

## ABERDEEN CITY COUNCIL

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<b>COMMITTEE</b>	Public Protection
<b>DATE</b>	Public Protection – 24 April 2019
<b>REPORT TITLE</b>	Environmental Noise Action Plan Update
<b>REPORT NUMBER</b>	OPE/19/125
<b>DIRECTOR</b>	Rob Polkinghorne
<b>CHIEF OFFICER</b>	Mark Reilly
<b>REPORT AUTHOR</b>	Nick Glover
<b>TERMS OF REFERENCE</b>	Public Protection – 3.3

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### 1. PURPOSE OF REPORT

- 1.1 Seek approval of the proposed Round 3 Noise Management Areas and Quiet Areas in the Aberdeen Agglomeration.

### 2. RECOMMENDATION(S)

That the Committee: -

- 2.1 Approves the 5 new Noise Management Areas and 1 Quiet Area in relation to round three of the noise mapping process detailed in Table 1 and 2.
- 2.2 Agrees to submit the approved areas to the Scottish Government by end April 2019.

### 3. BACKGROUND

- 3.1 Noise Action Planning was developed to support the adoption of EC Directive 2002/49/EC. The Scottish Government transposed this Directive into the Environmental Noise (Scotland) Regulations 2006.

- 3.2 The objectives of the Directive are to:
- Determine the noise exposure of the population through noise mapping;
  - Make information available on environmental noise to the public; and
  - Establish Action Plans based on the mapping results, to reduce levels where necessary, and to preserve environmental noise quality where it is good.
- 3.3 The Local Development Plan Supplementary Guidance <https://www.aberdeencity.gov.uk/sites/default/files/5.3.PolicySG.Noise.pdf> details what proposed development considerations must be given with respect to environmental noise quality.
- 3.4 Officers within the strategic place planning service implement the Noise Action Plan and provide annual service updates to the City Growth and Resources Committee (Ref: Committee report, Environmental Noise Action Plan Update, CHI 15-094, 18 March 2015).
- 3.5 Details of the legislation and the assessment process are available on the Scottish Government website at <https://noise.environment.gov.scot/>
- 3.6 The Aberdeen Agglomeration Noise Action Plan was submitted to the Scottish Government in May 2018.
- 3.7 The Aberdeen Agglomeration Noise Action Plan identified:
- Candidate Noise Management Areas (cNMAs) areas where people are most likely to be annoyed by road and rail noise.
  - Candidate Quiet Areas (cQAs) - areas where noise quality is good and requires preservation.
- 3.8 Strategic noise maps were created by acoustic consultants on behalf of the Scottish Government using noise prediction modelling software. A noise map is rather like a weather map for noise but it shows areas that are relatively louder or quieter by contours joining points having the same noise level. Modelling criteria includes types of traffic, traffic volume and speed as well as environmental features such as buildings and types of ground. The maps are based on an assessment of noise exposure in a given area to identify areas of loud noise and combine these with areas of high population density to identify cNMAs. cQAs are identified by areas of low noise on the strategic maps and combining this with minimum area covered. Round 3 data is a 5 year update of round 2 and will therefore also include areas that have already been declared as NMAs and QAs.

- 3.9 In the third round of noise mapping the strategic maps identified 14 cNMAs and 4 cQAs. A list of cNMAs and cQAs is produced in Appendix 1 and 2.
- 3.10 The candidate areas have been assessed by officers in the Environmental Health section using professional judgement through desk study and site visits to verify the modelled data. Assessment criteria includes assessing any land use changes, traffic changes, orientation of habitable rooms in relation to noise source and any physical features, such as a noise barrier, that may affect the validity of the modelling. Following this assessment the following areas in Tables 1 and 2 have been recommended for progression to Noise Management Areas or Quiet Areas. Assessment reports are provided in the Appendix.

**Table 1: Noise Management Areas**

<b>Proposed new NMA Locations</b>	<b>cNMA Reference</b>
Broomhill Road at Anderson Drive	5
King Street at St Machar Drive	9
Alford Place at Union Street	12
Rail - Near North Esplanade West	1
Rail - Near Riverside Drive	2

**Table 2: Quiet Areas**

<b>Proposed Quiet Area</b>	<b>cQA Reference</b>
West Field Park	2

- 3.11 The cNMAs and cQAs that are not listed for progression to NMAs were discounted as the strategic noise maps did not fully reflect information gathered from the site visits such as the presence of effective acoustic barriers between the road and dwellings. Areas where NMAs/QAs that already exist from Round 2 and are still current do not require to be redeclared.
- 3.12 The cQAs listed for progression to QAs are areas where environmental noise quality is good and require protection against an increase in noise.

- 3.13 If the Public Protection Committee supports the NMAs and QAs being submitted to the Scottish Government, the noise mitigation plan 2018 to 2023 detailed in the Noise Action Plan will require implementation with respect to the NMAs. Officers within the strategic place planning Service implement the Noise Action Plan.
- 3.14 Noise mapping including NMAs and QAs is strategic and provides formal information for development and transportation proposals, ensuring appropriate consideration is given to the impact of noise on or by any proposals in the planning process.

#### **4. FINANCIAL IMPLICATIONS**

- 4.1 Noise mapping is a strategic process and there is currently no punitive measures for non-compliance. There are no direct financial implications arising from the recommendations of this report.

