13:30	44.5	35.2	49.0	45.8	62.5	53.9	0.0	
13/01/22	13:45	54.3	38.7	54.4	45.1	61.4	53.2	0.0	
13/01/22	14:00	52.8	41.1	54.2	46.6	59.1	53.7	0.0	
13/01/22	14:15	46.6	43.3	53.1	48.9	64.1	53.5	0.0	
13/01/22	14:30	47.2	42.3	52.8	49.3	63.8	53.3	0.0	
13/01/22	14:45	45.8	41.1	52.0	49.6	64.9	54.7	0.0	
13/01/22	15:00	43.6	41.4	53.7	51.1	65.8	54.8	0.0	
13/01/22	15:15	43.8	40.6	54.1	51.4	59.4	55.9	0.0	
13/01/22	15:30	46.0	43.9	54.0	52.3	59.7	56.6	0.0	
13/01/22	15:45	47.3	45.2	55.1	53.1	58.7	55.3	0.0	SSW
13/01/22	16:00	47.7	45.5	55.5	53.9	59.0	55.7	0.0	
13/01/22	16:15	48.0	46.0	56.0	54.6	60.0	56.4	0.0	
13/01/22	16:30	49.4	46.7	55.8	54.5	64.8	56.5	0.0	
13/01/22	16:45	48.6	46.6	60.1	54.5	60.9	57.3	0.0	
13/01/22	17:00	48.5	46.9	56.8	54.5	60.5	57.6	0.0	
13/01/22	17:15	49.3	47.6	55.6	54.2	59.4	56.5	0.0	
13/01/22	17:30	49.2	47.5	56.0	53.9	59.6	56.5	0.0	SSW
13/01/22	17:45	48.8	47.5	56.2	54.4	58.6	56.3	1.0	SSW
13/01/22	18:00	48.6	47.4	55.9	53.6	58.8	56.5	1.0	SSW
13/01/22	18:15	48.7	47.0	55.2	53.5	58.9	56.0	1.0	SSW
13/01/22	18:30	48.5	47.0	54.8	52.6	58.6	55.7	0.0	SSW
13/01/22	18:45	48.5	47.0	54.5	52.3	59.3	55.8	0.0	SSW
13/01/22	19:00	47.5	46.1	52.5	50.5	57.2	54.3	0.0	
13/01/22	19:15	47.3	45.8	51.8	49.7	57.8	54.7	0.0	
13/01/22	19:30	46.6	45.2	51.5	48.6	57.5	54.4	0.0	
13/01/22	19:45	47.1	45.3	53.6	49.2	57.4	54.5	0.0	
13/01/22	20:00	46.7	45.6	53.8	50.2	58.0	55.2	0.0	
13/01/22	20:15	47.8	46.7	53.9	51.5	57.1	54.2	0.0	
13/01/22	20:30	47.8	46.1	53.8	49.9	57.4	54.7	0.0	
13/01/22	20:45	47.4	46.0	51.8	48.9	57.5	54.7	0.0	
13/01/22	21:00	47.6	44.5	52.3	48.9	56.6	54.1	0.0	
13/01/22	21:15	44.6	42.8	51.7	49.0	57.5	54.5	0.0	
13/01/22	21:30	45.0	43.0	53.3	50.5	57.7	54.6	0.0	
13/01/22	21:45	45.5	43.1	52.1	49.9	57.0	53.8	0.0	
13/01/22	22:00	44.0	41.7	52.2	48.7	57.1	53.8	0.0	
13/01/22	22:15	43.4	41.6	49.0	46.0	55.4	53.1	0.0	
13/01/22	22:30	43.9	41.6	51.2	47.0	55.6	52.9	0.0	
13/01/22	22:45	42.6	41.2	50.5	45.7	55.8	52.7	0.0	
13/01/22	23:00	43.5	41.3	48.8	46.4	55.2	52.2	0.0	
13/01/22	23:15	43.4	41.0	48.3	44.5	53.8	51.2	0.0	
13/01/22	23:30	41.6	39.1	52.5	43.9	53.9	51.2	0.0	
13/01/22	23:45	38.6	36.4	50.3	45.0	54.1	52.1	0.0	

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
14/01/22	00:00	37.7	35.9	49.2	46.2	55.1	52.6	0.0	
14/01/22	00:15	37.6	34.9	53.2	45.4	55.4	52.3	0.0	
14/01/22	00:30	37.6	36.0	54.8	43.8	53.9	51.3	0.0	
14/01/22	00:45	37.1	35.5	48.3	43.0	53.8	51.0	0.0	
14/01/22	01:00	36.7	34.8	46.9	44.2	53.4	50.5	0.0	
14/01/22	01:15	37.5	35.4	46.4	42.8	52.8	51.2	0.0	
14/01/22	01:30	40.4	38.5	49.2	44.2	54.0	51.8	0.0	
14/01/22	01:45	39.2	37.8	47.4	43.2	54.2	51.9	0.0	
14/01/22	02:00	40.9	39.5	49.1	43.1	53.8	51.8	0.0	
14/01/22	02:15	42.8	41.3	49.3	46.5	53.4	50.8	0.0	
14/01/22	02:30	44.4	42.2	48.2	46.4	52.8	50.0	0.0	
14/01/22	02:45	43.3	42.4	48.8	46.5	54.2	50.8	0.0	
14/01/22	03:00	41.0	39.4	51.7	44.5	52.9	49.5	0.0	
14/01/22	03:15	40.4	39.2	48.1	45.9	54.4	51.1	0.0	
14/01/22	03:30	41.3	39.6	49.3	46.5	55.6	51.5	0.0	
14/01/22	03:45	41.7	40.3	48.2	45.9	54.9	52.1	0.0	
14/01/22	04:00	45.7	42.5	55.9	44.3	54.9	51.8	0.0	
14/01/22	04:15	47.2	45.6	46.2	44.9	54.8	51.1	0.0	
14/01/22	04:30	44.7	42.3	47.4	45.3	54.1	50.6	0.0	
14/01/22	04:45	44.8	43.2	50.7	48.4	55.1	50.5	0.0	
14/01/22	05:00	44.6	43.5	49.4	45.6	54.8	50.2	0.0	
14/01/22	05:15	46.2	45.0	49.5	46.8	55.3	51.9	0.0	
14/01/22	05:30	47.5	46.3	52.5	49.1	57.0	53.4	0.0	
14/01/22	05:45	48.5	46.7	53.5	48.9	56.8	54.1	0.0	
14/01/22	06:00	46.5	44.7	48.4	46.5	57.0	53.2	0.0	
14/01/22	06:15	45.9	44.6	49.8	47.0	55.7	51.4	0.0	
14/01/22	06:30	45.7	44.0	51.6	49.2	56.9	52.3	0.0	
14/01/22	06:45	45.6	44.1	52.9	50.3	57.9	54.3	0.0	
14/01/22	07:00	46.6	45.4	52.5	50.8	57.5	54.2	0.0	
14/01/22	07:15	48.6	47.1	52.9	50.8	58.5	55.2	0.0	
14/01/22	07:30	48.9	47.4	53.1	51.0	58.3	55.4	0.0	
14/01/22	07:45	50.3	48.8	55.5	52.7	58.6	56.1	0.0	
14/01/22	08:00	49.6	48.5	53.6	52.0	59.2	56.3	0.0	
14/01/22	08:15	51.4	49.8	51.9	49.5	59.9	56.6	0.0	
14/01/22	08:30	53.3	50.5	53.3	51.6	59.7	56.7	0.0	
14/01/22	08:45	50.9	49.9	54.3	52.8	59.5	56.4	0.0	
14/01/22	09:00	51.5	49.8	55.6	53.0	59.6	55.8	0.0	
14/01/22	09:15	49.6	48.1	53.0	51.4	57.6	53.7	0.0	
14/01/22	09:30	49.4	47.9	51.9	50.5	57.5	54.1	0.0	
14/01/22	09:45	49.4	48.0	52.3	50.6	57.1	54.1	0.0	
14/01/22	10:00	50.2	49.0	51.6	49.9	58.1	54.1	0.0	
14/01/22	10:15	49.5	47.6	53.8	50.6	57.7	53.9	0.0	
14/01/22	10:30	48.9	47.2	49.1	47.1	58.0	54.7	0.0	
14/01/22	10:45	50.5	48.1	48.8	47.0	58.1	54.5	0.0	
14/01/22	11:00	48.4	47.1	48.7	46.3	64.9	54.0	0.0	
14/01/22	11:15	48.5	46.4	48.3	45.0	71.3	54.6	0.0	
14/01/22	11:30	48.4	45.1	48.1	44.9	56.8	53.0	0.0	
14/01/22	11:45	48.0	43.3	47.3	44.7	57.7	54.3	0.0	

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
14/01/22	12:00	45.5	42.5	46.0	43.9	71.6	54.4	0.0	
14/01/22	12:15	46.1	42.1	49.5	44.7	59.9	54.1	0.0	
14/01/22	12:30	45.4	41.9	47.9	44.0	57.7	53.6	0.0	
14/01/22	12:45	45.9	41.1	47.0	43.2	58.5	55.2	0.0	
14/01/22	13:00	45.7	40.4	47.8	42.8	58.2	54.8	0.0	
14/01/22	13:15	44.4	38.6	49.5	42.9	57.9	53.9	0.0	
14/01/22	13:30	42.6	38.1	44.8	41.3	58.3	53.9	0.0	
14/01/22	13:45	42.0	37.3	46.4	42.6	60.1	53.9	0.0	
14/01/22	14:00	44.3	37.7	47.5	43.3	57.9	54.6	0.0	
14/01/22	14:15	43.8	38.8	48.4	44.4	57.5	53.7	0.0	
14/01/22	14:30	42.9	37.6	47.2	44.1	58.2	54.0	0.0	
14/01/22	14:45	43.8	38.6	46.7	44.5	57.4	54.0	0.0	
14/01/22	15:00	46.1	41.0	47.8	45.5	57.9	54.3	0.0	
14/01/22	15:15	47.3	42.2	57.5	45.9	58.6	54.8	0.0	
14/01/22	15:30	45.9	40.7	51.3	46.4	57.5	54.0	0.0	
14/01/22	15:45	46.3	40.8	50.5	47.4	59.2	55.0	0.0	
14/01/22	16:00	47.0	43.1	53.0	49.1	60.1	56.2	0.0	
14/01/22	16:15	47.8	44.0	52.6	49.8	59.6	56.8	0.0	
14/01/22	16:30	46.5	44.6	53.1	50.3	59.8	57.1	0.0	
14/01/22	16:45	46.3	44.7	51.6	49.5	60.2	57.5	0.0	
14/01/22	17:00	45.9	44.6	52.2	49.9	60.2	57.1	0.0	
14/01/22	17:15	46.2	45.0	53.3	50.9	59.8	56.6	0.0	
14/01/22	17:30	46.6	45.6	54.7	50.6	60.3	57.2	0.0	
14/01/22	17:45	47.2	45.6	55.1	51.9	59.6	57.2	0.0	
14/01/22	18:00	47.9	46.5	54.2	51.2	59.8	56.8	0.0	
14/01/22	18:15	47.4	45.8	53.4	50.6	58.9	55.7	0.0	
14/01/22	18:30	47.1	45.6	54.4	51.8	59.5	56.8	0.0	
14/01/22	18:45	47.6	45.7	54.8	50.2	58.7	55.3	0.0	
14/01/22	19:00	46.1	43.4	52.1	49.0	58.0	55.1	0.0	
14/01/22	19:15	45.4	43.7	52.3	48.9	57.5	54.2	0.0	
14/01/22	19:30	47.6	44.4	52.2	48.0	57.2	54.0	0.0	
14/01/22	19:45	48.8	46.3	54.3	48.8	56.3	53.6	0.0	
14/01/22	20:00	46.6	45.3	52.1	48.4	57.0	53.0	0.0	
14/01/22	20:15	45.9	44.5	53.5	48.7	56.3	52.9	0.0	
14/01/22	20:30	45.3	44.0	51.7	47.7	55.8	52.2	0.0	
14/01/22	20:45	47.7	46.4	54.7	47.5	57.6	52.1	0.0	
14/01/22	21:00	48.1	46.6	52.0	46.1	54.4	51.2	0.0	
14/01/22	21:15	45.5	44.2	52.5	47.8	55.2	51.8	0.0	
14/01/22	21:30	47.8	46.4	53.4	50.1	56.1	52.2	0.0	
14/01/22	21:45	47.1	46.0	51.4	49.0	54.6	51.2	0.0	
14/01/22	22:00	47.6	46.2	49.4	46.4	56.7	52.6	0.0	
14/01/22	22:15	48.1	46.7	47.4	44.7	53.6	51.1	0.0	
14/01/22	22:30	47.6	45.9	47.8	42.7	54.2	50.3	0.0	
14/01/22	22:45	44.6	42.9	45.7	43.5	53.6	49.7	0.0	
14/01/22	23:00	43.9	42.8	46.2	43.5	53.0	49.6	0.0	
14/01/22	23:15	45.2	44.2	48.4	43.9	53.0	49.9	0.0	
14/01/22	23:30	46.0	44.3	51.5	44.9	53.1	49.3	0.0	
14/01/22	23:45	46.9	45.4	49.4	44.0	52.3	48.5	0.0	

