GRIT ENGINEERING INC

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NOISE STUDY

PROPOSED DEVELOPMENT

Project Location:
6585 Highway 6, Fergus, ON

Prepared for:
1052367 Ontario Ltd.
6585 Highway 6
Fergus, ON, N1M 2W3

Prepared by:
GRIT Engineering Inc.
133 Regent Street
Stratford, Ontario N5A 2W3

August 10, 2026
GRIT File No: GE26-1576-1-E-RPT-NS-R0-2026-08-10

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EXECUTIVE SUMMARY

GRIT Engineering Inc. (GRIT) was retained by 1052367 Ontario Ltd. (Client) to complete a Noise Study Report for a proposed mixed-use development at 6585 Highway 6, Fergus, Ontario (Site). The Noise Study was prepared in support of an Official Plan Amendment and/or Zoning By-Law Amendment (ZBA) through the County of Wellington and/or the Township of Centre Wellington.

The scope of the study was to assess potential noise impacts from relevant sources of noise. Based on our review the following sources of noise are relevant for the Site:

- Transport Sources
  - Local roadways

The assessment was completed based on the Concept Plan developed by Zelinka Priamo Ltd. and dated July 2026 (Concept Plan).

All on-Site noise-sensitive dwelling and dwelling properties were incorporated into the scope of the noise assessment. There are school board lands that are part of the site plan. It is understood that site plan details regarding the school board lands will be a part of a separate approval application. As such, noise impact assessment for the school board lands was not completed.

The noise impacts from the proposed Site have been predicted based on data from local transport and/or stationary sources and predictive modelling. Subject to the following recommendations the proposed development can be developed to meet the applicable MECP noise limit criteria for transportation sources of noise.

The following ventilation requirements are necessary for the primary dwelling blocks (Blocks 1 through 13):

1. Dwelling units should be designed with a provision for the installation of central air conditioning in the future, at the occupant's discretion
2. The following warning clauses should be included in agreements of Offers of Purchase and Sale, lease/rental agreements and/or condominium declarations:
   a. "This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment."

The following ventilation requirements are necessary for the mixed-use/commercial block (Block 14):

1. Dwelling units should incorporate installation of central air conditioning
2. The following warning clauses should be included in agreements of Offers of Purchase and Sale, lease/rental agreements and/or condominium declarations:

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a. "This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment."

Based on the results of the transport noise assessment, building component requirements are necessary as follows:

Location	STC Requirements			
	Living, Dining, and Den Areas		Sleeping Quarters	
	Window	Wall	Window	Wall
Block 14 building east façade of dwelling units, all floors	38	43	38	43
Block 14 building north and south facades of dwelling units, all floors	35	40	45	40

Recommended mitigation measures, ventilation measures, and building component requirements are based on the Concept Plan developed by Zelinka Priamo Ltd. and dated July 2026 for the purposes of zoning. As such, recommendations are considered worst-case. Required measures may be re-evaluated prior to site plan approvals and/or building permits are acquired.

Should details regarding relevant aspects of the planned development change, it is recommended that this report be updated to ensure sound level limits are met.

This report is subject to the Statement of Conditions and Limitations that is included in Section 8.0 and must be read in conjunction with this report. GRIT reserves the right to amend these conclusions and recommendations if new and relevant information is discovered after the time of this report.

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1.0 INTRODUCTION

GRIT Engineering Inc. (GRIT) was retained by 1052367 Ontario Ltd. (Client) to complete a Noise Study Report for a proposed mixed-use development at 6585 Highway 6, Fergus, Ontario (Site). The Noise Study was prepared in support of an Official Plan Amendment and/or Zoning By-Law Amendment (ZBA) through the County of Wellington and/or the Township of Centre Wellington.

The scope of the study was to assess potential noise impacts from relevant sources of noise. Based on our review the following sources of noise are relevant for the Site:

- Transport Sources
  - Local roadways

Rail traffic and aircraft noise were not considered, as there are no rail tracks or airports proximal to the Site. Additionally, no local stationary sources of noise were identified that have the potential to impact the Site.

The assessment was completed based on the Concept Plan developed by Zelinka Priamo Ltd. and dated July 2026 (Concept Plan).