#### **5. LEGAL IMPLICATIONS**

- 5.1 There are no direct legal implications arising from the recommendations of this report.

The Scottish Government are the competent authority with respect to the European Noise Directive. There is a legal requirement to identify priorities to meet the objectives to reduce environmental noise and protect quiet areas. The establishment of NMAs and QAs is required by the Scottish Government to achieve this. The Scottish Government requires notification of Noise Management Areas and Quiet Areas by the End of April 2019.

## 6. MANAGEMENT OF RISK

	Risk	Low (L), Medium (M), High (H)	Mitigation
<b>Financial</b>	The Council will be responsible for managing and reducing environmental noise where appropriate to do so through the strategic place planning function in accordance with the Scottish Government Noise Action Plan.	L	Any actions will need to be discharged within recognised budgetary constraints, on a prioritised basis and will be required to be integrated where possible into planned maintenance and incorporation into future plans and strategies. Responsibility for rail and trunk road improvements within NMAs falls to other agencies (e.g. Transport Scotland, Network Rail, BEAR Scotland) rather than ACC.
<b>Legal</b>	<p>Failure to submit NMAs and QAs to Scottish Government.</p> <p>There is a legal requirement to identify priorities to meet the objectives to reduce environmental noise and protect quiet areas.</p> <p>Perceived impact on property value or development opportunities leading to challenges/litigation from developers regarding areas identified as NMAs or QAs</p>	L	<p>Officers in Protective Services verify noise mapping is accurate for candidate areas identified.</p> <p>Noise mapping has not been developed to be a definitive assessment of risk for point locations or individual properties and is therefore not suitable for challenges/litigation for specific properties.</p>

<b>Customer</b>	Failure to make information available on NMAs and QAs	L	Information on NMAs and QAs submitted to Scottish Government. Information available on Geographical Information System (GIS) for other services e.g. planning.
<b>Environment</b>	Negligible	L	
<b>Technology</b>	Negligible	L	
<b>Reputational</b>	Failure to identify NMAs and QAs may result in reputational damage. The Scottish Government have requested candidate areas to be assessed and confirmation of areas going forward to fulfil the requirements of the European Noise Directive.	L	Scottish Government will be advised of approved NMAs and QAs.

## 7. OUTCOMES

<b>Local Outcome Improvement Plan Themes</b>	
	<b>Impact of Report</b>
<b>Prosperous Economy</b>	Identification of Noise Management areas and Quiet Areas within the city contributes to making Aberdeen an attractive, clean, healthy and safe place to live by protecting quiet areas and mitigating effects of traffic noise on a prioritised basis.
<b>Prosperous People</b>	Protect from harm. Protecting human health from the adverse effects of transport noise through highlighting any priority or protected areas at development/transport proposal stage, such as considering noise reducing asphalt when re-surfacing a carriageway.
<b>Prosperous Place</b>	Identification of Noise Management areas and Quiet Areas will contribute to a more sustainable place to live and visit. Through minimizing the impact of transport noise and protecting quiet areas in development and transport proposals.

<b>Design Principles of Target Operating Model</b>	
	<b>Impact of Report</b>
<b>Governance</b>	Delivering public protection provides assurance to both the organisation and the public in terms of meeting the council's statutory duties, and also contributes to compliance with agreed standards.
<b>Partnerships and Alliances</b>	Working closely with other Council services to meet the objectives of the Noise Action Plan.

## 8. IMPACT ASSESSMENTS

<b>Assessment</b>	<b>Outcome</b>
<b>Equality &amp; Human Rights Impact Assessment</b>	Not Required
<b>Data Protection Impact Assessment</b>	Not required. Service will not be gathering any private information.
<b>Duty of Due Regard / Fairer Scotland Duty</b>	Not applicable

## 9. BACKGROUND PAPERS

- 9.1 Committee report, Environmental Noise Action Plan Update, CHI 15-094, 18 March 2015
- 9.2 Aberdeen Agglomeration Noise Action Plan

## 10. APPENDICES (if applicable)

Appendix 1 Round 3 Candidate noise management areas and map  
Appendix 2 Round 3 Candidate Quiet areas and map  
Appendix 3 Round 3 Site Reports