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
15/01/22	00:00	45.4	43.6	49.9	46.0	52.4	48.2	0.0	
15/01/22	00:15	45.1	43.4	51.5	43.1	51.3	47.4	0.0	
15/01/22	00:30	45.9	44.5	51.6	44.5	52.8	49.5	0.0	
15/01/22	00:45	45.0	43.8	48.4	44.5	51.4	47.6	0.0	
15/01/22	01:00	44.6	43.7	46.0	42.0	51.6	48.9	0.0	
15/01/22	01:15	44.8	43.6	42.3	38.4	52.5	50.4	0.0	
15/01/22	01:30	46.5	45.3	41.9	38.8	51.6	49.6	0.0	
15/01/22	01:45	46.5	45.6	51.2	41.4	52.7	50.0	0.0	
15/01/22	02:00	48.5	45.2	44.2	39.2	51.3	49.2	0.0	
15/01/22	02:15	48.9	47.6	51.6	40.4	52.6	49.2	0.0	
15/01/22	02:30	48.0	46.2	48.0	42.8	53.7	49.9	0.0	
15/01/22	02:45	48.1	46.6	48.4	45.1	53.5	49.9	0.0	
15/01/22	03:00	47.0	44.4	47.2	44.4	53.0	49.9	0.0	
15/01/22	03:15	45.7	43.5	49.8	46.0	52.4	48.4	0.0	
15/01/22	03:30	46.6	44.7	49.9	47.8	53.4	50.1	0.0	
15/01/22	03:45	44.9	43.2	51.1	48.3	52.9	49.5	0.0	
15/01/22	04:00	45.9	44.3	51.4	49.4	52.7	50.0	0.0	
15/01/22	04:15	44.9	43.4	51.5	49.5	53.2	49.5	0.0	
15/01/22	04:30	47.7	45.4	48.9	45.0	54.5	50.0	0.0	
15/01/22	04:45	48.3	46.2	45.7	42.3	53.6	48.3	0.0	
15/01/22	05:00	48.2	46.1	46.2	41.1	53.4	46.9	0.0	
15/01/22	05:15	49.6	46.7	46.0	42.0	52.3	47.2	0.0	
15/01/22	05:30	47.6	45.8	46.6	42.6	52.6	47.7	0.0	
15/01/22	05:45	47.0	45.4	45.9	41.5	55.8	48.3	0.0	
15/01/22	06:00	47.3	46.1	47.9	42.7	53.5	48.5	0.0	
15/01/22	06:15	48.3	46.5	50.9	43.7	53.4	47.8	0.0	
15/01/22	06:30	47.1	45.8	49.4	44.9	53.0	48.6	0.0	
15/01/22	06:45	45.6	43.6	51.5	45.2	54.0	49.4	0.0	
15/01/22	07:00	45.1	43.5	50.3	45.4	53.6	49.8	0.0	
15/01/22	07:15	45.5	43.9	48.9	43.8	56.6	48.1	0.0	
15/01/22	07:30	48.2	44.9	51.4	44.9	54.2	49.8	0.0	
15/01/22	07:45	49.8	47.2	59.5	44.9	57.8	50.4	0.0	
15/01/22	08:00	47.4	45.6	51.3	48.2	55.1	51.1	0.0	
15/01/22	08:15	46.6	45.0	50.2	46.8	54.8	50.7	0.0	
15/01/22	08:30	45.1	43.5	49.6	45.9	55.3	51.8	0.0	
15/01/22	08:45	46.2	44.6	52.2	49.4	56.2	52.5	0.0	
15/01/22	09:00	45.6	44.2	49.5	46.6	55.9	52.3	0.0	
15/01/22	09:15	47.4	45.0	50.7	47.3	55.9	52.5	0.0	
15/01/22	09:30	50.3	47.4	52.7	49.9	56.9	53.1	0.0	
15/01/22	09:45	48.4	46.4	53.3	51.1	56.9	54.1	0.0	
15/01/22	10:00	47.6	46.0	53.7	52.0	58.2	54.9	0.0	
15/01/22	10:15	47.3	45.8	53.0	51.5	57.2	54.3	0.0	
15/01/22	10:30	47.2	45.8	53.0	51.1	57.6	55.1	0.0	S
15/01/22	10:45	47.9	46.0	53.6	52.1	57.5	54.5	1.0	SSW
15/01/22	11:00	47.6	46.2	54.3	52.7	57.6	54.8	1.0	SSW
15/01/22	11:15	47.2	44.1	54.5	53.0	57.4	54.7	1.0	SSW
15/01/22	11:30	44.7	43.3	54.3	52.0	56.7	53.6	1.0	S
15/01/22	11:45	44.6	42.9	53.9	52.3	57.5	54.5	1.0	SSW

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
15/01/22	12:00	44.3	42.4	53.1	51.5	57.2	53.8	0.0	SSW
15/01/22	12:15	44.6	41.9	52.4	50.6	56.5	53.4	1.0	SSW
15/01/22	12:30	44.1	39.7	53.2	50.4	57.1	53.4	1.0	SSW
15/01/22	12:45	43.0	40.7	53.2	51.3	56.9	53.7	1.0	SSW
15/01/22	13:00	42.9	39.4	54.3	52.1	56.6	53.5	0.0	SSW
15/01/22	13:15	44.8	38.4	53.6	51.7	56.5	52.5	1.0	SSW
15/01/22	13:30	44.4	37.5	53.0	50.9	56.3	52.9	0.0	SSW
15/01/22	13:45	42.6	39.3	53.4	51.4	56.5	52.8	1.0	SSW
15/01/22	14:00	45.0	39.4	53.7	51.5	57.3	53.5	1.0	SSW
15/01/22	14:15	48.3	43.6	53.0	51.1	56.2	52.4	1.0	SSW
15/01/22	14:30	46.4	42.3	53.3	51.3	56.1	53.0	0.0	SSW
15/01/22	14:45	43.9	41.9	53.3	51.4	56.9	53.2	0.0	SSW
15/01/22	15:00	43.5	41.7	53.5	51.5	56.6	53.0	0.0	SSW
15/01/22	15:15	44.7	41.2	53.1	51.2	56.4	53.2	0.0	
15/01/22	15:30	44.2	40.1	53.0	50.9	56.8	51.7	0.0	
15/01/22	15:45	43.3	41.3	53.7	51.1	56.3	52.7	0.0	
15/01/22	16:00	44.7	41.7	49.6	47.1	57.9	52.8	0.0	
15/01/22	16:15	44.2	42.4	50.6	48.3	56.0	52.2	0.0	SSW
15/01/22	16:30	44.3	42.9	52.7	50.5	55.8	52.5	0.0	
15/01/22	16:45	44.8	43.2	51.3	48.5	56.5	52.7	0.0	
15/01/22	17:00	44.3	42.7	51.2	49.1	56.1	52.6	0.0	
15/01/22	17:15	44.4	43.0	53.0	49.6	56.6	52.6	0.0	
15/01/22	17:30	44.6	43.2	54.3	51.4	55.9	52.4	0.0	
15/01/22	17:45	45.1	43.7	52.2	49.9	55.7	52.6	0.0	
15/01/22	18:00	44.1	43.1	50.4	48.2	55.6	51.5	0.0	
15/01/22	18:15	44.1	42.7	51.6	49.2	56.2	50.8	0.0	
15/01/22	18:30	43.8	42.1	53.4	49.7	54.3	50.2	0.0	
15/01/22	18:45	48.3	41.6	49.4	47.7	63.0	50.7	0.0	
15/01/22	19:00	42.3	40.5	48.3	46.2	54.0	49.7	0.0	
15/01/22	19:15	42.4	40.5	49.3	46.4	53.3	49.4	0.0	
15/01/22	19:30	42.4	40.7	51.9	48.3	57.0	48.5	0.0	
15/01/22	19:45	44.2	42.0	52.4	46.6	59.6	48.1	0.0	
15/01/22	20:00	43.5	41.5	50.8	48.0	53.3	48.0	0.0	
15/01/22	20:15	41.6	40.1	50.8	46.3	51.9	46.4	0.0	
15/01/22	20:30	41.9	40.2	50.1	46.8	53.7	47.6	0.0	
15/01/22	20:45	42.4	40.7	47.7	44.6	52.5	46.6	0.0	
15/01/22	21:00	42.7	41.2	49.3	46.3	52.5	47.8	0.0	
15/01/22	21:15	41.2	39.6	49.9	46.3	52.8	47.7	0.0	
15/01/22	21:30	42.2	40.9	49.7	46.7	51.2	46.8	0.0	
15/01/22	21:45	42.4	41.0	50.0	46.5	52.2	45.8	0.0	SSW
15/01/22	22:00	43.2	41.8	50.9	45.7	53.2	46.7	0.0	
15/01/22	22:15	41.5	40.2	46.6	43.7	50.1	44.7	0.0	
15/01/22	22:30	41.5	40.0	48.1	44.4	50.9	45.6	0.0	
15/01/22	22:45	42.2	40.4	47.7	44.3	50.1	43.5	0.0	
15/01/22	23:00	43.4	41.6	49.0	46.2	51.3	44.8	0.0	
15/01/22	23:15	42.2	40.8	47.9	45.9	50.8	43.5	0.0	
15/01/22	23:30	43.6	41.1	48.6	45.1	50.7	44.6	0.0	
15/01/22	23:45	42.9	41.1	53.0	45.4	54.8	44.6	0.0	

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
16/01/22	00:00	43.6	41.2	48.1	44.9	51.1	44.4	0.0	
16/01/22	00:15	43.2	42.0	48.5	46.2	50.6	45.7	0.0	
16/01/22	00:30	43.4	42.0	48.6	46.0	49.7	43.3	0.0	
16/01/22	00:45	42.8	40.8	47.3	45.5	48.3	39.6	0.0	SSW
16/01/22	01:00	43.6	41.5	47.2	45.5	50.4	44.3	0.0	
16/01/22	01:15	43.0	41.1	47.6	45.5	48.8	42.5	0.0	
16/01/22	01:30	42.1	40.6	47.9	45.5	48.7	42.1	0.0	SSW
16/01/22	01:45	43.1	40.3	46.8	44.1	49.1	43.0	0.0	
16/01/22	02:00	41.6	39.8	47.5	44.9	50.4	43.5	0.0	
16/01/22	02:15	41.5	38.4	45.9	43.7	49.5	41.6	0.0	
16/01/22	02:30	42.4	41.0	46.9	44.1	51.7	44.8	0.0	
16/01/22	02:45	40.9	39.7	47.3	43.1	51.4	43.1	0.0	
16/01/22	03:00	41.4	39.6	46.0	43.8	49.2	42.6	0.0	
16/01/22	03:15	44.3	42.0	47.6	44.3	50.0	43.4	0.0	
16/01/22	03:30	42.7	40.0	47.3	43.4	51.4	44.9	0.0	
16/01/22	03:45	40.5	38.4	44.8	41.3	50.1	43.9	0.0	
16/01/22	04:00	43.5	39.4	45.8	42.5	51.5	45.8	0.0	
16/01/22	04:15	42.8	40.6	46.5	43.0	51.0	45.2	0.0	
16/01/22	04:30	42.5	38.6	45.4	42.1	49.7	44.7	0.0	
16/01/22	04:45	39.8	37.8	48.5	45.0	51.7	45.2	0.0	
16/01/22	05:00	39.7	37.8	44.6	41.5	51.5	46.4	0.0	
16/01/22	05:15	41.6	39.2	45.8	41.9	51.0	45.6	0.0	
16/01/22	05:30	42.6	41.2	46.4	42.9	52.9	48.0	0.0	
16/01/22	05:45	42.0	40.1	48.2	45.3	52.7	47.6	0.0	
16/01/22	06:00	39.8	37.7	46.1	42.3	52.2	46.5	0.0	
16/01/22	06:15	39.7	38.1	46.6	42.9	51.4	45.4	0.0	
16/01/22	06:30	42.8	39.5	48.0	44.1	51.8	46.3	0.0	
16/01/22	06:45	39.3	36.2	44.6	41.2	51.7	46.7	0.0	
16/01/22	07:00	38.3	35.0	44.7	41.4	51.3	45.9	0.0	
16/01/22	07:15	40.3	37.9	48.7	43.9	57.3	46.3	0.0	
16/01/22	07:30	40.3	37.0	48.8	43.6	51.2	46.2	0.0	
16/01/22	07:45	42.9	35.8	48.9	40.7	51.3	45.0	0.0	
16/01/22	08:00	48.0	35.1	44.7	40.6	50.0	44.2	0.0	
16/01/22	08:15	51.8	39.7	47.4	45.4	52.9	48.2	0.0	
16/01/22	08:30	52.0	42.4	50.0	47.2	53.9	50.3	0.0	
16/01/22	08:45	44.9	43.3	49.3	47.4	54.0	50.3	0.0	
16/01/22	09:00	46.9	44.0	49.4	47.6	53.9	50.9	0.0	
16/01/22	09:15	46.2	43.6	49.1	47.9	54.5	51.3	0.0	
16/01/22	09:30	46.5	44.4	50.1	48.4	56.3	52.0	0.0	
16/01/22	09:45	45.7	43.8	49.9	48.5	55.7	52.3	0.0	
16/01/22	10:00	46.2	43.8	49.4	47.8	56.2	52.8	0.0	
16/01/22	10:15	46.5	43.7	49.3	47.6	55.7	52.9	0.0	
16/01/22	10:30	46.4	44.0	48.0	46.0	56.7	53.3	0.0	
16/01/22	10:45	46.7	44.0	47.7	46.4	57.7	54.3	0.0	
16/01/22	11:00	44.7	42.3	47.9	46.4	58.0	54.6	0.0	
16/01/22	11:15	45.2	42.1	50.4	47.2	57.3	54.5	0.0	
16/01/22	11:30	42.8	39.6	49.4	46.9	57.5	54.5	0.0	
16/01/22	11:45	47.7	39.7	49.4	47.0	57.8	54.8	0.0	

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
16/01/22	12:00	43.1	39.2	49.7	47.2	57.3	54.3	0.0	
16/01/22	12:15	43.3	39.0	49.0	46.0	57.4	53.9	0.0	
16/01/22	12:30	41.2	38.2	49.0	45.9	57.8	54.3	0.0	
16/01/22	12:45	46.2	38.6	48.8	46.0	57.2	54.3	0.0	
16/01/22	13:00	43.0	37.4	48.6	45.9	58.6	53.9	0.0	
16/01/22	13:15	40.3	37.5	48.8	46.2	57.0	53.9	0.0	
16/01/22	13:30	42.6	38.8	51.1	47.6	58.0	55.2	0.0	
16/01/22	13:45	43.1	37.5	49.7	46.9	56.9	54.2	0.0	
16/01/22	14:00	44.1	37.1	47.6	44.9	59.4	54.3	0.0	
16/01/22	14:15	43.3	37.2	46.9	44.5	57.1	54.2	0.0	
16/01/22	14:30	41.8	36.9	47.0	44.4	56.9	54.0	0.0	
16/01/22	14:45	39.6	37.3	47.8	43.8	55.9	52.9	0.0	
16/01/22	15:00	42.9	39.4	49.9	46.6	56.9	54.0	0.0	
16/01/22	15:15	42.0	38.5	49.3	46.2	57.4	54.0	0.0	
16/01/22	15:30	45.3	37.7	50.3	46.3	57.3	54.1	0.0	
16/01/22	15:45	42.7	38.5	49.3	46.3	69.1	54.2	0.0	
16/01/22	16:00	42.9	39.3	49.2	46.2	70.5	54.2	0.0	
16/01/22	16:15	43.9	38.6	49.9	46.6	69.5	54.3	0.0	
16/01/22	16:30	42.1	38.3	48.9	46.3	65.1	53.6	0.0	
16/01/22	16:45	43.9	37.4	48.2	45.4	72.5	53.4	0.0	
16/01/22	17:00	38.1	34.4	46.8	43.1	70.2	52.5	0.0	
16/01/22	17:15	38.8	34.3	45.0	42.1	55.5	52.7	0.0	
16/01/22	17:30	39.7	34.4	45.8	43.0	56.0	53.0	0.0	
16/01/22	17:45	37.4	34.2	45.7	42.5	56.3	52.6	0.0	
16/01/22	18:00	35.1	33.4	43.9	40.8	55.5	52.2	0.0	
16/01/22	18:15	35.9	33.7	44.9	42.0	56.3	51.6	0.0	
16/01/22	18:30	36.7	34.6	45.8	42.9	54.8	50.7	0.0	
16/01/22	18:45	37.8	35.7	46.8	43.4	54.5	50.2	0.0	
16/01/22	19:00	37.3	35.5	47.3	42.9	54.6	50.4	0.0	
16/01/22	19:15	35.9	33.7	46.2	42.2	54.2	50.5	0.0	
16/01/22	19:30	44.2	33.3	45.9	41.9	55.3	50.7	0.0	
16/01/22	19:45	35.4	32.9	46.1	42.9	54.0	48.9	0.0	
16/01/22	20:00	35.6	32.4	45.9	40.8	53.4	48.9	0.0	
16/01/22	20:15	34.9	32.4	45.8	41.1	54.0	49.7	0.0	
16/01/22	20:30	35.8	33.3	45.5	40.5	53.9	50.1	0.0	
16/01/22	20:45	36.5	33.8	45.7	41.0	53.5	48.7	0.0	
16/01/22	21:00	37.0	34.3	45.7	41.4	52.6	47.6	0.0	
16/01/22	21:15	36.7	34.1	46.7	42.6	53.8	50.5	0.0	
16/01/22	21:30	36.3	33.6	45.9	40.6	53.6	49.2	0.0	
16/01/22	21:45	35.9	33.8	47.4	43.2	54.1	49.9	0.0	
16/01/22	22:00	35.6	33.9	47.8	43.7	55.1	50.4	0.0	
16/01/22	22:15	35.6	33.6	46.1	42.3	51.5	48.3	0.0	
16/01/22	22:30	34.6	33.2	45.9	42.1	54.2	49.6	0.0	
16/01/22	22:45	35.9	33.9	46.2	42.5	54.6	49.5	0.0	
16/01/22	23:00	34.4	33.3	46.2	42.1	53.9	48.6	0.0	
16/01/22	23:15	34.6	33.0	45.5	41.8	52.7	48.3	0.0	
16/01/22	23:30	35.5	33.6	45.6	42.3	52.8	49.3	0.0	
16/01/22	23:45	35.4	33.6	51.3	42.5	55.8	49.7	0.0	