This Noise Study has been prepared in accordance with the following regulations and guidance documents:

- *Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning* (NPC-300)
- *Guidelines for New Development in Proximity to Railway Operations* (Rail Proximity Guidelines)

2.0 SITE AND AREA DESCRIPTION

The Site is located at 6585 Highway 6, Fergus, Ontario and occupies approximately 29.3 hectares. The location of the Site is included as Figure 1 – Key Map. The Site is bounded by:

- Agricultural land to the northeast and northwest
- Agricultural land and natural heritage areas to the southwest
- A residential subdivision to the southeast

The proposed mixed-use development consists of the following noise-sensitive blocks:

- Single-Family and Townhouses (Blocks 1-7)
- Street/Stacked Townhouses (Blocks 8-10)
- Stacked Townhouses/Low-Rise Apartments (Blocks 11-12)
- Apartment Buildings (Block 13)
- Mixed-Use/Commercial (Block 14)

- School Board Lands

Supplied plans and drawings are included in Appendix A – Supplied Plans and Drawings.

A Site Plan showing the Site features of the proposed development layout is included as Figure 2 – Site Plan. Site features. A plan showing the proposed development and local noise sources is included as Figure 3 – Site and Area Plan.

3.0 SCOPE

NPC-300 defines two main types of noise to be considered for assessment of noise-sensitive spaces. These two types of noise are stationary noise sources and transportation noise sources.

Stationary noise sources are those that are normally operated within the property lines of a facility. Most stationary sources of noise consist of equipment or activities that are stationary but may include on-site vehicle traffic or other moving sources of noise. Stationary noise sources are further divided up into steady or impulse sources of stationary noise.

Transportation noise sources are road, rail, and/or aircraft operations that are important to consider where new noise sensitive receptors are being introduced or where new or modified routes of transportation are being proposed.

Only transportation sources were identified to have the potential to impact the Site. As such, assessment of stationary noise was not conducted.

All on-Site noise-sensitive dwelling and dwelling properties were incorporated into the scope of the noise assessment. There are school board lands that are part of the site plan. It is understood that site plan details regarding the school board lands will be a part of a separate approval application. As such, noise impact assessment for the school board lands was not completed.

4.0 ASSESSMENT CRITERIA

The MECP document NPC-300 is a guideline for developing applicable sound level limits. Part C of the NPC-300 offers guidance for land use planning purposes as it relates to noise impact from transportation and stationary sources of noise. Part C of NPC-300 provides guidance for land use planning purposes.

4.1 Transportation Sources

4.1.1 Assessment Criteria

The applicable sound level limits for transportation sources are summarized in Table 4-1 below.

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Table 4-1 – Applicable Sound Level Limits for Transport Sources

Location	Time Period	Sound Level Limit (dBA)	
		Road	Rail
Outdoor Limits			
Outdoor living areas	Day/Evening – 7 AM to 11 PM	55 (combined)	
Indoor Limits			
Living/dining, den areas of residences, hospitals, nursing homes, schools, daycare centres, etc.	Day/Evening – 7 AM to 11 PM	45	40
	Night – 11 PM to 7 AM	45	40
Sleeping quarters	Day/Evening – 7 AM to 11 PM	45	40
	Night – 11 PM to 7 AM	40	35

4.1.2 Mitigation Measures and Building Component Requirements

NPC-300 provides further guidance regarding the noise control measures and/or warning clauses to be issued to prospective purchasers or tenants informing of potential noise problems. A summary of the noise control and warning clause requirements for combined impacts on outdoor living areas is presented in Table 4-2 below.

Table 4-2 – Noise Control and Warning Clauses for Outdoor Living Areas

Location	Time Period	Road/Rail Combined Noise Impact L_{eq} (dBA)	Requirements
Outdoor living areas	Day/Evening 7 AM to 11 PM	< 55	None
		55 – 60	Noise control or, if not, warning clause [Type A]
		> 60	Noise control measures to reduce to 55 dBA if feasible, or up to 60 dBA if not, and warning clause [Type B]

A summary of the ventilation requirements and warning clauses for combined impacts on plane of window is presented in Table 4-3 below.

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Table 4-3 – Ventilation Requirements and Warning Clauses for Plane of Window

Location	Time Period	Road/Rail Combined Noise Impact L_{eq} (dBA)	Requirements
Bedroom or living/dining room windows	Day/Evening 7 AM to 11 PM	< 55	None
		55 – 65	Provision for A/C and warning clause [Type C] required
		> 65	A/C and warning clause [Type D]
	Night 11 PM to 7 AM	< 50	None
		50 – 60	Provision for A/C and warning clause [Type C] required
		> 60	A/C and warning clause [Type D]

A summary of the building component requirements for road and rail impacts is presented in Table 4-4 below.