## 11. REPORT AUTHOR CONTACT DETAILS

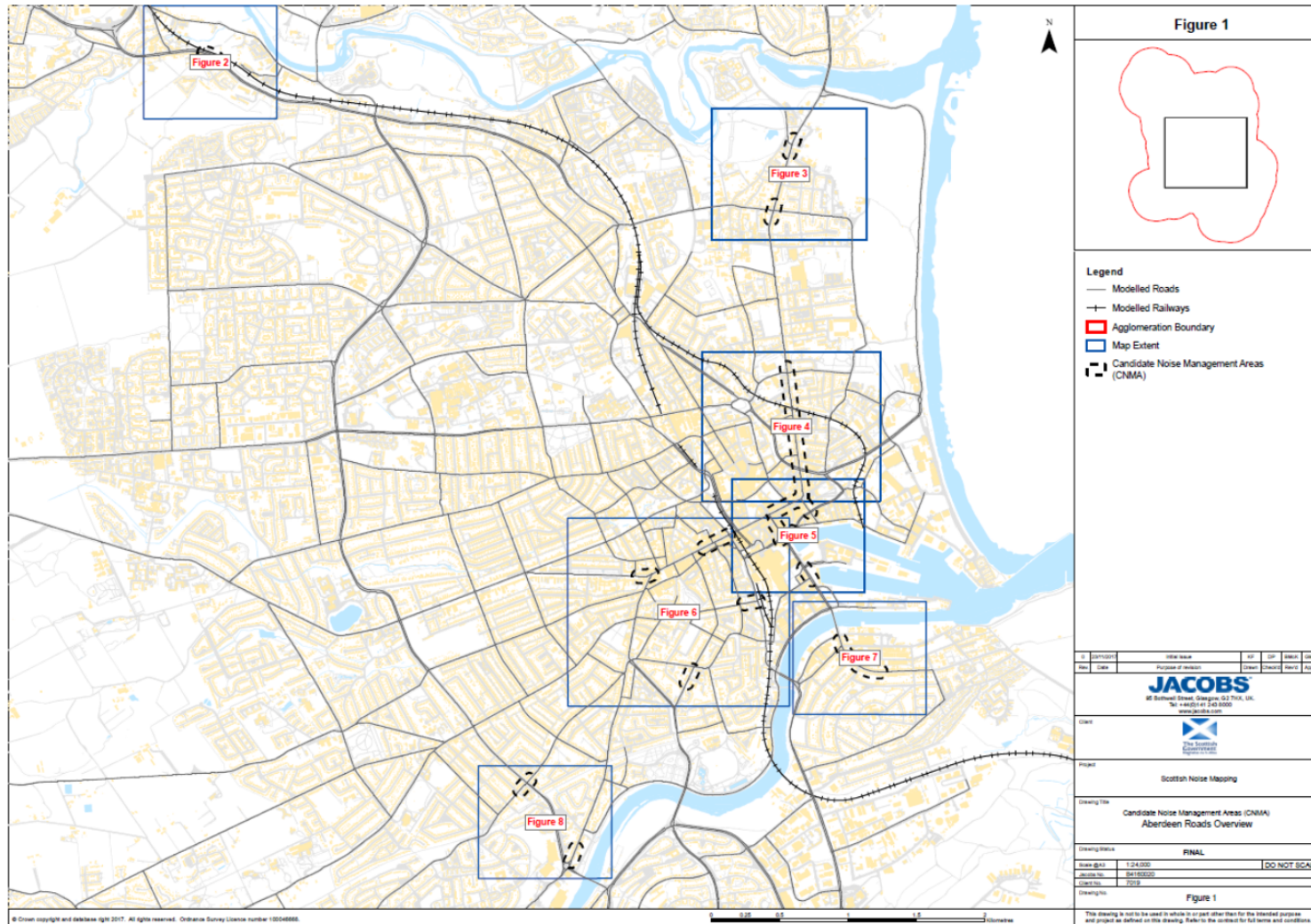
Nick Glover  
Principal Environmental Health Officer  
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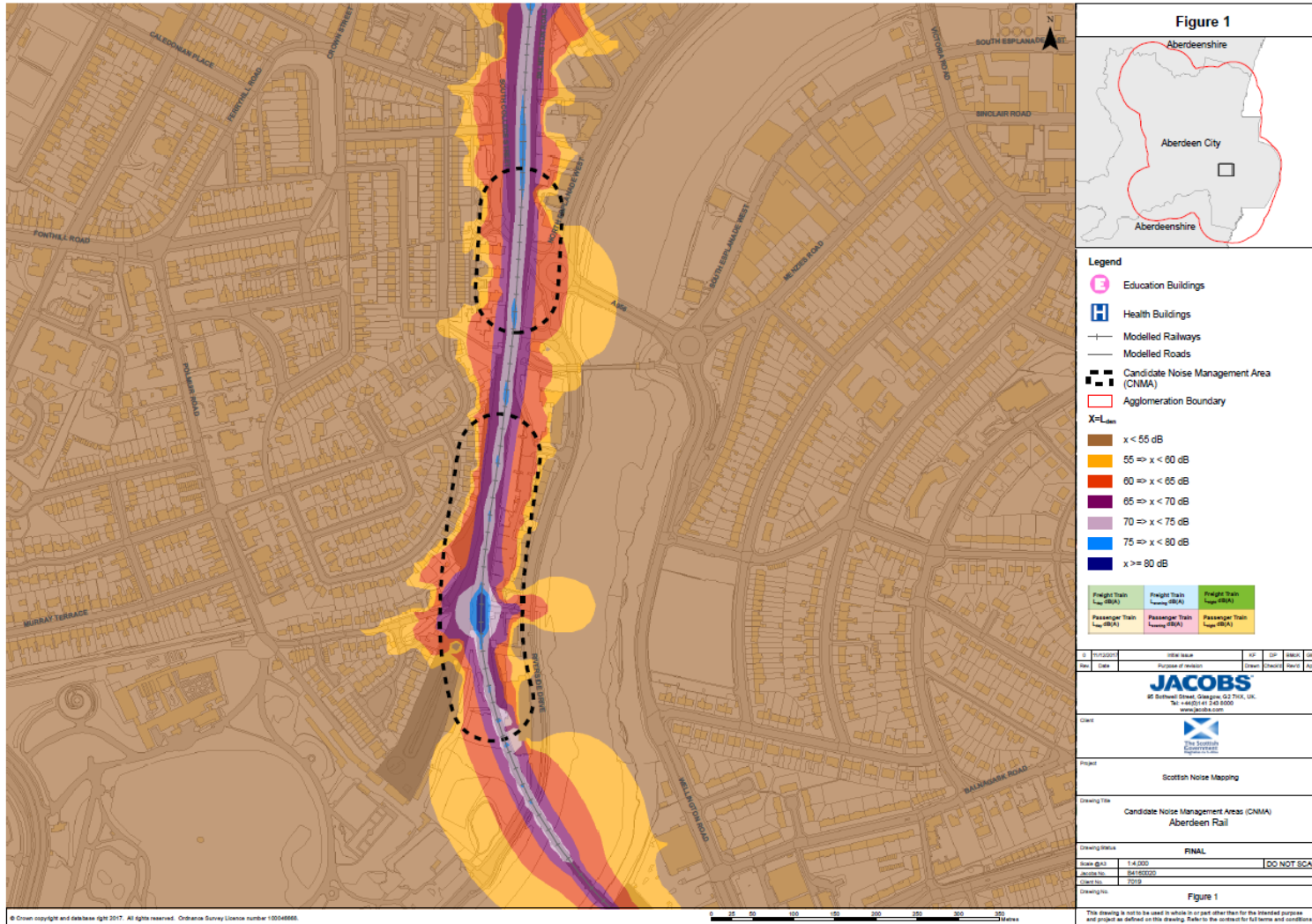
## Appendix 1 - Round 3 Candidate Noise Management Areas