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
17/01/22	00:00	35.5	33.9	54.1	43.2	54.3	50.1	0.0	
17/01/22	00:15	35.6	34.2	45.5	42.4	52.5	49.0	0.0	
17/01/22	00:30	36.2	34.5	45.5	41.9	52.6	49.3	0.0	
17/01/22	00:45	35.6	34.1	44.6	42.7	51.0	48.8	0.0	
17/01/22	01:00	35.6	34.1	45.8	43.5	51.2	47.5	0.0	
17/01/22	01:15	35.4	34.2	45.9	43.4	51.7	48.5	0.0	
17/01/22	01:30	35.9	34.5	46.2	43.5	51.3	48.3	0.0	
17/01/22	01:45	35.8	34.3	45.6	42.9	51.1	48.0	0.0	
17/01/22	02:00	35.3	34.0	58.9	42.9	51.7	48.0	0.0	
17/01/22	02:15	36.1	34.3	45.8	43.0	53.8	49.7	0.0	
17/01/22	02:30	35.9	34.4	46.0	43.4	52.9	50.3	0.0	
17/01/22	02:45	36.0	34.6	46.2	43.4	52.8	50.4	0.0	
17/01/22	03:00	35.8	34.3	45.8	43.2	53.9	49.6	0.0	
17/01/22	03:15	36.0	34.5	45.6	43.3	54.0	50.6	0.0	
17/01/22	03:30	36.0	34.4	45.4	42.7	54.6	51.3	0.0	
17/01/22	03:45	36.3	35.1	46.9	44.2	54.4	51.5	0.0	
17/01/22	04:00	36.5	35.2	46.5	43.8	53.4	50.2	0.0	
17/01/22	04:15	37.5	35.9	47.5	43.9	55.5	50.9	0.0	
17/01/22	04:30	38.5	36.7	47.4	44.5	54.4	51.0	0.0	
17/01/22	04:45	38.6	37.4	48.6	44.9	56.7	52.2	0.0	
17/01/22	05:00	38.9	37.7	49.0	45.3	55.3	51.1	0.0	
17/01/22	05:15	39.7	38.3	48.7	45.1	56.6	51.9	0.0	
17/01/22	05:30	41.4	39.6	49.7	46.3	57.6	53.9	0.0	
17/01/22	05:45	41.1	39.9	49.8	46.4	57.8	54.7	0.0	
17/01/22	06:00	41.6	40.3	50.3	46.3	57.6	54.1	0.0	
17/01/22	06:15	42.1	40.9	50.1	46.4	56.4	53.5	0.0	
17/01/22	06:30	43.2	41.9	50.9	48.3	58.2	55.4	0.0	
17/01/22	06:45	43.7	42.5	52.6	50.0	58.8	56.6	0.0	
17/01/22	07:00	44.0	42.7	53.3	51.0	59.1	57.0	0.0	
17/01/22	07:15	48.0	42.6	52.4	50.4	59.5	56.8	0.0	
17/01/22	07:30	48.9	43.3	53.5	51.3	59.7	56.9	0.0	
17/01/22	07:45	51.6	43.9	54.3	52.3	61.2	58.5	0.0	
17/01/22	08:00	47.3	44.3	54.7	52.9	60.5	58.2	0.0	
17/01/22	08:15	48.6	43.6	54.2	52.2	61.2	58.7	0.0	
17/01/22	08:30	47.2	44.3	54.6	52.9	59.8	57.9	0.0	
17/01/22	08:45	45.7	43.9	53.9	51.6	59.9	57.8	0.0	
17/01/22	09:00	45.1	43.1	52.9	51.1	59.6	56.6	0.0	
17/01/22	09:15	44.8	42.2	52.2	50.1	59.2	56.8	0.0	
17/01/22	09:30	44.6	42.8	51.8	49.5	58.7	55.9	0.0	
17/01/22	09:45	46.5	42.7	51.6	49.2	58.8	55.9	0.0	
17/01/22	10:00	45.2	42.4	50.1	47.9	58.6	55.9	0.0	
17/01/22	10:15	51.9	43.0	49.7	47.2	58.2	55.0	0.0	
17/01/22	10:30	45.6	42.1	48.7	46.9	57.9	54.5	0.0	
17/01/22	10:45	46.2	41.9	48.4	46.1	57.4	53.6	0.0	
17/01/22	11:00	58.6	41.3	55.1	44.1	58.0	54.9	0.0	
17/01/22	11:15	42.7	40.3	45.6	43.5	57.3	54.1	0.0	
17/01/22	11:30	44.7	40.5	45.3	43.2	57.6	54.1	0.0	
17/01/22	11:45	45.2	40.7	47.2	44.9	57.7	54.4	0.0	

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
17/01/22	12:00	45.2	40.2	46.9	43.3	59.1	54.3	0.0	
17/01/22	12:15	46.8	40.5	46.7	42.8	57.3	53.8	0.0	
17/01/22	12:30	47.0	40.1	51.1	43.0	57.4	54.0	0.0	
17/01/22	12:45	41.8	38.7	45.5	42.5	57.9	54.5	0.0	
17/01/22	13:00	44.7	37.9	47.7	42.4	58.6	53.9	0.0	
17/01/22	13:15	44.5	38.8	45.3	42.0	56.7	53.1	0.0	
17/01/22	13:30	43.4	37.3	45.5	42.0	57.1	53.3	0.0	
17/01/22	13:45	44.4	37.3	46.3	42.0	58.3	53.7	0.0	
17/01/22	14:00	41.8	36.2	44.4	41.3	58.3	54.0	0.0	
17/01/22	14:15	46.5	37.3	46.7	42.2	56.7	52.8	0.0	
17/01/22	14:30	42.1	37.8	49.8	43.8	58.1	53.4	0.0	
17/01/22	14:45	48.1	38.7	54.9	44.1	58.9	54.4	0.0	
17/01/22	15:00	54.8	37.3	49.0	46.0	58.1	55.0	0.0	
17/01/22	15:15	44.2	39.2	48.5	46.0	58.7	55.6	0.0	
17/01/22	15:30	43.8	37.3	50.2	48.0	59.6	55.5	0.0	
17/01/22	15:45	45.6	39.9	52.0	49.9	58.5	55.8	0.0	
17/01/22	16:00	44.2	39.5	51.2	49.3	59.3	56.8	0.0	
17/01/22	16:15	44.8	40.5	52.2	50.0	59.4	57.3	0.0	
17/01/22	16:30	42.4	40.1	53.8	50.7	60.1	58.1	0.0	
17/01/22	16:45	42.7	39.7	53.6	51.7	60.6	58.0	0.0	
17/01/22	17:00	42.6	39.8	53.2	51.8	61.6	58.2	0.0	
17/01/22	17:15	43.3	40.4	53.6	51.4	59.8	57.5	0.0	
17/01/22	17:30	42.9	40.1	54.8	52.1	59.4	56.8	0.0	
17/01/22	17:45	44.0	40.4	54.8	51.7	60.2	56.8	0.0	
17/01/22	18:00	43.6	41.9	53.3	50.7	60.4	56.7	0.0	
17/01/22	18:15	49.0	41.0	55.2	51.8	60.7	56.6	0.0	
17/01/22	18:30	44.5	41.8	54.6	51.0	59.0	55.7	0.0	
17/01/22	18:45	53.9	42.6	56.8	49.6	58.7	56.1	0.0	
17/01/22	19:00	45.4	41.8	54.3	49.5	59.2	56.2	0.0	
17/01/22	19:15	43.1	41.0	52.4	50.0	58.9	56.1	0.0	
17/01/22	19:30	45.7	40.6	54.3	50.7	58.2	55.7	0.0	
17/01/22	19:45	43.6	40.8	54.2	50.3	59.0	55.0	0.0	
17/01/22	20:00	43.4	41.5	52.4	49.3	57.6	54.6	0.0	
17/01/22	20:15	44.6	42.6	52.3	49.1	56.6	54.2	0.0	
17/01/22	20:30	43.1	41.0	52.5	48.0	56.2	54.1	0.0	
17/01/22	20:45	47.3	42.2	54.0	49.3	56.7	54.1	0.0	
17/01/22	21:00	43.8	42.2	50.7	47.8	56.6	53.9	0.0	
17/01/22	21:15	44.0	42.6	51.1	47.2	57.0	54.5	0.0	
17/01/22	21:30	44.1	42.5	52.0	48.6	56.5	53.6	0.0	
17/01/22	21:45	43.5	42.2	49.5	46.1	56.1	53.4	0.0	
17/01/22	22:00	49.0	42.7	51.6	48.4	57.8	54.9	0.0	
17/01/22	22:15	43.1	41.0	49.7	45.9	55.4	52.7	0.0	
17/01/22	22:30	43.3	42.1	51.3	47.2	55.2	52.3	0.0	
17/01/22	22:45	44.2	43.3	48.9	46.3	54.2	51.7	0.0	
17/01/22	23:00	46.5	45.3	50.6	45.5	55.0	51.7	0.0	
17/01/22	23:15	46.9	44.9	49.9	44.8	53.5	50.8	0.0	
17/01/22	23:30	46.0	44.5	56.1	47.3	54.4	50.2	0.0	
17/01/22	23:45	45.6	44.3	49.6	45.0	53.4	49.4	0.0	

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
18/01/22	00:00	45.2	44.0	46.2	44.7	54.1	50.9	0.0	
18/01/22	00:15	45.6	44.5	46.7	44.3	52.4	48.3	0.0	
18/01/22	00:30	46.7	45.4	49.9	46.4	53.7	50.1	0.0	
18/01/22	00:45	47.6	45.9	48.5	45.7	52.3	49.6	0.0	
18/01/22	01:00	47.9	46.6	47.9	45.5	53.3	50.5	0.0	
18/01/22	01:15	48.8	47.2	44.6	43.6	52.7	50.9	0.0	
18/01/22	01:30	48.0	46.8	48.3	43.8	51.9	49.3	0.0	
18/01/22	01:45	48.5	47.3	47.6	43.9	53.7	51.5	0.0	
18/01/22	02:00	49.0	47.9	46.5	43.6	51.7	48.9	0.0	
18/01/22	02:15	48.7	47.4	46.5	43.9	51.4	48.0	0.0	
18/01/22	02:30	48.5	46.7	47.9	44.9	53.4	50.0	0.0	
18/01/22	02:45	48.6	47.2	48.3	44.9	53.6	50.0	0.0	
18/01/22	03:00	49.9	47.4	49.5	46.3	55.2	50.5	0.0	
18/01/22	03:15	49.3	48.1	46.8	45.7	53.2	50.7	0.0	
18/01/22	03:30	49.3	48.1	46.9	45.8	54.3	51.1	0.0	
18/01/22	03:45	49.8	48.7	49.8	46.4	55.1	52.1	0.0	
18/01/22	04:00	50.3	48.9	47.9	46.6	55.3	52.0	0.0	
18/01/22	04:15	49.3	48.3	49.3	46.6	54.8	50.9	0.0	
18/01/22	04:30	48.8	47.9	50.1	48.4	54.0	50.9	0.0	
18/01/22	04:45	48.9	47.9	51.0	48.8	54.6	50.5	0.0	
18/01/22	05:00	49.2	48.1	49.7	47.7	55.0	51.3	0.0	
18/01/22	05:15	49.4	48.5	50.8	48.0	55.1	51.6	0.0	
18/01/22	05:30	50.0	48.6	56.0	49.3	57.0	52.5	0.0	
18/01/22	05:45	50.1	49.1	52.7	50.1	57.6	54.6	0.0	
18/01/22	06:00	49.9	48.6	53.5	51.3	58.2	55.2	0.0	
18/01/22	06:15	49.8	48.9	53.3	50.9	57.2	54.8	0.0	
18/01/22	06:30	51.3	49.2	53.2	51.6	57.8	55.7	0.0	
18/01/22	06:45	51.4	50.5	54.7	52.4	58.6	56.1	0.0	
18/01/22	07:00	52.1	50.3	54.6	53.1	58.8	56.8	0.0	
18/01/22	07:15	51.7	50.6	54.3	53.1	59.2	57.0	0.0	
18/01/22	07:30	53.8	51.5	55.6	54.3	59.4	57.4	0.0	
18/01/22	07:45	53.9	52.3	55.8	54.2	59.7	57.8	0.0	
18/01/22	08:00	54.2	53.1	57.1	55.8	60.1	57.7	0.0	
18/01/22	08:15	53.4	52.6	58.2	56.5	62.1	57.8	0.0	
18/01/22	08:30	53.3	52.3	58.7	57.4	59.9	57.9	0.0	
18/01/22	08:45	53.1	52.1	58.0	56.7	59.8	57.7	0.0	
18/01/22	09:00	53.4	52.5	56.9	55.4	59.1	56.2	0.0	
18/01/22	09:15	53.3	52.1	57.1	55.6	58.7	56.0	0.0	
18/01/22	09:30	54.0	53.1	57.2	55.7	58.9	55.6	0.0	
18/01/22	09:45	52.6	51.1	56.8	55.3	58.5	55.3	0.0	
18/01/22	10:00	51.3	50.3	55.4	53.9	58.4	55.5	0.0	
18/01/22	10:15	51.1	49.1	53.5	52.2	58.8	55.6	0.0	
18/01/22	10:30	49.7	47.1	55.1	52.0	58.3	54.8	0.0	
18/01/22	10:45	49.1	47.3	54.2	51.3	57.7	54.4	0.0	
18/01/22	11:00	47.3	45.3	49.8	46.8	59.7	53.2	0.0	
18/01/22	11:15	47.8	44.2	47.9	46.2	58.0	54.2	0.0	
18/01/22	11:30	45.2	42.8	45.3	43.6	57.3	53.6	0.0	
18/01/22	11:45	46.0	43.4	47.8	44.4	57.6	53.5	0.0	

