

SCHEDULE 3

regulation 2

SUPPLEMENTARY NOISE INDICATORS

Interpretation

10. In this Schedule—

“ $L_{A10,18h}$ ” is the arithmetic mean noise level in dB(A) exceeded for 10% of each hour over the period 06:00 – 24:00 hours;

“ $L_{Aeq,16h}$ ” is the equivalent continuous sound level in dB(A) that, over the period 07:00 – 23:00 hours, contains the same sound energy as the actual fluctuating sound that occurred in that period;

“ $L_{Aeq,18h}$ ” is the equivalent continuous sound level in dB(A) that, over the period 06:00 – 24:00 hours, contains the same sound energy as the actual fluctuating sound that occurred in that period;

“ $L_{Aeq,6h}$ ” is the equivalent continuous sound level in dB(A) that, over the period 24:00 – 06:00 hours, contains the same sound energy as the actual fluctuating sound that occurred in that period.

Road traffic noise

11. The supplementary noise indicators in relation to road traffic noise are—

- (a) $L_{A10,18h}$;
- (b) $L_{Aeq,16h}$;
- (c) L_{day} ; and
- (d) $L_{evening}$.

Railway noise

12. The supplementary noise indicators in relation to railway noise are—

- (a) $L_{Aeq,16h}$;
- (b) $L_{Aeq,18h}$;
- (c) $L_{Aeq,6h}$;
- (d) L_{day} ; and
- (e) $L_{evening}$.

Aircraft noise

13. The supplementary noise indicators in relation to aircraft noise are—

- (a) $L_{Aeq,16h}$;
- (b) L_{day} ; and
- (c) $L_{evening}$.

Industrial noise and port noise

14. The supplementary noise indicators in relation to industrial noise and port noise are—

- (a) $L_{Aeq,16h}$;

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- (b) L_{day}; and
- (c) L_{evening}.