<b>cNMA Reference</b>	<b>Candidate NMA</b>	<b>cNMA type</b>	<b>Existing NMA (Rnd 2)</b>
1	UNION STREET	Road	Yes
2	VICTORIA ROAD	Road	Yes
3	KING STREET at Castle Street	Road	Yes
4	AUCHMILL ROAD	Road	Yes
<b>5</b>	<b>BROOMHILL ROAD</b>	<b>Road</b>	<b>No</b>
6	HOLBURN STREET	Road	Yes
7	MARKET STREET	Road	Yes
8	KING STREET at Don Street	Road	Yes
<b>9</b>	<b>KING STREET at St Machar Drive</b>	<b>Road</b>	<b>No</b>
<b>10</b>	<b>WHINHILL ROAD</b>	<b>Road</b>	<b>No</b>
<b>11</b>	<b>WELLINGTON PLACE</b>	<b>Road</b>	<b>No</b>
<b>12</b>	<b>ALFORD PLACE</b>	<b>Road</b>	<b>No</b>
<b>1</b>	<b>NORTH ESPLANADE WEST</b>	<b>Rail</b>	<b>No</b>
<b>2</b>	<b>RIVERSIDE DRIVE</b>	<b>Rail</b>	<b>No</b>

# Road candidate NMAs Round 3



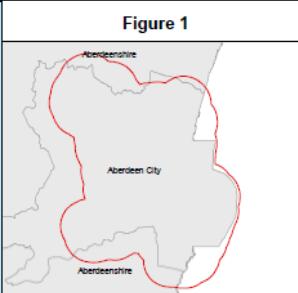
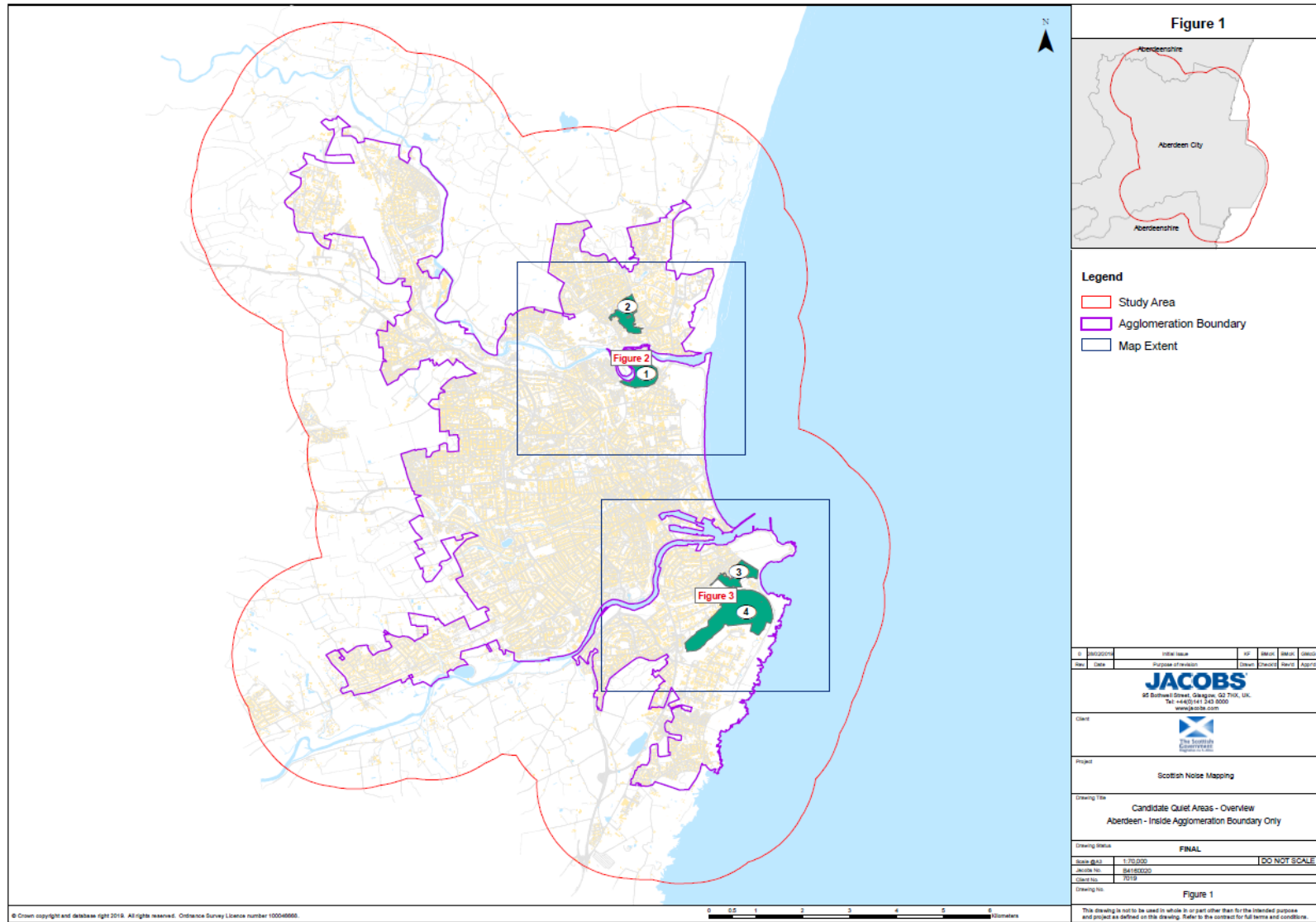
# Rail candidate NMAs Round 3