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
18/01/22	12:00	45.6	43.4	47.4	45.4	58.3	54.3	0.0	
18/01/22	12:15	59.4	43.9	50.0	46.9	57.5	53.5	0.0	
18/01/22	12:30	44.1	41.6	50.9	47.8	58.4	54.0	0.0	SE
18/01/22	12:45	44.5	41.9	51.5	47.5	57.5	53.6	0.0	
18/01/22	13:00	45.5	43.2	51.7	47.4	57.8	53.8	0.0	
18/01/22	13:15	48.8	46.9	49.7	47.3	66.3	54.2	0.0	
18/01/22	13:30	49.2	47.6	49.9	46.9	58.1	53.9	0.0	
18/01/22	13:45	52.1	48.4	50.8	47.5	57.6	54.5	0.0	
18/01/22	14:00	51.4	47.8	51.7	48.5	58.5	55.2	0.0	
18/01/22	14:15	48.8	45.9	51.1	48.6	66.6	54.3	0.0	
18/01/22	14:30	48.5	45.8	50.8	48.0	62.9	54.5	0.0	
18/01/22	14:45	49.2	46.2	51.3	49.2	58.3	54.8	0.0	
18/01/22	15:00	49.9	48.2	50.6	49.1	58.0	54.8	0.0	
18/01/22	15:15	50.6	48.8	51.0	49.5	59.5	55.5	0.0	
18/01/22	15:30	49.9	48.6	51.1	48.9	58.8	55.9	0.0	
18/01/22	15:45	49.0	46.2	50.2	48.5	58.3	55.3	0.0	
18/01/22	16:00	47.4	45.7	50.5	48.7	58.5	55.6	0.0	
18/01/22	16:15	46.9	45.7	50.7	48.3	58.2	55.1	0.0	
18/01/22	16:30	47.3	45.4	51.1	49.0	58.9	55.7	0.0	
18/01/22	16:45	46.6	44.7	54.1	48.5	58.7	55.5	0.0	
18/01/22	17:00	46.8	45.3	51.7	49.8	60.5	55.3	0.0	
18/01/22	17:15	45.5	44.1	51.9	49.9	58.0	54.5	0.0	
18/01/22	17:30	45.7	44.2	52.6	49.4	57.5	54.2	0.0	
18/01/22	17:45	46.3	44.7	49.6	47.6	57.4	54.3	0.0	
18/01/22	18:00	46.6	44.9	53.0	49.8	57.6	54.2	0.0	
18/01/22	18:15	45.5	43.8	51.2	48.2	57.2	53.3	0.0	
18/01/22	18:30	44.8	43.0	52.9	50.0	57.1	53.8	0.0	
18/01/22	18:45	45.7	44.2	57.4	51.4	57.0	53.8	0.0	
18/01/22	19:00	44.6	42.7	50.6	47.0	56.5	52.6	0.0	
18/01/22	19:15	44.5	42.5	48.7	45.9	56.7	53.1	0.0	
18/01/22	19:30	44.4	42.3	51.0	48.3	58.7	52.4	0.0	
18/01/22	19:45	43.1	41.4	52.2	49.2	56.7	52.4	0.0	
18/01/22	20:00	44.6	43.2	50.3	48.3	55.2	51.8	0.0	
18/01/22	20:15	44.3	42.6	51.2	48.4	54.5	50.5	0.0	
18/01/22	20:30	45.0	43.0	51.9	48.7	55.5	51.9	0.0	SE
18/01/22	20:45	45.6	43.6	53.8	47.6	55.1	51.5	0.0	SE
18/01/22	21:00	45.4	44.4	51.0	47.5	55.0	51.1	0.0	
18/01/22	21:15	47.1	45.3	50.9	47.9	55.3	51.5	0.0	
18/01/22	21:30	47.4	45.8	50.7	47.7	56.4	52.9	0.0	
18/01/22	21:45	46.5	45.0	50.7	47.6	55.8	52.5	0.0	
18/01/22	22:00	46.6	45.2	51.1	48.2	57.0	52.6	0.0	
18/01/22	22:15	46.1	43.9	51.3	47.3	54.6	50.8	0.0	
18/01/22	22:30	46.1	43.9	51.2	48.3	54.3	50.0	0.0	SSW
18/01/22	22:45	45.5	43.6	50.7	47.5	54.3	50.5	0.0	SSW
18/01/22	23:00	45.7	43.7	50.0	47.5	53.9	49.7	0.0	SSW
18/01/22	23:15	45.1	43.5	50.0	47.1	52.7	49.5	0.0	SSW
18/01/22	23:30	44.7	42.5	48.1	44.2	53.6	48.1	0.0	
18/01/22	23:45	41.6	40.2	48.0	44.7	53.1	48.8	0.0	

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
19/01/22	00:00	42.4	40.4	48.4	44.4	53.8	47.9	0.0	
19/01/22	00:15	39.1	37.1	44.6	42.3	52.3	48.6	0.0	
19/01/22	00:30	39.4	37.9	51.7	44.8	50.9	47.4	0.0	
19/01/22	00:45	39.0	37.1	46.1	43.7	51.5	47.5	0.0	
19/01/22	01:00	39.0	37.1	47.6	44.0	51.6	48.1	0.0	
19/01/22	01:15	44.5	41.1	46.2	43.5	52.0	48.1	0.0	
19/01/22	01:30	44.5	43.1	48.4	44.0	50.5	48.7	0.0	
19/01/22	01:45	45.1	43.5	49.1	46.3	51.2	48.8	0.0	
19/01/22	02:00	45.6	43.5	48.1	46.0	51.5	48.4	0.0	
19/01/22	02:15	44.1	42.6	50.2	45.6	52.3	48.3	0.0	
19/01/22	02:30	41.8	39.7	46.9	44.7	51.3	47.9	0.0	
19/01/22	02:45	46.3	39.5	50.2	44.6	57.3	50.6	0.0	
19/01/22	03:00	44.9	38.5	46.2	44.6	52.6	49.8	0.0	
19/01/22	03:15	39.3	38.0	47.2	45.3	53.9	49.8	0.0	
19/01/22	03:30	39.1	37.6	48.0	45.8	52.6	49.4	0.0	
19/01/22	03:45	40.1	38.5	48.2	45.6	54.0	50.9	0.0	
19/01/22	04:00	40.8	39.4	46.2	44.4	53.6	50.1	0.0	
19/01/22	04:15	41.1	39.4	48.5	45.7	54.5	50.2	0.0	
19/01/22	04:30	42.3	41.1	48.9	45.6	54.4	49.8	0.0	
19/01/22	04:45	42.6	41.5	49.3	45.8	53.9	48.9	0.0	
19/01/22	05:00	42.8	41.7	49.5	46.0	53.5	49.6	0.0	
19/01/22	05:15	43.1	41.6	48.5	45.7	54.9	50.4	0.0	
19/01/22	05:30	43.7	41.8	51.3	48.5	56.2	51.6	0.0	
19/01/22	05:45	45.0	42.8	51.4	49.2	56.1	52.3	0.0	
19/01/22	06:00	45.0	43.1	51.0	48.3	57.8	53.0	0.0	
19/01/22	06:15	44.9	43.6	52.5	48.7	56.2	52.7	0.0	
19/01/22	06:30	45.9	44.7	52.3	49.8	56.8	54.1	0.0	
19/01/22	06:45	46.8	45.0	52.9	50.9	58.4	55.3	0.0	
19/01/22	07:00	47.3	45.8	53.3	51.5	58.3	55.6	0.0	
19/01/22	07:15	52.3	45.8	53.9	52.1	58.7	56.3	0.0	
19/01/22	07:30	48.1	46.1	53.4	51.9	59.5	56.8	0.0	
19/01/22	07:45	48.8	47.6	53.3	51.7	59.6	57.6	0.0	
19/01/22	08:00	49.3	47.5	55.0	53.5	60.5	57.3	0.0	
19/01/22	08:15	48.7	47.1	55.3	53.8	60.2	57.8	0.0	
19/01/22	08:30	48.3	46.5	54.5	53.2	60.0	57.9	0.0	
19/01/22	08:45	47.2	45.3	53.7	52.1	60.9	58.3	0.0	
19/01/22	09:00	46.7	44.0	52.9	51.2	59.7	57.6	0.0	
19/01/22	09:15	46.5	43.5	52.4	50.9	59.9	57.1	0.0	
19/01/22	09:30	51.2	44.8	52.5	50.7	59.3	56.6	0.0	
19/01/22	09:45	50.2	44.6	52.8	50.6	60.2	56.2	0.0	
19/01/22	10:00	50.0	45.9	53.0	51.2	59.0	56.3	0.0	
19/01/22	10:15	52.7	46.0	54.8	51.4	60.0	56.9	0.0	
19/01/22	10:30	47.6	45.0	52.1	50.1	60.8	57.8	0.0	
19/01/22	10:45	45.4	43.8	52.0	50.1	60.2	57.7	0.0	
19/01/22	11:00	51.9	43.1	53.1	49.6	61.4	56.9	0.0	
19/01/22	11:15	49.0	41.7	52.1	49.6	59.1	56.7	0.0	
19/01/22	11:30	45.0	41.4	51.9	49.6	59.0	56.6	0.0	
19/01/22	11:45	43.7	41.3	51.5	49.4	59.5	57.3	0.0	

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
19/01/22	12:00	44.4	41.5	50.8	48.4	60.0	57.5	0.0	
19/01/22	12:15	44.6	41.2	50.9	48.5	60.2	56.9	0.0	
19/01/22	12:30	46.2	40.9	50.0	47.8	59.7	56.9	0.0	
19/01/22	12:45	43.8	41.0	49.5	47.4	60.1	56.6	0.0	
19/01/22	13:00	43.0	40.4	48.6	46.2	60.4	56.9	0.0	
19/01/22	13:15	43.9	38.6	47.7	44.8	59.7	56.0	0.0	NNW
19/01/22	13:30	44.7	37.8	44.6	42.2	59.4	56.6	0.0	NNW
19/01/22	13:45	45.6	37.4	47.0	42.8	60.4	57.3	0.0	NNW
19/01/22	14:00	47.9	37.5	46.2	42.9	59.5	57.0	0.0	NNE
19/01/22	14:15	44.4	39.1	50.5	43.9	59.8	57.2	1.0	N
19/01/22	14:30	49.6	39.1	48.0	43.3	60.0	57.7	0.0	N
19/01/22	14:45	49.1	37.5	50.6	42.1	59.4	56.9	0.0	NNE
19/01/22	15:00	45.8	39.9	46.0	43.8	61.7	56.7	0.0	NNE
19/01/22	15:15	45.3	38.2	49.4	43.9	60.2	57.9	0.0	
19/01/22	15:30	40.4	36.8	46.2	43.9	63.0	57.7	0.0	NNW
19/01/22	15:45	42.8	38.3	47.7	45.0	60.2	57.8	0.0	
19/01/22	16:00	43.1	38.0	45.9	43.6	60.7	57.5	0.0	
19/01/22	16:15	45.7	37.6	47.1	43.1	59.9	57.2	0.0	
19/01/22	16:30	42.4	38.8	48.9	45.2	59.8	57.7	0.0	
19/01/22	16:45	51.0	38.4	53.8	47.3	60.1	57.7	0.0	
19/01/22	17:00	45.4	38.7	50.3	48.4	60.5	57.6	0.0	
19/01/22	17:15	39.9	38.2	50.5	48.0	59.6	57.3	0.0	
19/01/22	17:30	40.1	38.2	48.6	46.6	59.1	56.5	0.0	
19/01/22	17:45	40.8	39.0	50.0	47.6	58.7	55.8	0.0	
19/01/22	18:00	46.2	38.4	50.7	48.3	60.1	56.4	0.0	
19/01/22	18:15	39.2	37.5	48.6	44.7	58.7	55.4	0.0	
19/01/22	18:30	39.7	37.2	45.8	43.0	59.4	56.3	0.0	
19/01/22	18:45	38.8	36.3	46.0	42.6	58.7	55.4	0.0	
19/01/22	19:00	37.7	36.1	44.6	42.4	58.7	55.4	0.0	
19/01/22	19:15	37.9	35.7	44.4	42.0	58.2	54.5	0.0	
19/01/22	19:30	38.1	35.8	44.0	41.3	57.0	54.2	0.0	
19/01/22	19:45	37.8	36.2	45.3	42.2	58.0	54.5	0.0	
19/01/22	20:00	37.3	35.7	44.6	41.5	58.5	53.8	0.0	
19/01/22	20:15	39.8	34.9	46.1	43.2	58.1	53.3	0.0	
19/01/22	20:30	38.3	36.3	48.0	44.8	55.6	52.3	0.0	
19/01/22	20:45	39.2	36.7	48.6	44.7	55.6	52.1	0.0	
19/01/22	21:00	37.8	35.8	48.3	44.8	55.7	51.9	0.0	
19/01/22	21:15	38.5	36.5	47.7	44.5	55.2	51.5	0.0	
19/01/22	21:30	38.4	36.9	48.6	44.4	56.4	53.1	0.0	
19/01/22	21:45	42.2	35.7	49.0	45.2	55.7	53.0	0.0	
19/01/22	22:00	38.2	35.8	48.4	45.4	56.7	53.6	0.0	
19/01/22	22:15	38.2	36.0	47.1	43.3	54.6	51.1	0.0	
19/01/22	22:30	38.1	35.1	46.7	43.6	54.3	50.8	0.0	
19/01/22	22:45	36.2	34.2	46.4	43.6	53.6	50.5	0.0	
19/01/22	23:00	35.9	34.1	47.5	43.7	53.2	49.3	0.0	
19/01/22	23:15	37.6	35.3	47.1	44.2	53.3	49.7	0.0	
19/01/22	23:30	36.1	34.5	46.4	44.0	53.5	50.0	0.0	
19/01/22	23:45	35.8	33.9	46.1	43.5	53.4	50.2	0.0	

