



**Haweswater Aqueduct Resilience Programme - Proposed Marl Hill
Section**

Volume 6

Proposed Ribble Crossing

Appendix 17.1: Additional Baseline Location

June 2021



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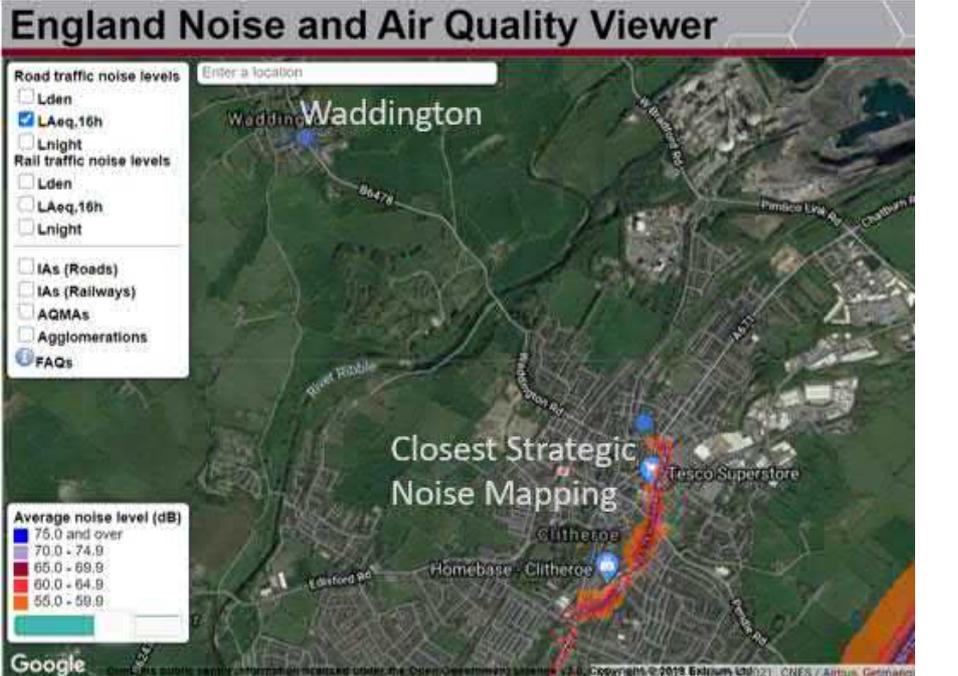
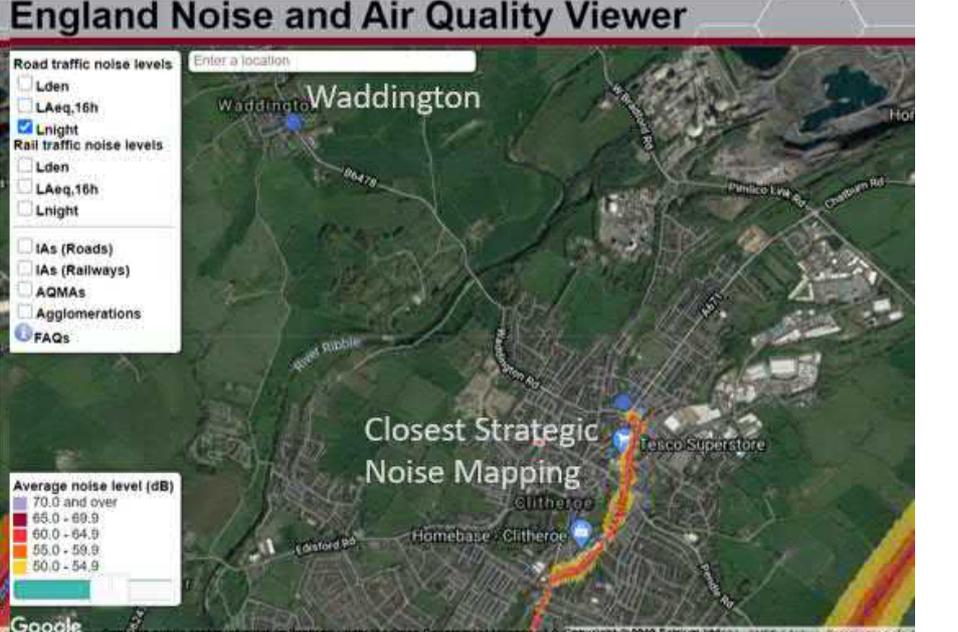
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Contents

1. Additional Baseline Location 1

1. Additional Baseline Location

- 1) Volume 4: Appendix 17.3 reports the baseline sound determination approach and baseline sound levels across the entire HARP Programme of Works. This appendix provides a summary of the additional baseline location B39 at Waddington.

Baseline Location ID	B39	
Address	Waddington general area	
Extrinsic Site Access Date	Wednesday 10 March 2021	
Screenshot of noisemap at monitoring location (Road $L_{Aeq,16h}$)		
Screenshot of noisemap at monitoring location (Road L_{Night})		
Noise levels (dB)	$L_{Aeq,16h}$	<55 dB
	L_{Night}	<50 dB

Observations and description of sound climate

The area of the Ribble Crossing is a rural location approximately 1.5 km north-east of the closest area of strategic noise mapping in Clitheroe.

Road: Local road B6478 is likely to be the busiest road in proximity to the Ribble Crossing.

Rail: A review of online noise mapping shows no significant rail noise at this location.

Other: Sounds of rural activities are likely to be audible at this location. No sources of commercial or industrial noise have been identified.

Uncertainty

The review of Extrium noise mapping has allowed baseline sound levels for road noise from the A671 through Clitheroe to be identified at a distance of over 1.5 km from the study area. Traffic noise from local roads and rural activities, which are not included in the baseline sound levels above, may also be audible at the study area, and are likely to be lower than the noise mapping indicates in Clitheroe.

It is considered that the approach adopted for determining baseline sound levels for construction noise assessment is reasonable and precautionary.