## Appendix 2 - Round 3 Candidate Quiet Areas

<b>Proposed Quiet Area</b>	<b>cQA Reference</b>	<b>Existing QA (Rnd 2)</b>
Seaton Park	1	Yes
<b>West Field Park</b>	<b>2</b>	<b>No</b>
<b>St Fittcks Community Park</b>	<b>3</b>	<b>No</b>
<b>Loirston Country Park</b>	<b>4</b>	<b>No</b>
Hazelhead Park	5&6	Yes

# Candidate Quiet Areas

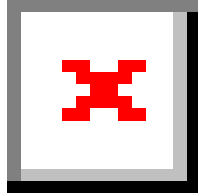


**Legend**

- Study Area
- Agglomeration Boundary
- Map Extent

0	000000	Initial Issue	VP	AMM	AMM	AMM
Rev	Date	Purpose of Revision	Drawn	Checked	Verified	Approved
<p>95 Rutland Street, Glasgow, G2 7JX, UK Tel: +44(0)141 343 8000 www.jacobs.com</p>						
Client						
Project			Scottish Noise Mapping			
Drawing Title			Candidate Quiet Areas - Overview Aberdeen - Inside Agglomeration Boundary Only			
Drawing Status			FINAL			
Drawing No.			170000		DO NOT SCALE	
Jacobs No.			04160000			
Client No.			7019			
Drawing No.			Figure 1			
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**Environmental Noise Directive  
Round 3  
CNMA to NMA Report**

## Legislative background

The Scottish Government published the Environmental Noise (Scotland) Regulations 2006 in recognition of their devolved responsibility to deliver the requirements of the Environmental Noise Directive (END)<sup>1</sup>.

Aberdeen City Council has led the production of the Aberdeen Agglomeration Noise Action Plan and the CNMA to NMA determination process during END Round 3.

## What is a Candidate Noise Management Area?

Mathematical modelling and statistical analysis has identified the top 1% of areas across Scotland where people are most likely to be annoyed by major road and railway network noise. They locations have been classified as Candidate Noise Management Area's (CNMAs).

## CNMA to NMA declaration

This report outlines Aberdeen City Council recommendation to the Scottish Government on whether or not CNMAs should progress to a Noise Management Area (NMA) status.

Evidence must substantiate (or pass) all the 'test' criteria outlined with respect to land use, geography, traffic and receptor in order to progress to an NMA status. The CNMA to NMA declaration process comprises an initial CNMA identification through modelling and statistical analysis followed by a verification process using evidence from a desk-study and site visit.

Criteria	Summary
Land use	There has been no land-use change since 2010 There are no planning proposals for future residential development at this CNMA.
Geography	A vertical elevation, such as a cutting or embankment, exists between residential properties and transport corridor exists. Any new roadside barrier or other mitigating factor evident.
Traffic	Traffic model data appears to be correct
Receptor	Habitable rooms are all or mostly facing CNMA

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<sup>1</sup> European Parliament and Council Directive for Assessment and Management of Environmental Noise 2002/49/EC