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
20/01/22	00:00	35.2	33.7	46.2	43.3	54.3	50.3	0.0	
20/01/22	00:15	36.5	34.0	46.9	44.1	53.6	50.5	0.0	
20/01/22	00:30	36.8	35.1	47.0	44.2	54.0	50.5	0.0	
20/01/22	00:45	37.8	35.8	46.3	43.2	53.6	50.7	0.0	
20/01/22	01:00	37.1	35.5	44.9	42.6	51.9	49.5	0.0	
20/01/22	01:15	38.5	35.2	46.0	43.1	53.2	50.4	0.0	
20/01/22	01:30	36.1	34.6	45.3	42.1	53.9	52.1	0.0	
20/01/22	01:45	37.1	34.2	45.2	41.4	53.9	51.2	0.0	
20/01/22	02:00	34.8	32.5	44.5	41.1	53.6	51.7	0.0	
20/01/22	02:15	34.5	32.3	44.2	41.3	53.0	50.3	0.0	
20/01/22	02:30	34.8	31.9	44.4	40.9	54.8	51.8	0.0	
20/01/22	02:45	32.9	30.5	43.1	39.3	55.5	51.2	0.0	
20/01/22	03:00	46.4	31.0	44.4	40.5	56.0	50.9	0.0	
20/01/22	03:15	47.3	31.2	43.0	39.5	53.9	51.0	0.0	
20/01/22	03:30	31.6	30.2	43.0	39.6	54.1	51.5	0.0	
20/01/22	03:45	36.3	29.7	47.8	39.8	54.7	51.5	0.0	
20/01/22	04:00	31.3	30.1	39.4	37.2	54.3	51.7	0.0	
20/01/22	04:15	30.4	29.4	40.5	38.0	54.3	51.6	0.0	
20/01/22	04:30	32.7	30.8	41.2	38.2	55.0	52.5	0.0	
20/01/22	04:45	33.0	30.7	42.4	39.3	56.1	52.3	0.0	
20/01/22	05:00	33.5	31.0	42.7	39.5	55.8	52.4	0.0	
20/01/22	05:15	36.3	33.6	44.8	39.8	55.3	52.4	0.0	
20/01/22	05:30	39.6	36.5	44.8	40.5	57.5	54.2	0.0	
20/01/22	05:45	40.4	37.7	46.3	41.0	58.0	54.7	0.0	
20/01/22	06:00	40.3	38.4	44.0	41.8	57.6	54.6	0.0	
20/01/22	06:15	41.0	38.5	46.7	42.1	56.8	53.7	0.0	
20/01/22	06:30	42.0	40.0	48.6	46.1	57.7	54.4	0.0	
20/01/22	06:45	46.0	41.8	50.9	47.8	58.4	55.5	0.0	
20/01/22	07:00	45.8	43.6	51.3	49.0	58.2	55.7	0.0	
20/01/22	07:15	47.5	44.9	52.3	50.5	58.7	55.6	0.0	
20/01/22	07:30	47.7	45.8	52.5	50.7	59.3	56.7	0.0	
20/01/22	07:45	49.8	46.0	57.9	51.5	61.1	57.7	0.0	
20/01/22	08:00	48.9	45.5	53.4	50.4	60.3	58.2	0.0	
20/01/22	08:15	48.4	45.1	53.1	51.3	60.5	58.4	0.0	
20/01/22	08:30	47.0	45.0	53.0	51.4	60.0	57.8	0.0	
20/01/22	08:45	47.3	45.6	52.7	50.8	59.5	57.2	0.0	
20/01/22	09:00	47.5	45.5	51.7	49.8	59.4	57.3	0.0	
20/01/22	09:15	47.8	43.6	51.5	49.4	59.0	56.1	0.0	
20/01/22	09:30	45.8	43.7	51.4	49.6	59.6	56.8	0.0	
20/01/22	09:45	51.7	43.9	51.7	48.9	60.4	57.1	0.0	
20/01/22	10:00	45.2	42.1	50.2	47.9	59.4	56.5	0.0	
20/01/22	10:15	42.8	39.4	48.7	46.2	59.4	56.0	0.0	
20/01/22	10:30	45.3	39.3	47.2	43.6	58.4	55.3	0.0	
20/01/22	10:45	45.8	39.1	45.0	41.9	58.4	54.7	0.0	
20/01/22	11:00	43.0	38.4	45.0	40.7	58.1	54.9	0.0	
20/01/22	11:15	48.3	38.3	45.0	39.8	58.1	55.0	0.0	NNE
20/01/22	11:30	44.5	37.5	47.6	40.2	58.1	55.2	2.0	NNE
20/01/22	11:45	53.7	37.2	58.3	39.4	58.6	55.2	2.0	NNE

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
20/01/22	12:00	46.2	36.9	42.4	38.6	59.0	55.9	1.0	NNE
20/01/22	12:15	45.9	36.4	44.6	38.4	59.9	55.2	1.0	NNE
20/01/22	12:30	57.3	35.9	58.7	38.8	60.3	56.3	2.0	NNE
20/01/22	12:45	50.8	36.6	45.0	38.6	60.5	55.9	1.0	NNE
20/01/22	13:00	43.9	37.7	44.7	38.7	58.5	55.6	1.0	NNE
20/01/22	13:15	41.9	37.3	43.1	39.6	58.6	55.3	2.0	NNE
20/01/22	13:30	43.8	37.1	44.3	39.4	59.7	56.1	2.0	NNE
20/01/22	13:45	44.9	36.3	43.0	38.6	58.9	55.8	2.0	NNE
20/01/22	14:00	43.5	37.7	42.6	38.5	59.2	55.9	2.0	NNE
20/01/22	14:15	44.4	37.3	46.3	37.8	59.1	55.7	2.0	NNE
20/01/22	14:30	45.3	38.0	47.7	39.7	59.7	56.4	2.0	NNE
20/01/22	14:45	57.7	38.5	48.4	37.9	60.6	56.5	2.0	NNE
20/01/22	15:00	47.2	39.3	46.5	37.8	61.4	56.6	2.0	NNE
20/01/22	15:15	41.9	37.5	44.5	38.4	59.4	56.6	1.0	NNE
20/01/22	15:30	41.3	37.8	41.7	38.1	58.9	56.5	0.0	NNE
20/01/22	15:45	46.7	37.4	44.9	38.3	58.7	56.3	0.0	NNE
20/01/22	16:00	41.5	37.0	42.6	37.7	58.9	56.1	0.0	NNE
20/01/22	16:15	40.5	37.2	43.4	38.4	59.3	56.3	0.0	NNE
20/01/22	16:30	55.0	37.6	49.6	41.0	60.1	56.6	0.0	NNE
20/01/22	16:45	48.7	37.2	52.3	41.2	61.2	56.7	0.0	
20/01/22	17:00	40.8	37.1	47.0	43.2	60.8	56.8	0.0	
20/01/22	17:15	40.1	37.5	47.9	45.0	59.8	56.6	0.0	
20/01/22	17:30	39.9	37.6	47.7	45.7	58.8	56.7	0.0	
20/01/22	17:45	60.9	37.5	60.5	44.1	60.1	56.6	0.0	
20/01/22	18:00	39.8	36.2	45.0	42.6	58.3	55.8	0.0	
20/01/22	18:15	40.3	36.7	46.3	42.8	59.8	55.8	0.0	
20/01/22	18:30	38.3	36.3	46.1	43.0	58.8	55.8	0.0	
20/01/22	18:45	38.9	36.5	48.2	44.4	58.3	55.8	0.0	
20/01/22	19:00	44.7	36.8	49.2	44.0	59.6	54.8	0.0	
20/01/22	19:15	54.1	36.7	49.5	46.2	57.8	54.1	0.0	
20/01/22	19:30	40.0	36.6	49.0	45.7	57.3	54.0	0.0	
20/01/22	19:45	39.3	36.3	48.0	44.4	57.0	53.6	0.0	
20/01/22	20:00	38.4	35.5	47.8	44.4	56.8	53.0	0.0	
20/01/22	20:15	38.6	36.3	47.1	43.6	56.5	52.8	0.0	
20/01/22	20:30	38.8	35.8	48.0	44.8	56.2	52.8	0.0	
20/01/22	20:45	38.7	35.5	49.0	44.5	57.4	53.2	0.0	
20/01/22	21:00	38.4	36.0	48.4	43.3	55.9	52.5	0.0	
20/01/22	21:15	43.9	36.7	52.1	44.1	55.7	52.8	0.0	
20/01/22	21:30	38.3	36.1	48.7	44.1	56.1	52.8	0.0	
20/01/22	21:45	38.1	35.9	48.5	45.8	56.3	52.9	0.0	
20/01/22	22:00	39.9	37.1	48.2	44.7	57.4	52.8	0.0	
20/01/22	22:15	38.9	36.4	46.8	43.6	54.6	51.2	0.0	
20/01/22	22:30	39.6	36.1	47.2	42.9	55.7	51.2	0.0	
20/01/22	22:45	38.3	36.3	48.0	43.5	54.7	50.6	0.0	
20/01/22	23:00	38.1	35.6	47.3	44.2	53.9	50.1	0.0	
20/01/22	23:15	38.0	35.6	46.5	43.2	53.3	49.8	0.0	
20/01/22	23:30	39.4	35.3	47.1	44.2	54.0	50.1	0.0	
20/01/22	23:45	39.2	34.3	46.9	42.6	53.8	48.8	0.0	

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
21/01/22	00:00	34.8	33.6	45.5	41.9	52.9	48.8	0.0	
21/01/22	00:15	39.2	33.4	46.5	43.2	52.9	49.3	0.0	
21/01/22	00:30	37.4	33.9	47.1	43.8	53.5	50.3	0.0	
21/01/22	00:45	36.1	33.9	45.3	42.5	52.1	48.9	0.0	
21/01/22	01:00	35.5	33.5	46.4	41.6	52.2	48.9	0.0	
21/01/22	01:15	37.9	33.9	44.1	41.3	52.5	49.6	0.0	
21/01/22	01:30	35.5	34.4	43.7	39.8	51.3	48.0	0.0	
21/01/22	01:45	36.4	34.7	44.8	40.4	51.7	49.1	0.0	
21/01/22	02:00	35.6	34.5	44.3	40.8	53.5	51.3	0.0	
21/01/22	02:15	35.7	34.2	44.0	40.1	54.2	50.0	0.0	
21/01/22	02:30	37.3	33.5	44.0	40.0	54.4	50.4	0.0	
21/01/22	02:45	35.2	33.8	44.5	41.1	53.7	51.1	0.0	
21/01/22	03:00	38.8	34.1	45.0	40.9	55.0	50.8	0.0	
21/01/22	03:15	39.2	34.0	46.0	42.3	53.6	50.5	0.0	
21/01/22	03:30	36.4	34.5	46.2	43.1	53.9	51.1	0.0	
21/01/22	03:45	35.9	34.7	45.7	43.2	54.3	50.7	0.0	
21/01/22	04:00	38.2	35.3	51.4	43.1	53.0	49.3	0.0	
21/01/22	04:15	36.2	34.8	48.1	44.0	55.6	50.9	0.0	
21/01/22	04:30	37.2	35.4	47.2	43.1	54.2	47.9	0.0	
21/01/22	04:45	37.3	35.9	48.3	43.7	55.2	48.9	0.0	
21/01/22	05:00	37.1	35.8	47.1	43.1	52.7	49.0	0.0	
21/01/22	05:15	38.6	36.9	49.3	44.8	54.3	50.5	0.0	
21/01/22	05:30	41.8	38.2	54.1	47.1	55.6	52.1	0.0	
21/01/22	05:45	42.9	39.6	52.2	49.1	57.9	53.6	0.0	
21/01/22	06:00	42.5	39.4	53.2	49.3	58.1	54.3	0.0	
21/01/22	06:15	44.4	39.9	49.5	46.4	56.2	52.6	0.0	
21/01/22	06:30	42.2	40.9	51.3	48.1	56.6	53.1	0.0	
21/01/22	06:45	42.7	41.3	51.8	49.5	57.8	55.0	0.0	
21/01/22	07:00	43.6	41.4	51.8	50.0	57.4	54.5	0.0	
21/01/22	07:15	45.4	42.5	52.9	50.8	57.4	54.4	0.0	
21/01/22	07:30	49.4	43.1	54.2	52.4	59.7	57.1	0.0	
21/01/22	07:45	47.6	45.2	55.6	53.8	60.3	58.3	0.0	
21/01/22	08:00	48.2	44.5	55.0	52.8	61.5	58.0	0.0	
21/01/22	08:15	45.6	43.6	56.4	53.9	61.0	58.7	0.0	
21/01/22	08:30	45.3	43.0	56.1	53.8	60.2	58.1	0.0	
21/01/22	08:45	46.2	44.0	56.3	54.3	59.5	56.9	0.0	
21/01/22	09:00	47.1	43.6	57.0	54.6	59.7	56.8	0.0	
21/01/22	09:15	45.2	43.6	52.9	51.0	58.5	56.2	0.0	
21/01/22	09:30	44.3	42.5	52.8	50.2	58.6	56.2	0.0	
21/01/22	09:45	45.3	42.9	53.8	51.1	59.4	56.5	0.0	
21/01/22	10:00	47.3	42.9	55.1	50.9	58.9	56.4	0.0	
21/01/22	10:15	49.7	43.0	58.1	51.8	59.5	56.7	0.0	
21/01/22	10:30	46.3	42.9	57.5	51.9	59.2	56.3	0.0	
21/01/22	10:45	49.5	43.2	55.0	49.1	58.8	56.3	0.0	
21/01/22	11:00	45.9	43.4	50.7	48.3	58.8	55.8	0.0	
21/01/22	11:15	54.4	44.2	52.5	48.8	60.2	56.6	0.0	
21/01/22	11:30	51.6	43.3	52.1	48.3	59.4	56.5	0.0	
21/01/22	11:45	46.2	43.3	52.0	49.2	59.8	56.8	0.0	