## CNMA to NMA Site report - Road

Survey details				
Date and time	16/1/19 @ 1100			
Name	NMG			
Weather	Dry/wet roads/7deg C/<5m/s windspeed			
A: Landuse				
CNMA Reference Number	10			
CNMA Map number	6			
Location of CNMA	Whinhill Road			
Transportation Type	Road			
Route Number	None			
Local Authority	Aberdeen City Council			
Landuse change since 2010	No			
Proposed new developments post 2010	No			
Is this location already an NMA from END Round 2	No. Area did not go forward to NMA status			
B: Geography				
Traffic commentary	This is a single carriageway with cars and HGVs			
Topography	Slight incline city bound			
Existing mitigation onsite	Noise barrier:	Some buildings in Whinhill Gate are located behind a 2.5 meter high stone wall creating a natural acoustic barrier.		
	Other:			
New noise management potential	Low			
C: Traffic				
Direction of flow	Single carriageway			
AAWT Flow	7133			
Speed (kph)	39			
% HGV	41			
Road Surface Type	HRA			
Road Surface Condition	Good			
D: Receptors				
Buildings	Residential			
Building Orientation to CNMA	Mostly away			
Habitable room orientation to CNMA	Mostly away			
Glazing	Single / Double (+)	Mostly double		
	Secondary	None		
Ventilation	Mech. Vent	Some		
Decade of building construction	'50s / '60s / 2000s			
Supporting evidence				
<ul style="list-style-type: none"> <li>• There are several flats on the west side of Whinhill Road, 10 meter from carriage way centre line, 1-2 storey high and double glazed. Some buildings in Whinhill Gate are located behind a 2 meter high stone wall creating a natural acoustic barrier. The apartments of Whinhill gate run at 90 degrees to the main road. Approximately 10% of building face the road 20 meter from the carriageway centre line. Ground level apartments are below the road level.</li> <li>• There is some natural barriers and a majority of buildings run at 90 degrees to the road. There are regular periods of no passing traffic. majority of vehicles are cars. A few HGVs were observed during a 15 minute period.</li> <li>• A 2 meter high stone wall between carriage way and block ID 36 and partially 118 creates a natural noise barrier. This barrier would not have been accounted for in the mapping.</li> <li>• Traffic management have reported that the percentage of HGVs on Whinhill Road is thought to be 2% and not 41% as reported on Map 6. The calculator in the technical Guidance on evaluation of HGVs suggest a decrease of 7 dB(A) in the Basic Noise Level when the percentage of HGVs is 2% compared to 41%.</li> </ul>				



## CNMA to NMA Site report Road

Survey details				
Date and time	5/2/19 10.30			
Name	NMG			
Weather	Dry, approx 10degC			
A: Landuse				
CNMA Reference Number	11			
CNMA Map number	6			
Location of CNMA	Wellington Place			
Transportation Type	LA Major Road			
Route Number	A93			
Local Authority	Aberdeen City Council			
Landuse change since 2010	No			
Proposed new developments post 2010	No			
Is this location already an NMA from END Round 1	N/A			
B: Geography				
Traffic commentary	This is a single carriageway with cars and HGVs			
Topography	Slight incline north bound			
Existing mitigation onsite	Noise barrier:	Yes		
	Other:	Add detail in here:		
New noise management potential	Low			
C: Traffic				
Direction of flow	Single carriageway			
AAWT Flow	8099			
Speed (kph)	39			
% HGV	12			
Road Surface Type	HRA			
Road Surface Condition	Good			
D: Receptors				
Buildings	Mostly residential			
Building Orientation to CNMA	50:50 mix			
Habitable room orientation to CNMA	50:50 mix			
Glazing	Single / Double (+)	All double		
	Secondary	None		
Ventilation	Mech. Vent	Few if any		
Decade of building construction	2000s			
Supporting evidence				
<ul style="list-style-type: none"> <li>• There is mainly hard surfaces but there are trees, shrubs and hedging. Traffic speed is low as the road section is very short approx 100 meter with sets of traffic lights at each end. Therefore traffic speeds are low with little tyre noise. HGVs are infrequent and there are substantial periods of no passing traffic. There may be some congestion during commuter periods. There is some background traffic/rail noise from College street that is just audible.</li> <li>• On south side of carriageway there are 2 4/5 storey tenements, 7 meters from carriageway centre line. All properties are double glazed. On the North side a substantial amount of the tenement is set back 30 meters from the carriageway centre line. These are also double glazed. Surfaces are generally hard with some trees/shrubs on north side.</li> <li>• There is a approx 2 meter high barrier between residential flats and road on South college Street likely to have some noise mitigation.</li> </ul>				

## CNMA to NMA Site report Road

Survey details				
Date and time	24/1/19 @ 1500			
Name	NMG			
Weather	Dry, 0 degC, damp roads			
A: Landuse				
CNMA Reference Number	9			
CNMA Map number	3			
Location of CNMA	King Street			
Transportation Type	LA Major Road			
Route Number	A956			
Local Authority	Aberdeen City Council			
Landuse change since 2010	No			
Proposed new developments post 2010	No			
Is this location already an NMA from END Round 1 or 2	N/A			
B: Geography				
Traffic commentary	Traffic mixture of HGV, LGV, cars and buses.			
Topography	Flat			
Existing mitigation onsite	Noise barrier:	No		
	Other:	Add detail in here:		
New noise management potential	High			
C: Traffic				
Direction of flow	North	South		
AAWT Flow	38265	22226		
Speed (kph)	49	41		
% HGV	23	37		
Road Surface Type	HRA	HRA		
Road Surface Condition	Good	Good		
D: Receptors				
Buildings	Commercial residential mix			
Building Orientation to CNMA	80:20 mix			
Habitable room orientation to CNMA	50:50 mix			
Glazing	Single / Double (+)	Double		
	Secondary			
Ventilation	Mech. Vent			
Decade of building construction	Pre 1960s, Student accommodation 1990s			
Supporting evidence				
<p>Vehicle noise dominant in area. Busy route in all directions. Almost continuous traffic with short infrequent breaks. Vehicles slowing and accelerating at round about.</p> <p>No significant mapping discrepancies identified.</p>				