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
21/01/22	12:00	47.0	43.3	51.9	48.8	59.6	56.8	0.0	
21/01/22	12:15	46.3	43.3	52.1	49.2	59.8	57.4	0.0	
21/01/22	12:30	46.0	42.8	50.7	48.6	59.8	56.8	0.0	
21/01/22	12:45	46.4	43.1	52.0	49.4	60.2	57.0	0.0	
21/01/22	13:00	45.2	41.8	50.6	48.6	59.7	57.0	0.0	
21/01/22	13:15	44.5	41.9	50.5	48.4	61.3	56.3	0.0	
21/01/22	13:30	45.6	42.2	50.5	48.3	59.3	56.0	0.0	
21/01/22	13:45	45.8	41.6	51.0	48.9	64.1	56.6	0.0	
21/01/22	14:00	46.7	42.8	51.7	49.3	60.3	56.7	0.0	
21/01/22	14:15	46.6	43.5	52.0	49.5	60.8	57.3	0.0	
21/01/22	14:30	47.5	43.1	51.8	50.0	60.0	57.7	0.0	
21/01/22	14:45	44.9	42.8	51.7	49.7	59.8	57.5	0.0	
21/01/22	15:00	44.5	42.4	52.1	50.1	60.1	57.6	0.0	
21/01/22	15:15	45.1	42.5	51.3	48.9	60.2	57.4	0.0	
21/01/22	15:30	47.3	42.7	51.2	49.0	60.1	57.3	0.0	
21/01/22	15:45	44.3	41.5	51.7	49.7	59.8	57.5	0.0	
21/01/22	16:00	45.1	42.7	52.1	50.1	60.0	57.5	0.0	
21/01/22	16:15	48.3	42.5	51.5	49.7	59.8	57.3	0.0	
21/01/22	16:30	43.9	42.1	51.7	49.5	60.3	57.7	0.0	
21/01/22	16:45	43.4	41.7	51.4	49.1	59.7	57.3	0.0	
21/01/22	17:00	42.9	41.4	51.5	49.4	60.1	57.5	0.0	
21/01/22	17:15	42.2	40.5	51.9	49.7	59.5	56.5	0.0	
21/01/22	17:30	42.2	40.4	51.4	49.5	59.2	56.5	0.0	
21/01/22	17:45	42.1	40.3	51.3	48.7	60.0	56.4	0.0	
21/01/22	18:00	45.6	40.2	51.4	49.1	61.5	56.3	0.0	
21/01/22	18:15	41.8	40.1	50.8	48.2	59.5	56.1	0.0	
21/01/22	18:30	41.7	40.2	50.8	48.0	59.2	56.1	0.0	
21/01/22	18:45	41.5	40.2	50.7	47.4	58.6	56.0	0.0	
21/01/22	19:00	42.0	40.0	49.7	47.2	58.4	55.8	0.0	
21/01/22	19:15	42.0	39.1	50.1	47.7	60.1	55.4	0.0	
21/01/22	19:30	40.1	38.4	50.0	46.9	57.2	53.8	0.0	
21/01/22	19:45	39.1	37.7	49.2	45.4	57.4	54.5	0.0	
21/01/22	20:00	38.9	37.0	47.6	44.1	55.9	52.4	0.0	
21/01/22	20:15	37.8	36.6	47.0	43.9	56.4	50.9	0.0	
21/01/22	20:30	36.9	35.3	47.8	44.2	54.5	50.9	0.0	
21/01/22	20:45	37.5	35.4	47.8	45.3	55.3	51.3	0.0	
21/01/22	21:00	41.6	34.9	46.9	43.4	56.6	51.8	0.0	
21/01/22	21:15	37.7	34.9	47.5	43.9	55.9	52.4	0.0	
21/01/22	21:30	37.6	35.4	47.2	43.2	55.5	52.3	0.0	
21/01/22	21:45	36.7	34.4	46.3	42.5	55.6	52.3	0.0	
21/01/22	22:00	39.7	35.4	48.3	44.4	56.8	52.8	0.0	
21/01/22	22:15	36.7	34.4	46.8	42.9	55.0	51.5	0.0	
21/01/22	22:30	37.0	34.2	45.5	41.6	53.8	50.8	0.0	
21/01/22	22:45	35.9	33.6	44.7	41.5	54.0	49.9	0.0	
21/01/22	23:00	35.1	33.4	45.5	42.3	53.6	50.4	0.0	
21/01/22	23:15	34.1	32.6	44.1	41.3	53.2	49.7	0.0	
21/01/22	23:30	37.0	32.6	44.5	41.3	54.1	50.3	0.0	
21/01/22	23:45	35.5	33.4	45.5	41.7	53.2	49.9	0.0	

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
22/01/22	00:00	34.9	32.6	44.1	41.2	53.0	49.8	0.0	
22/01/22	00:15	33.2	31.4	44.4	41.6	53.6	50.4	0.0	
22/01/22	00:30	32.0	30.0	44.6	40.8	52.6	49.7	0.0	
22/01/22	00:45	30.3	29.1	42.5	40.1	51.6	49.0	0.0	
22/01/22	01:00	32.1	30.0	42.4	40.2	50.8	48.8	0.0	
22/01/22	01:15	36.0	29.7	42.7	40.3	58.9	48.5	0.0	
22/01/22	01:30	31.4	28.7	42.4	39.5	51.5	48.2	0.0	
22/01/22	01:45	31.1	29.0	40.7	38.5	51.0	47.9	0.0	
22/01/22	02:00	29.7	28.4	41.1	38.4	52.1	48.2	0.0	
22/01/22	02:15	29.9	28.5	40.7	38.6	52.1	48.9	0.0	
22/01/22	02:30	29.3	27.9	40.5	38.4	51.8	48.3	0.0	
22/01/22	02:45	31.2	28.0	40.1	37.7	52.3	48.2	0.0	
22/01/22	03:00	29.6	28.0	40.4	38.0	51.3	47.4	0.0	
22/01/22	03:15	32.9	30.1	42.7	40.2	52.8	47.3	0.0	
22/01/22	03:30	32.4	30.3	43.6	40.9	53.4	48.3	0.0	
22/01/22	03:45	32.0	29.6	41.6	38.3	52.3	47.4	0.0	
22/01/22	04:00	31.1	29.8	41.5	38.5	51.4	47.1	0.0	
22/01/22	04:15	31.8	29.8	41.7	38.7	53.8	48.9	0.0	
22/01/22	04:30	30.5	29.3	39.9	37.2	53.4	48.7	0.0	
22/01/22	04:45	30.9	29.2	41.1	37.9	52.4	47.0	0.0	
22/01/22	05:00	33.0	29.8	42.5	39.5	52.7	48.0	0.0	
22/01/22	05:15	33.3	30.4	41.2	38.7	53.0	48.7	0.0	
22/01/22	05:30	34.0	31.0	43.2	39.9	53.8	49.5	0.0	
22/01/22	05:45	36.6	31.6	43.3	39.8	56.0	49.0	0.0	
22/01/22	06:00	34.6	31.3	45.0	41.2	55.1	49.0	0.0	
22/01/22	06:15	34.2	32.0	44.4	41.4	51.7	46.7	0.0	
22/01/22	06:30	34.7	32.8	45.5	41.7	52.7	47.7	0.0	
22/01/22	06:45	45.4	33.5	46.1	41.8	53.7	48.6	0.0	
22/01/22	07:00	36.1	33.2	44.4	41.8	53.4	48.0	0.0	
22/01/22	07:15	40.3	34.4	46.1	43.5	53.1	48.1	0.0	
22/01/22	07:30	41.1	36.7	47.6	44.0	53.2	48.3	0.0	
22/01/22	07:45	39.6	36.3	48.4	44.9	55.1	51.9	0.0	
22/01/22	08:00	44.5	36.2	48.4	44.9	55.7	51.7	0.0	
22/01/22	08:15	49.4	36.9	48.2	44.5	55.1	51.2	0.0	
22/01/22	08:30	40.4	37.3	48.6	45.6	57.6	52.1	0.0	
22/01/22	08:45	42.8	38.2	48.7	45.2	56.4	53.6	0.0	
22/01/22	09:00	41.5	37.2	48.3	45.4	58.5	53.4	0.0	
22/01/22	09:15	40.1	37.4	48.4	45.9	56.6	53.3	0.0	
22/01/22	09:30	42.0	38.2	47.6	45.4	57.2	54.2	0.0	
22/01/22	09:45	42.6	37.7	47.3	45.1	58.1	54.5	0.0	
22/01/22	10:00	43.1	37.5	48.3	44.8	58.1	54.8	0.0	
22/01/22	10:15	51.5	37.1	46.7	44.0	57.1	53.9	0.0	
22/01/22	10:30	43.2	36.8	45.9	43.4	57.1	54.3	0.0	
22/01/22	10:45	42.0	36.7	46.6	44.2	57.4	54.9	0.0	
22/01/22	11:00	39.9	36.3	49.8	43.4	57.2	54.0	0.0	
22/01/22	11:15	42.2	36.4	45.2	42.5	56.8	53.3	0.0	
22/01/22	11:30	42.8	35.8	46.0	43.2	58.8	54.7	0.0	
22/01/22	11:45	42.3	35.0	45.1	42.6	58.1	54.9	0.0	

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
22/01/22	12:00	41.3	35.1	44.4	41.9	58.0	54.6	0.0	
22/01/22	12:15	42.4	34.8	43.6	41.2	57.9	55.5	0.0	
22/01/22	12:30	43.5	34.3	45.0	41.2	57.8	54.4	0.0	
22/01/22	12:45	42.6	34.2	44.9	42.1	58.3	55.1	0.0	
22/01/22	13:00	43.3	35.4	47.9	43.0	67.5	55.7	0.0	
22/01/22	13:15	48.6	34.7	48.8	44.2	60.5	54.6	0.0	
22/01/22	13:30	45.0	34.7	44.9	41.8	58.3	55.2	0.0	
22/01/22	13:45	40.3	34.3	44.2	41.2	58.1	54.4	0.0	
22/01/22	14:00	43.2	35.1	47.3	43.3	57.7	54.2	0.0	
22/01/22	14:15	42.2	35.0	47.7	44.3	57.2	53.5	0.0	
22/01/22	14:30	39.0	34.4	46.5	44.1	56.6	53.2	0.0	
22/01/22	14:45	42.3	35.0	48.3	44.6	56.5	52.5	0.0	
22/01/22	15:00	43.9	34.3	51.5	44.0	57.7	53.0	0.0	
22/01/22	15:15	37.1	33.2	45.1	42.3	55.9	52.7	0.0	
22/01/22	15:30	39.4	33.7	44.2	41.9	57.5	52.9	0.0	
22/01/22	15:45	37.9	33.1	42.3	39.9	57.4	53.9	0.0	
22/01/22	16:00	37.4	32.9	42.5	39.8	57.2	52.9	0.0	
22/01/22	16:15	39.3	33.4	43.7	41.2	57.6	52.2	0.0	
22/01/22	16:30	35.9	32.2	42.5	40.3	56.0	52.0	0.0	
22/01/22	16:45	36.0	32.9	42.9	40.1	56.0	52.8	0.0	
22/01/22	17:00	35.1	32.6	46.1	43.1	56.2	52.2	0.0	
22/01/22	17:15	35.0	32.0	42.6	40.8	55.5	51.2	0.0	
22/01/22	17:30	34.5	32.4	45.4	42.2	55.4	51.5	0.0	
22/01/22	17:45	44.9	33.4	51.9	44.9	57.7	50.5	0.0	
22/01/22	18:00	36.2	33.7	47.8	44.4	55.7	51.5	0.0	
22/01/22	18:15	36.1	33.9	47.3	44.3	54.7	49.9	0.0	
22/01/22	18:30	35.5	33.5	48.3	44.5	55.0	50.0	0.0	
22/01/22	18:45	35.1	33.0	47.8	43.7	53.7	48.9	0.0	
22/01/22	19:00	34.2	31.8	44.8	41.3	59.8	49.4	0.0	
22/01/22	19:15	33.1	30.8	43.6	39.9	54.3	47.7	0.0	
22/01/22	19:30	33.3	30.5	43.4	39.8	53.2	46.6	0.0	
22/01/22	19:45	36.3	30.4	43.2	39.7	54.8	47.6	0.0	
22/01/22	20:00	34.3	29.5	40.8	37.1	53.1	46.1	0.0	
22/01/22	20:15	30.8	28.5	41.8	39.0	53.0	46.5	0.0	
22/01/22	20:30	32.9	28.5	42.1	39.0	52.3	46.3	0.0	
22/01/22	20:45	33.4	28.6	39.8	36.4	50.9	45.5	0.0	
22/01/22	21:00	31.3	27.7	39.1	35.2	50.4	43.0	0.0	
22/01/22	21:15	30.2	27.9	42.5	38.2	52.6	44.6	0.0	
22/01/22	21:30	32.4	28.5	39.8	36.1	51.4	44.8	0.0	
22/01/22	21:45	30.9	28.8	41.3	36.9	51.5	46.0	0.0	
22/01/22	22:00	31.4	29.2	41.0	36.2	50.4	46.4	0.0	
22/01/22	22:15	30.4	28.6	41.5	37.8	51.4	46.2	0.0	
22/01/22	22:30	30.1	28.5	40.6	36.6	52.4	45.6	0.0	
22/01/22	22:45	29.3	26.8	40.3	35.8	51.5	45.5	0.0	
22/01/22	23:00	29.7	27.5	39.3	36.1	50.7	45.7	0.0	
22/01/22	23:15	30.1	27.2	39.1	35.9	49.4	44.4	0.0	
22/01/22	23:30	29.4	27.0	36.1	32.7	51.9	44.7	0.0	
22/01/22	23:45	29.8	27.0	38.3	35.4	50.6	45.1	0.0	

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
23/01/22	00:00	28.0	26.0	39.2	34.6	50.0	43.6	0.0	
23/01/22	00:15	28.3	26.5	38.6	35.3	48.3	41.5	0.0	
23/01/22	00:30	27.9	25.1	37.4	35.0	51.1	44.1	0.0	
23/01/22	00:45	29.4	27.1	38.1	35.7	48.9	42.6	0.0	
23/01/22	01:00	28.6	26.4	38.8	35.3	48.5	39.8	0.0	
23/01/22	01:15	28.1	26.9	37.2	35.2	48.8	41.3	0.0	
23/01/22	01:30	28.3	26.8	36.9	34.5	47.7	42.1	0.0	
23/01/22	01:45	30.3	27.7	37.0	33.7	48.7	39.7	0.0	
23/01/22	02:00	30.6	26.4	34.8	32.1	48.3	41.3	0.0	
23/01/22	02:15	31.1	27.9	35.6	33.8	47.4	40.6	0.0	
23/01/22	02:30	29.4	27.8	36.5	34.4	48.6	40.4	0.0	
23/01/22	02:45	29.9	27.8	37.6	34.3	49.1	39.2	0.0	
23/01/22	03:00	27.3	25.5	37.1	34.3	49.1	38.6	0.0	
23/01/22	03:15	30.4	27.5	41.6	36.9	49.1	40.0	0.0	
23/01/22	03:30	28.6	27.6	43.3	38.6	48.0	40.6	0.0	
23/01/22	03:45	29.8	28.6	43.5	38.3	49.0	40.9	0.0	
23/01/22	04:00	30.4	29.0	41.8	38.4	48.4	39.6	0.0	
23/01/22	04:15	34.1	29.1	44.7	38.6	49.3	41.8	0.0	
23/01/22	04:30	36.6	35.3	44.3	41.6	49.4	41.4	0.0	
23/01/22	04:45	36.3	34.3	45.2	42.0	51.1	42.8	0.0	
23/01/22	05:00	31.9	29.1	45.0	42.0	48.4	42.3	0.0	
23/01/22	05:15	31.5	29.1	46.2	42.7	50.4	42.0	0.0	
23/01/22	05:30	33.5	29.9	46.6	43.2	52.0	45.3	0.0	
23/01/22	05:45	39.2	35.2	46.8	43.7	51.5	42.1	0.0	
23/01/22	06:00	39.3	37.3	46.9	43.0	50.9	43.3	0.0	
23/01/22	06:15	39.2	37.4	45.0	41.9	49.9	43.1	0.0	
23/01/22	06:30	37.9	35.9	43.6	41.6	49.3	41.6	0.0	
23/01/22	06:45	41.4	39.4	45.7	42.1	50.4	42.2	0.0	
23/01/22	07:00	40.8	39.0	43.6	40.1	51.3	42.9	0.0	
23/01/22	07:15	43.1	40.2	45.9	42.4	50.0	41.8	0.0	
23/01/22	07:30	47.0	42.3	47.1	44.3	50.5	42.9	0.0	
23/01/22	07:45	51.7	41.6	46.3	41.9	50.7	43.5	0.0	
23/01/22	08:00	45.7	40.3	47.3	42.7	50.2	43.9	0.0	
23/01/22	08:15	47.5	40.6	45.5	40.8	51.8	43.7	0.0	SSW
23/01/22	08:30	50.8	40.6	45.3	39.5	54.1	44.8	0.0	SSE
23/01/22	08:45	54.4	40.6	46.2	43.0	53.0	46.3	0.0	
23/01/22	09:00	41.4	39.4	46.7	43.4	52.5	47.0	0.0	
23/01/22	09:15	45.4	39.4	47.4	44.0	56.3	46.6	0.0	
23/01/22	09:30	42.8	39.7	48.1	45.3	53.9	49.1	0.0	
23/01/22	09:45	44.1	40.4	49.3	46.6	58.4	49.4	0.0	
23/01/22	10:00	44.0	41.5	49.6	45.9	54.0	49.9	0.0	
23/01/22	10:15	44.2	40.9	49.3	46.0	54.1	49.6	0.0	
23/01/22	10:30	44.2	42.0	49.9	47.6	55.0	50.9	0.0	
23/01/22	10:45	46.9	41.7	51.9	49.5	54.8	50.5	0.0	SW
23/01/22	11:00	46.8	41.6	50.8	48.3	55.2	51.0	0.0	
23/01/22	11:15	44.7	40.9	49.5	46.6	54.1	49.7	0.0	
23/01/22	11:30	43.2	40.8	49.0	46.6	55.7	51.3	0.0	
23/01/22	11:45	43.8	39.5	50.2	47.3	55.3	51.4	0.0	