## CNMA to NMA Site report Road

Survey details				
Date and time	23/1/19 @ 1500			
Name	NMG			
Weather	Dry 0deg C damp road <5m/s			
A: Landuse				
CNMA Reference Number	5			
CNMA Map number	8			
Location of CNMA	Broomhill Road			
Transportation Type	Road			
Route Number	Broomhill Road (Crosses A92)			
Local Authority	Aberdeen City Council			
Landuse change since 2010	No			
Proposed new developments post 2010	No			
Is this location already an NMA from END Round 1	N/A			
B: Geography				
Traffic commentary	HGV, LGV, Car, bus/coach route			
Topography	Flat			
Existing mitigation onsite	Noise barrier:	No		
	Other:	Add detail in here:		
New noise management potential	High			
C: Traffic				
Direction of flow	Northly	Southerly		
AAWT Flow	9290	8508		
Speed (kph)	42	43		
% HGV	4	6		
Road Surface Type	HRA	HRA	HRA / Impervious / Other	HRA / Impervious / Other
Road Surface Condition	Good / OK / Poor	Good / OK / Poor	Good / OK / Poor	Good / OK / Poor
D: Receptors				
Buildings	Mostly residential			
	2 storey terrace face onto road. Residential care home			
Building Orientation to CNMA	All facing			
Habitable room orientation to CNMA	50:50 mix			
Glazing	Single / Double (+)	Majority double		
	Secondary			
Ventilation	Mech. Vent			
Decade of building construction	Care home 2000, residential properties pre 1960s			
Supporting evidence				
<p>Broomhill Road is a single carriageway and forms a roundabout junction with the A92 (Anderson Drive – dual carriageway at this point). This is a busy roundabout from all routes. There is greater traffic flow on the A92. Vehicles slowing and accelerating due to roundabout. Road traffic noise is dominant. There are infrequent quiet periods when no traffic is passing. Broomhill has a 30mph speed limit and the A92 40mph limit.</p> <p>The Broomhill carriageway is flat and the A92 inclines south to north.</p> <p>50% of the care home faces the roads.</p> <p>Buildings 1, 2 and 4 face the carriageways. Buildings 27 and 28 are set back from the carriageway on Hammerfield Av and are less likely to be impacted on road traffic noise. These appear to be single occupancy properties.</p> <p>No significant mapping discrepancies identified.</p>				

## CNMA to NMA Site report Road

Survey details				
Date and time	4/1/19 1100			
Name	NMG			
Weather	Dry, low wind speed, <10 deg C			
A: Landuse				
CNMA Reference Number	12			
CNMA Map number	6			
Location of CNMA	Alford Place			
Transportation Type	City Centre			
Route Number	Alford Place / A9013 (Union St)			
Local Authority	Aberdeen City Council			
Landuse change since 2010	No			
Proposed new developments post 2010	No			
Is this location already an NMA from END Round 1 or 2	No			
B: Geography				
Traffic commentary	HGV, LGV, Car, bus/coach route			
Topography	Flat (Holburn Street increase in gradient to Union St)			
Existing mitigation onsite	Noise barrier:	No		
	Other:	Add detail in here:		
New noise management potential	High			
C: Traffic				
Direction of flow	West	East		
AAWT Flow	18717	15941		
Speed (kph)	21	30		
% HGV	17	22		
Road Surface Type	HRA	HRA	HRA / Impervious / Other	HRA / Impervious / Other
Road Surface Condition	Good	Good	Good / OK / Poor	Good / OK / Poor
D: Receptors				
Buildings	Mostly residential (1 <sup>st</sup> – 3 <sup>rd</sup> floor) with commercial (Ground floor) 4 story flat dwellings face directly onto northbound carriage way.			
Building Orientation to CNMA	All facing			
Habitable room orientation to CNMA	50:50 mix			
Glazing	Single / Double (+)	Single/double mix		
	Secondary	None visible		
Ventilation	Mech. Vent	Few if any		
Decade of building construction	Pre 1900			
Supporting evidence				
<p>Busy city centre junction. Traffic noise is dominant in area. Traffic light controlled junction.</p> <p>No significant mapping discrepancies identified.</p>				

## CNMA to NMA Site report Rail

Survey details			
Date and time	20/2/19		
Name	NMG		
Weather	Dry, low wind speed, <10 deg C		
A: Landuse			
CNMA Reference Number	1		
CNMA Map number	1		
Location of CNMA	North Esplande West		
Transportation Type	Rail		
Local Authority	Aberdeen City Council		
Landuse change since 2010	No		
Proposed new developments post 2010	No		
Is this location already an NMA from END Round 1 or 2	No		
B: Geography			
Rail commentary	Multiple tracks		
Topography	Flat		
Existing mitigation onsite	Noise barrier:	Partial – wall above viaduct	
	Other:	Add detail in here:	
New noise management potential	High		
C: Rail			
Type	Passenger	Freight	
D: Receptors			
Buildings	<i>Residential. Some commercial in viaduct.</i>		
	<i>4 story buildings.</i>		
Building Orientation to CNMA	50% facing		
Habitable room orientation to CNMA	50:50 mix		
Glazing	Single / Double (+)	Single/double mix	
	Secondary	None visible	
Ventilation	Mech. Vent	Few if any	
Decade of building construction	Within last 20 years		
Supporting evidence			
<p>4 story residential properties located to west of tracks.</p> <p>Wall along track at viaduct considered unlikely to have significant impact on validity of modelling data as it does not run the length of the assessed area.</p> <p>Trains accelerating or decelerating due to proximity of station north of area.</p> <p>No significant mapping discrepancies identified.</p>			