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
23/01/22	12:00	43.7	40.9	49.2	46.2	55.4	51.5	0.0	
23/01/22	12:15	43.0	40.5	51.0	48.3	56.2	51.4	0.0	
23/01/22	12:30	46.7	41.7	51.5	49.4	55.6	51.6	0.0	SSW
23/01/22	12:45	43.9	41.7	51.1	49.1	55.9	51.2	0.0	
23/01/22	13:00	45.3	42.3	51.8	49.9	55.7	51.8	0.0	SSW
23/01/22	13:15	51.7	42.0	51.1	48.9	55.2	50.9	0.0	SSW
23/01/22	13:30	46.3	41.8	52.0	48.3	56.7	52.3	0.0	
23/01/22	13:45	45.6	41.9	50.2	47.4	56.5	52.2	0.0	SSW
23/01/22	14:00	43.3	41.3	51.6	49.5	57.0	53.6	0.0	SSW
23/01/22	14:15	43.9	41.3	52.0	50.2	55.6	52.6	0.0	SSW
23/01/22	14:30	45.8	42.3	52.0	49.8	55.7	51.9	0.0	SSW
23/01/22	14:45	44.3	41.2	52.1	49.7	57.4	53.4	0.0	SSW
23/01/22	15:00	43.9	41.3	50.7	47.9	56.3	51.8	0.0	
23/01/22	15:15	43.1	41.1	50.5	48.0	57.2	52.8	0.0	
23/01/22	15:30	44.1	40.9	51.9	49.5	57.2	51.8	0.0	SSW
23/01/22	15:45	43.9	41.6	50.4	48.3	56.5	51.5	0.0	
23/01/22	16:00	43.8	41.6	51.7	48.9	56.2	50.3	0.0	
23/01/22	16:15	43.2	40.9	50.6	47.5	54.0	49.2	0.0	
23/01/22	16:30	42.3	40.5	49.1	46.5	53.6	49.1	0.0	SSW
23/01/22	16:45	42.2	40.3	49.1	45.6	54.1	50.4	0.0	
23/01/22	17:00	42.4	40.7	49.4	46.1	54.4	50.0	0.0	
23/01/22	17:15	43.9	40.9	51.3	46.4	55.2	50.7	0.0	
23/01/22	17:30	42.8	40.6	49.3	45.8	54.5	50.6	0.0	
23/01/22	17:45	41.9	39.6	47.5	44.6	53.9	49.2	0.0	
23/01/22	18:00	41.9	39.5	47.7	43.9	52.9	48.2	0.0	
23/01/22	18:15	44.8	40.9	49.6	46.6	59.8	49.6	0.0	
23/01/22	18:30	42.3	40.5	48.8	45.6	53.3	48.5	0.0	
23/01/22	18:45	42.6	40.9	48.0	45.0	54.3	48.5	0.0	
23/01/22	19:00	42.3	40.3	47.5	42.7	53.4	49.0	0.0	
23/01/22	19:15	43.0	41.4	47.5	43.9	53.2	48.5	0.0	
23/01/22	19:30	42.5	40.7	48.2	44.1	52.7	47.5	0.0	
23/01/22	19:45	41.5	39.7	45.8	43.0	51.4	47.4	0.0	
23/01/22	20:00	40.0	36.7	44.7	40.0	54.0	49.0	0.0	
23/01/22	20:15	38.9	34.7	44.1	39.5	53.4	48.3	0.0	
23/01/22	20:30	42.2	40.5	43.6	37.3	52.6	48.1	0.0	
23/01/22	20:45	41.7	39.0	42.9	40.0	52.7	48.7	0.0	
23/01/22	21:00	40.9	38.4	44.1	39.6	53.4	49.2	0.0	
23/01/22	21:15	41.3	39.3	47.5	40.2	53.0	48.5	0.0	
23/01/22	21:30	42.6	40.7	47.4	41.6	52.4	48.8	0.0	
23/01/22	21:45	41.9	40.4	44.8	41.1	52.5	47.9	0.0	
23/01/22	22:00	41.0	39.0	45.8	40.9	53.3	47.3	0.0	
23/01/22	22:15	41.4	38.9	44.2	40.0	55.3	47.6	0.0	
23/01/22	22:30	42.4	40.0	50.1	40.0	55.0	46.6	0.0	
23/01/22	22:45	40.9	38.9	43.3	38.9	49.9	46.2	0.0	
23/01/22	23:00	41.6	40.2	44.0	40.4	52.5	46.7	0.0	
23/01/22	23:15	41.0	39.5	45.5	41.4	49.9	45.5	0.0	
23/01/22	23:30	42.5	40.3	44.2	37.1	50.7	46.0	0.0	
23/01/22	23:45	41.6	40.2	45.2	39.8	50.0	45.5	0.0	

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
24/01/22	00:00	41.1	38.9	43.3	38.4	50.7	45.1	0.0	
24/01/22	00:15	40.6	38.5	43.4	39.0	49.4	45.3	0.0	
24/01/22	00:30	41.3	39.6	42.4	38.2	51.5	44.4	0.0	
24/01/22	00:45	40.7	39.2	43.7	39.6	51.8	48.6	0.0	
24/01/22	01:00	40.6	38.5	40.1	37.2	49.7	46.6	0.0	
24/01/22	01:15	41.2	39.4	39.3	37.1	50.5	48.2	0.0	
24/01/22	01:30	41.5	39.4	41.9	37.2	50.9	47.7	0.0	
24/01/22	01:45	40.3	38.4	39.8	36.9	50.7	47.1	0.0	
24/01/22	02:00	41.1	39.1	39.4	36.0	50.1	45.8	0.0	
24/01/22	02:15	42.0	40.2	40.2	35.9	50.1	46.3	0.0	
24/01/22	02:30	41.5	39.6	41.7	35.6	51.5	47.7	0.0	
24/01/22	02:45	41.0	36.8	43.4	37.0	53.2	47.3	0.0	
24/01/22	03:00	40.9	38.9	42.2	37.4	53.4	48.3	0.0	
24/01/22	03:15	41.6	39.5	38.8	33.6	52.0	47.0	0.0	
24/01/22	03:30	41.6	39.6	38.4	33.2	52.7	48.6	0.0	
24/01/22	03:45	41.8	39.6	42.6	38.9	53.9	50.4	0.0	
24/01/22	04:00	41.4	39.0	39.2	36.4	52.4	48.5	0.0	
24/01/22	04:15	40.8	39.1	44.3	39.5	53.6	48.4	0.0	
24/01/22	04:30	40.9	39.2	54.2	40.6	52.8	49.7	0.0	
24/01/22	04:45	41.3	39.6	46.0	41.9	53.8	49.1	0.0	
24/01/22	05:00	43.0	39.8	45.9	39.9	53.4	49.0	0.0	
24/01/22	05:15	41.6	39.7	47.0	41.2	54.7	48.9	0.0	
24/01/22	05:30	42.6	40.9	50.8	43.8	54.3	48.4	0.0	
24/01/22	05:45	41.6	40.0	50.4	44.4	55.3	50.3	0.0	
24/01/22	06:00	40.2	38.6	48.8	44.9	57.0	50.8	0.0	
24/01/22	06:15	39.6	38.0	48.5	43.1	55.9	51.4	0.0	
24/01/22	06:30	41.2	39.3	49.2	44.4	55.8	50.9	0.0	
24/01/22	06:45	45.6	39.1	52.4	46.8	56.1	52.4	0.0	
24/01/22	07:00	40.9	38.9	50.1	47.0	57.1	53.1	0.0	
24/01/22	07:15	41.9	39.1	49.5	46.1	57.0	53.6	0.0	
24/01/22	07:30	45.4	39.9	52.7	48.5	57.3	54.6	0.0	
24/01/22	07:45	44.7	40.6	51.8	47.8	57.5	54.3	0.0	
24/01/22	08:00	43.0	40.0	51.2	47.6	57.8	53.7	0.0	
24/01/22	08:15	42.7	40.2	51.3	48.4	58.9	55.4	0.0	
24/01/22	08:30	44.3	41.0	52.4	49.5	58.2	55.1	0.0	
24/01/22	08:45	44.0	40.5	50.8	47.8	57.4	54.4	0.0	
24/01/22	09:00	45.6	40.4	52.5	48.2	58.4	53.5	0.0	
24/01/22	09:15	43.6	39.5	50.8	46.7	56.6	52.2	0.0	
24/01/22	09:30	43.2	39.9	50.2	46.4	57.0	51.9	0.0	
24/01/22	09:45	42.3	39.4	53.7	47.0	57.2	53.0	0.0	
24/01/22	10:00	42.5	39.8	51.1	46.3	56.4	51.8	0.0	SE
24/01/22	10:15	42.3	39.9	52.0	45.5	56.6	51.4	0.0	
24/01/22	10:30	43.8	39.2	52.0	47.4	56.8	52.9	0.0	
24/01/22	10:45	42.2	39.0	51.1	45.6	56.3	52.1	0.0	SE
24/01/22	11:00	44.5	39.7	51.8	46.9	56.8	52.9	0.0	SE
24/01/22	11:15	41.1	39.2	50.3	46.8	56.1	52.1	0.0	SE
24/01/22	11:30	42.0	38.9	49.7	46.1	56.5	51.7	0.0	
24/01/22	11:45	41.4	38.4	53.4	46.3	57.0	52.6	0.0	

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
24/01/22	12:00	42.7	38.3	51.6	46.9	57.9	53.6	0.0	
24/01/22	12:15	41.8	39.3	52.4	47.7	56.9	52.4	0.0	SE
24/01/22	12:30	40.9	39.0	50.4	47.6	57.1	53.1	0.0	
24/01/22	12:45	59.4	40.4	54.9	49.2	58.0	52.9	0.0	SSW
24/01/22	13:00	43.6	40.3	51.7	49.3	57.5	53.8	0.0	
24/01/22	13:15	42.5	39.6	51.1	47.3	56.9	52.2	0.0	SSW
24/01/22	13:30	46.3	41.2	49.4	45.5	57.7	53.7	0.0	
24/01/22	13:45	50.0	42.2	52.2	47.6	58.2	54.7	0.0	SSE
24/01/22	14:00	46.0	42.8	51.3	48.3	57.7	54.4	0.0	SSW
24/01/22	14:15	45.2	41.7	51.4	48.2	57.1	53.7	0.0	
24/01/22	14:30	44.0	42.2	52.7	46.9	59.2	54.3	0.0	SSW
24/01/22	14:45	47.4	41.7	49.0	44.2	58.0	54.4	0.0	SSW
24/01/22	15:00	42.9	40.9	52.5	47.0	59.1	54.3	0.0	
24/01/22	15:15	42.9	40.1	49.7	46.4	58.3	54.3	0.0	
24/01/22	15:30	42.3	40.2	49.4	45.4	57.8	54.5	0.0	
24/01/22	15:45	43.0	40.5	48.2	44.2	57.5	54.5	0.0	
24/01/22	16:00	43.7	41.1	52.4	46.7	57.6	54.3	0.0	
24/01/22	16:15	42.0	40.0	51.5	47.1	57.7	54.6	0.0	
24/01/22	16:30	42.1	39.1	53.7	47.5	58.1	54.6	0.0	
24/01/22	16:45	40.9	38.8	50.0	47.8	59.1	53.9	0.0	
24/01/22	17:00	41.7	40.1	51.9	48.2	57.6	54.2	0.0	
24/01/22	17:15	41.8	40.1	49.9	46.9	57.8	53.9	0.0	
24/01/22	17:30	41.1	39.4	51.4	47.1	58.1	53.4	0.0	
24/01/22	17:45	41.3	39.8	49.3	46.8	56.8	53.1	0.0	
24/01/22	18:00	40.2	38.7	50.9	46.7	56.3	52.3	0.0	
24/01/22	18:15	41.0	39.4	50.2	45.9	56.4	52.0	0.0	
24/01/22	18:30	39.9	38.3	51.3	45.5	55.7	51.4	0.0	
24/01/22	18:45	40.3	38.6	52.8	44.7	55.5	50.6	0.0	
24/01/22	19:00	40.3	38.8	48.1	43.0	56.3	51.0	0.0	
24/01/22	19:15	39.4	37.8	49.1	43.2	55.9	51.4	0.0	
24/01/22	19:30	38.3	36.8	48.2	43.7	54.7	50.4	0.0	
24/01/22	19:45	54.7	38.0	55.2	41.2	55.0	49.7	0.0	
24/01/22	20:00	40.2	38.1	46.4	40.1	54.1	50.0	0.0	
24/01/22	20:15	38.7	37.1	47.5	40.5	54.8	50.5	0.0	
24/01/22	20:30	39.3	37.7	46.4	40.1	53.9	49.9	0.0	
24/01/22	20:45	40.2	38.1	51.1	39.2	54.9	49.6	0.0	
24/01/22	21:00	38.6	35.3	45.2	38.4	52.9	48.3	0.0	
24/01/22	21:15	37.6	35.0	43.6	37.6	54.2	48.6	0.0	
24/01/22	21:30	38.6	36.5	45.6	39.0	54.0	49.7	0.0	
24/01/22	21:45	39.0	37.0	44.2	38.8	54.0	49.1	0.0	
24/01/22	22:00	39.6	36.6	45.7	39.9	56.1	50.2	0.0	
24/01/22	22:15	38.9	37.5	46.5	38.0	51.6	47.9	0.0	
24/01/22	22:30	39.6	37.7	45.9	37.8	51.7	47.1	0.0	
24/01/22	22:45	38.9	37.0	48.3	37.8	51.7	46.7	0.0	
24/01/22	23:00	39.5	37.8	41.8	36.5	51.8	46.6	0.0	
24/01/22	23:15	37.8	36.0	43.6	34.3	49.9	46.0	0.0	
24/01/22	23:30	41.0	37.4	48.1	37.3	49.4	44.4	0.0	
24/01/22	23:45	38.4	36.5	45.8	37.3	51.0	46.6	0.0	