## CNMA to NMA Site report Rail

Survey details			
Date and time	20/2/19		
Name	NMG		
Weather	Dry, low wind speed, <10 deg C		
A: Landuse			
CNMA Reference Number	2		
CNMA Map number	1		
Location of CNMA	Near Riverside Drive		
Transportation Type	Rail		
Local Authority	Aberdeen City Council		
Landuse change since 2010	No		
Proposed new developments post 2010	No		
Is this location already an NMA from END Round 1 or 2	No		
B: Geography			
Rail commentary	Multiple tracks		
Topography	Flat		
Existing mitigation onsite	Noise barrier:	None	
	Other:	Add detail in here:	
New noise management potential	High		
C: Rail			
Type	Passenger	Freight	
D: Receptors			
Buildings	<i>Residential.</i>		
	<i>2 - 6 story buildings.</i>		
Building Orientation to CNMA	Facing		
Habitable room orientation to CNMA	50:50 mix		
Glazing	Single / Double (+)	Single/double mix	
	Secondary	None visible	
Ventilation	Mech. Vent	Few if any	
Decade of building construction	East Within last 20 years, west- greater than 20 years		
Supporting evidence			
<p>4 - 6 story residential properties located to east of tracks. West 2 story properties slightly higher than track.</p> <p>Trains accelerating or decelerating due to proximity of station north of area.</p> <p>No significant mapping discrepancies identified.</p>			

cQA Assessment

Data Recording Sheet

Round 3

Agglomeration	Aberdeen
CQA Label	3
Location	St Fitticks Park
Road/Rail Road:	St Fitticks Road/Coast Road/East main line
Date of Site Visit	20/2/19
Attendees	NMG
Traffic comments	Low to moderate. HGVs and cars
Road type	Single carriageway
Surface	HRA
Topography (including cuttings, embankments, over bridges, under bridges and tunnels)	As per mapping
Speed Limits	30mph
Noise Barrier or Other Mitigating Factors	None
Subjective evaluation of noise climate	Adjacent Industrial area to south – turbine testing 45mins to 1 hour, water treatment works, Harbour development HGVs. Not considered as part of mapping
Observations	There may be an impact from harbour activities once operational. HGVs and other transport accessing the Harbour may also have an impact. Roads leading to the harbour are located to the north and east boundary of the park. Industrial sits actives, especially turbine testing appear to contribute to the overall noise environmental of the area.
Local Industry	Water treatment plant, industrial estate, Harbour development, harbour construction
Landuse	Play areas, football pitch, walking (several footpaths)
Public access	No restrictions

## cQA Assessment

## Data Recording Sheet

## Round 3

<i>Agglomeration</i>	Aberdeen
<i>CQA Label</i>	4
<i>Location</i>	Loirstone Country Park
<i>Road/Rail Road:</i>	Wellington Road/Coast Road/East main line
<i>Date of Site Visit</i>	20/2/19
<i>Attendees</i>	NMG
<i>Traffic comments</i>	High to moderate. HGVs and cars
<i>Road type</i>	Single and duel carriageway
<i>Surface</i>	HRA
<i>Topography (including cuttings, embankments, over bridges, under bridges and tunnels)</i>	As per mapping
<i>Speed Limits</i>	30mph
<i>Noise Barrier or Other Mitigating Factors</i>	None
<i>Subjective evaluation of noise climate</i>	Adjacent Industrial area to north – turbine testing 45mins to 1 hour, water treatment works, Harbour development HGVs. Not considered as part of mapping
<i>Observations</i>	There may be an impact from harbour activities once operational. HGVs and other transport accessing the Harbour may also have an impact. Industrial site actives, especially turbine testing appear to contribute to the overall noise environment of the area.
<i>Local Industry</i>	Water treatment plant, industrial estate, Harbour development
<i>Landuse</i>	Walking (several footpaths/tracks).
<i>Public access</i>	A significant proportion of the area is not accessible due to the area being a capped landfill site.



cQA Assessment

Data Recording Sheet

Round 3

Agglomeration	Aberdeen
CQA Label	2
Location	West Field Park
Road/Rail Road:	Scotstown Road B997
Date of Site Visit	20/2/19
Attendees	NMG
Traffic comments	Low to moderate. HGVs/cars
Road type	Single carriageway
Surface	HRA
Topography (including cuttings, embankments, over bridges, under bridges and tunnels)	As per mapping
Speed Limits	30mph
Noise Barrier or Other Mitigating Factors	None
Subjective evaluation of noise climate	Road traffic noise audible as a background noise. Otherwise no significant noise impacts.
Observations	Considered a quiet area considering its urban location. Mainly surrounded by residential and education establishments.
Local Industry	Minimal if any.
Landuse	Play areas, football pitch, walking (several footpaths)
Public access	No restrictions