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
25/01/22	00:00	39.0	37.0	44.3	39.4	52.8	47.2	0.0	
25/01/22	00:15	38.9	36.7	51.0	37.2	52.0	46.8	0.0	
25/01/22	00:30	41.0	38.9	53.7	36.3	50.3	45.1	0.0	
25/01/22	00:45	37.5	33.3	43.4	38.1	50.4	46.2	0.0	
25/01/22	01:00	37.8	32.9	43.1	38.6	49.2	45.3	0.0	
25/01/22	01:15	35.7	33.8	41.3	37.4	50.5	47.3	0.0	
25/01/22	01:30	35.2	33.3	44.7	38.0	51.8	48.3	0.0	
25/01/22	01:45	34.1	32.1	41.5	36.4	51.7	48.8	0.0	
25/01/22	02:00	33.1	30.2	40.1	37.1	53.9	48.0	0.0	
25/01/22	02:15	30.5	28.7	36.1	34.3	51.5	46.6	0.0	
25/01/22	02:30	29.5	28.6	38.1	35.6	50.9	47.7	0.0	
25/01/22	02:45	29.6	27.9	39.4	36.9	52.5	49.0	0.0	
25/01/22	03:00	29.1	27.7	38.4	36.4	52.2	49.1	0.0	
25/01/22	03:15	30.0	27.6	39.9	37.4	53.3	47.0	0.0	
25/01/22	03:30	28.8	27.5	39.7	38.1	53.2	47.9	0.0	
25/01/22	03:45	29.2	27.8	39.5	37.6	51.7	48.4	0.0	
25/01/22	04:00	28.7	27.7	39.4	37.8	52.2	49.4	0.0	
25/01/22	04:15	29.7	28.2	41.3	38.6	52.9	48.7	0.0	
25/01/22	04:30	31.0	28.4	41.6	38.1	53.9	49.5	0.0	
25/01/22	04:45	30.5	28.8	41.3	38.5	54.4	51.0	0.0	
25/01/22	05:00	30.9	29.1	41.3	38.3	54.2	49.4	0.0	
25/01/22	05:15	32.0	29.8	41.2	37.9	55.0	50.9	0.0	
25/01/22	05:30	31.4	28.9	41.9	38.3	54.7	50.9	0.0	
25/01/22	05:45	32.4	28.6	41.8	39.6	56.8	51.3	0.0	
25/01/22	06:00	32.0	28.5	42.8	39.7	56.1	51.3	0.0	
25/01/22	06:15	32.1	29.5	42.4	39.5	55.6	50.4	0.0	
25/01/22	06:30	35.1	30.3	43.7	40.8	55.8	51.0	0.0	
25/01/22	06:45	36.6	31.2	43.0	41.1	55.7	52.1	0.0	
25/01/22	07:00	44.0	32.6	43.0	41.1	57.0	53.9	0.0	
25/01/22	07:15	46.4	32.9	42.8	40.9	57.3	53.7	0.0	
25/01/22	07:30	47.3	35.4	55.7	43.1	58.0	54.2	0.0	
25/01/22	07:45	39.5	34.8	48.6	44.2	58.2	55.3	0.0	
25/01/22	08:00	41.5	36.0	48.8	44.7	58.0	55.5	0.0	
25/01/22	08:15	41.0	35.0	50.4	46.1	57.8	54.9	0.0	
25/01/22	08:30	40.9	35.4	47.9	45.3	59.6	55.5	0.0	
25/01/22	08:45	39.3	35.0	46.3	43.1	58.9	55.8	0.0	
25/01/22	09:00	40.6	34.0	46.0	43.2	57.6	53.6	0.0	
25/01/22	09:15	41.0	34.4	45.2	43.0	57.6	54.1	0.0	
25/01/22	09:30	42.1	34.6	47.0	42.8	57.4	53.6	0.0	
25/01/22	09:45	41.0	34.7	45.7	43.7	58.3	55.0	0.0	
25/01/22	10:00	45.7	34.8	46.3	43.7	58.1	54.7	0.0	
25/01/22	10:15	40.0	33.6	46.2	44.2	57.5	54.2	0.0	
25/01/22	10:30	37.5	33.5	47.5	44.9	58.5	55.3	0.0	
25/01/22	10:45	39.1	33.8	47.7	45.0	58.3	54.1	0.0	
25/01/22	11:00	42.8	34.9	47.7	44.9	64.2	54.6	0.0	
25/01/22	11:15	41.4	34.0	49.1	45.8	58.0	54.7	0.0	
25/01/22	11:30	42.3	35.0	47.8	44.8	57.4	53.7	0.0	
25/01/22	11:45	42.8	37.1	48.3	45.3	57.7	54.2	0.0	

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
25/01/22	12:00	40.9	34.7	47.6	45.4	58.8	55.0	0.0	
25/01/22	12:15	40.0	35.1	47.8	44.9	58.2	54.3	0.0	
25/01/22	12:30	40.1	35.6	48.0	45.0	57.9	54.4	0.0	
25/01/22	12:45	43.6	34.6	46.5	43.1	58.3	55.3	0.0	
25/01/22	13:00	40.7	33.6	45.5	42.9	58.8	55.8	0.0	
25/01/22	13:15	43.5	35.3	45.0	41.9	59.1	54.8	0.0	
25/01/22	13:30	40.3	33.0	45.9	43.0	58.4	54.9	0.0	
25/01/22	13:45	39.3	32.6	42.9	39.9	57.9	54.8	0.0	
25/01/22	14:00	48.6	36.9	45.0	42.4	59.3	56.0	0.0	
25/01/22	14:15	41.0	33.1	45.1	42.9	58.2	54.9	0.0	
25/01/22	14:30	45.3	33.7	44.8	40.6	57.2	54.0	0.0	
25/01/22	14:45	50.1	36.5	42.8	39.6	58.1	54.6	0.0	
25/01/22	15:00	41.6	38.9	48.5	45.0	57.4	53.5	0.0	
25/01/22	15:15	45.0	39.9	49.7	46.5	58.8	53.5	0.0	
25/01/22	15:30	48.5	41.7	51.6	49.0	57.5	53.4	0.0	
25/01/22	15:45	44.8	41.8	52.9	50.9	57.4	53.4	0.0	SSW
25/01/22	16:00	46.0	42.9	54.3	52.1	57.6	53.8	0.0	SSW
25/01/22	16:15	47.1	43.3	54.1	52.2	58.0	54.0	1.0	SSW
25/01/22	16:30	45.6	43.5	55.4	52.1	57.8	54.5	1.0	SSE
25/01/22	16:45	44.4	42.7	53.3	51.5	57.3	54.0	0.0	
25/01/22	17:00	44.7	43.2	55.1	52.3	58.5	54.4	0.0	
25/01/22	17:15	43.4	42.0	54.7	53.0	58.1	53.9	0.0	SE
25/01/22	17:30	43.1	41.4	54.3	51.8	57.6	54.1	0.0	
25/01/22	17:45	43.0	41.0	53.6	51.3	57.4	53.6	0.0	SSW
25/01/22	18:00	41.7	40.1	52.9	51.0	58.6	53.7	0.0	SSW
25/01/22	18:15	41.2	39.7	53.6	50.8	57.4	52.8	0.0	SSW
25/01/22	18:30	40.9	38.7	51.4	49.2	56.4	52.1	0.0	
25/01/22	18:45	40.7	39.1	53.3	49.9	56.2	52.4	0.0	SW
25/01/22	19:00	40.8	39.1	50.6	47.1	56.0	51.2	0.0	SSW
25/01/22	19:15	40.0	37.6	52.5	46.7	55.1	50.7	0.0	SSW
25/01/22	19:30	37.0	35.5	48.1	43.7	55.1	50.4	0.0	
25/01/22	19:45	35.3	33.6	44.5	42.5	55.4	49.5	0.0	
25/01/22	20:00	35.3	33.4	45.4	43.0	55.1	50.8	0.0	
25/01/22	20:15	35.4	32.7	45.9	42.2	55.2	50.2	0.0	
25/01/22	20:30	33.9	31.8	43.3	41.4	54.2	50.4	0.0	
25/01/22	20:45	35.6	33.9	43.1	41.3	55.0	49.6	0.0	
25/01/22	21:00	35.2	33.1	43.1	40.7	53.4	50.4	0.0	
25/01/22	21:15	34.9	32.6	43.7	40.8	55.4	50.8	0.0	
25/01/22	21:30	34.4	32.9	44.2	41.0	55.5	51.2	0.0	
25/01/22	21:45	34.8	33.0	43.8	42.4	53.8	49.9	0.0	
25/01/22	22:00	33.8	31.5	43.6	42.2	56.3	49.5	0.0	
25/01/22	22:15	33.9	32.4	44.1	41.3	51.4	47.2	0.0	
25/01/22	22:30	33.5	31.9	44.0	41.2	52.8	47.8	0.0	
25/01/22	22:45	35.8	33.4	44.3	40.6	51.2	47.1	0.0	
25/01/22	23:00	37.3	35.1	45.8	42.2	51.6	46.6	0.0	
25/01/22	23:15	37.0	34.9	46.2	41.4	50.9	45.6	0.0	
25/01/22	23:30	36.2	34.3	46.4	42.1	51.7	46.2	0.0	
25/01/22	23:45	34.9	33.3	42.2	39.9	51.3	46.5	0.0	

Start	Start	RP1: Harwell Rd, Sutton C.		RP2: Hill Farm, Didcot		RP3: Roxburgh Drive, Didcot		Wind Speed	Wind
Date	Time	LAeq	LA90	LAeq	LA90	LAeq	LA90	m/s	Direction
26/01/22	00:00	36.4	34.0	43.0	39.4	52.4	45.7	0.0	
26/01/22	00:15	35.6	33.4	43.1	41.0	51.3	46.3	0.0	
26/01/22	00:30	35.2	33.5	44.2	41.1	51.6	47.1	0.0	
26/01/22	00:45	34.9	32.7	42.8	40.6	50.5	46.0	0.0	
26/01/22	01:00	35.0	32.8	42.8	40.6	52.1	48.6	0.0	
26/01/22	01:15	32.8	31.3	41.4	40.0	51.6	48.3	0.0	
26/01/22	01:30	36.0	34.1	43.9	40.3	53.3	49.8	0.0	
26/01/22	01:45	35.9	33.5	43.5	40.7	52.4	49.4	0.0	
26/01/22	02:00	35.5	33.9	42.7	39.6	51.5	49.1	0.0	
26/01/22	02:15	34.9	33.5	41.5	39.6	51.5	47.9	0.0	
26/01/22	02:30	36.3	32.6	43.3	40.5	52.5	48.7	0.0	
26/01/22	02:45	35.5	33.2	42.1	40.3	51.3	47.9	0.0	
26/01/22	03:00	34.2	32.4	46.6	40.8	53.5	49.6	0.0	
26/01/22	03:15	36.4	34.5	43.9	39.8	53.6	49.1	0.0	
26/01/22	03:30	39.9	35.3	44.8	41.2	54.2	50.2	0.0	
26/01/22	03:45	37.5	35.8	46.2	42.4	53.1	50.3	0.0	
26/01/22	04:00	36.5	34.2	56.7	40.1	52.4	49.5	0.0	
26/01/22	04:15	37.5	35.7	43.7	40.3	53.7	49.7	0.0	
26/01/22	04:30	38.2	35.2	43.8	41.1	54.6	51.5	0.0	
26/01/22	04:45	40.1	37.9	46.1	42.8	54.4	51.0	0.0	
26/01/22	05:00	38.9	37.0	45.5	42.6	53.6	50.5	0.0	
26/01/22	05:15	39.4	38.1	46.5	43.6	54.2	50.8	0.0	
26/01/22	05:30	40.8	39.1	46.0	44.2	56.2	52.6	0.0	
26/01/22	05:45	40.9	38.2	54.0	44.5	56.3	52.9	0.0	
26/01/22	06:00	41.7	39.9	52.7	44.9	56.9	53.5	0.0	
26/01/22	06:15	41.7	40.2	48.7	46.3	56.1	53.4	0.0	
26/01/22	06:30	42.8	41.3	49.9	47.7	57.1	53.7	0.0	
26/01/22	06:45	44.1	43.0	50.3	47.1	57.7	54.8	0.0	
26/01/22	07:00	44.5	42.9	50.0	47.2	57.8	54.9	0.0	
26/01/22	07:15	44.9	42.2	49.6	47.3	58.1	54.5	0.0	
26/01/22	07:30	48.2	42.3	53.0	48.6	59.1	56.1	0.0	
26/01/22	07:45	46.5	43.9	51.7	49.0	59.4	57.3	0.0	
26/01/22	08:00	45.3	43.0	52.2	49.3	59.6	57.1	0.0	
26/01/22	08:15	45.3	43.4	52.5	49.6	59.3	56.6	0.0	
26/01/22	08:30	45.2	43.2	52.0	50.1	60.2	57.2	0.0	
26/01/22	08:45	47.7	42.4	51.3	49.2	59.0	57.0	0.0	
26/01/22	09:00	45.1	42.8	50.9	48.9	59.2	56.6	0.0	
26/01/22	09:15	45.0	42.4	51.3	49.2	59.6	56.7	0.0	
26/01/22	09:30	43.4	42.0	50.6	48.3	58.8	56.0	0.0	
26/01/22	09:45	43.9	41.7	50.7	48.9	58.7	56.3	0.0	
26/01/22	10:00	45.2	41.0	50.5	48.3	58.7	55.6	0.0	
26/01/22	10:15	42.0	38.9	49.2	47.2	58.1	54.6	0.0	
26/01/22	10:30	44.0	37.3	48.8	46.5	58.7	55.5	0.0	
26/01/22	10:45	40.8	37.0	48.3	46.2	57.9	55.1	0.0	
26/01/22	11:00	41.5	38.5	54.1	47.1	58.4	55.7	0.0	
26/01/22	11:15	41.8	37.9			59.0	55.1	0.0	
26/01/22	11:30	42.0	38.3			65.5	54.3	0.0	
26/01/22	11:45	42.2	37.6					0.0	

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