Table 4-4 – Building Component Requirements

Location	Time Period	Noise Impact L_{eq} (dBA)	Requirements
Bedroom or living/dining room windows	Day/Evening 7 AM to 11 PM	> 65 (road) > 60 (rail)	Building components should be designed so that the indoor sound level limits comply with Table 4-1.
	Night 11 PM to 7 AM	>60 (road) > 55 (rail)	

5.0 NOISE SOURCE SUMMARY – TRANSPORT SOURCES

5.1 Road Sources

The road traffic on the major surrounding roadways has been considered in the assessment for road traffic noise. The following roads were considered:

- Beatty Line N
- Highway 6

Nichol Road 15 is located approximately 420m from the north edge of the proposed development. This road is a rural road and is expected to have road traffic volumes significantly lower than Beatty Line N and Highway 6. As such, noise impacts from this road is expected to be insignificant and was not modelled.

There are other roadways within the vicinity of the proposed development that were not considered significant. The roads are primarily to the southeast of the development and represent local subdivision roadways. Additionally, the roads within the Site are not considered to be significant.

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5.1.1 Road Traffic Data

Traffic data was obtained from a traffic study completed by GHD Ltd. At the time of this report, the final traffic study document has not been completed. However, the final projected road traffic volumes for relevant roads within the vicinity of the Site were finalized. The final Traffic Impact Study is expected to be submitted as part of the application.

The traffic projections were completed using turning counts performed in June 2026. Additionaly traffic contributions from the proposed development were added and the data prorated to horizon dates as AADTs. For some road segments more than one intersection of data was obtained. For conservative measures, the highest peak hour for any relevant intersection was chosen. Additionally, the highest percentage of trucks and buses obtained from the data was used in the assessment. No differentiation was made between medium and heavy trucks in the data. As such, for conservative purposes, all trucks and buses are assumed to be heavy trucks.

For conservative purposes, the traffic horizon date chosen for the assessment was 2039.

A summary of the traffic data obtained for the relevant roadways is summarized in Table 5-1 below.

Table 5-1 – Road Traffic Raw Data

ID	Description	Road Type	Data Type	Source	Year	AADT	Max Medium Trucks (%)	Max Heavy Trucks (%)
1	Beatty Line	Regional	Projection	Traffic Study	2039	4,925	0	8
2	Highway 6	Provincial	Projection	Traffic Study	2039	22,825	0	6

A copy of the provided traffic data is included in Appendix B – Traffic Data.

5.1.2 Assessment Road Traffic Volumes

Daytime/nighttime splits from AADT data were completed using guidance from the MECP's document *Ontario Road Noise Assessment Method for Environment and Transportation* (ORNAMENT Document). As such, daytime/nighttime splits from the AADT data for regional roads, provincial roads, and freeways were 90%/10%, 85%/15%, and 67%/33%, respectively. Municipal roads are assumed to have a split equivalent to regional roads.

A table showing the assessment traffic volumes is presented in Table 5-2 below.

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Table 5-2 – Assessment Traffic Volumes

ID	Description	Projected AADT (V/d)	Day/Evening (V/T) [16-hour]			Night (V/T) [8-hour]		
			Auto	LT	HT	Auto	LT	HT
1	Beatty Line	4,925	4,077	0	355	453	0	39
2	Highway 6	22,825	18,240	0	1,161	3,219	0	205

6.0 IMPACT ASSESSMENT – TRANSPORTATION SOURCES

6.1 Methodology

Impacts for road and/or rail traffic noise were assessed using the MECPs STAMSON (v. 5.04) model. This model incorporates the Ontario Road Noise Analysis Method for Environment and Transportation (ORNAMENT) and the Sound from Trains Environmental Analysis Method (STEAM) as the basis for its calculations.

Four (4) receptors at the proposed development were chosen to evaluate the impact from transportation sources at the primary dwelling blocks at the site. These four receptors were chosen to represent the closest points on the proposed development where building facades or outdoor living areas could be located and represent the locations of the worst-case impacts from the relevant noise sources. These receptors were evaluated at the 1st floor (1.5m) and 3rd floor (7.5m). 1st floor receptors were also used to represent potential outdoor living area locations. Based on the layout of the surrounding area around the proposed development, an absorptive environment was selected as the default ground condition.

One (1) additional receptor was chosen to evaluate the impact at the mixed-use/commercial block (Block 14). An 18m worst-case setback from Highway 6 was used as required by the MTO. The primary receptor (R5) was modelled to represent the east façade of the building in this block, with full exposure to Highway 6. An additional modified receptor (R5M) was modelled to represent the north and south facades of the building on this block, with only partial exposure to Highway 6. The western façade of the building on this block will not have line of sight to Highway 6 and is not expected to be significantly impacted by noise from this road. As such, the western façade of the building at Block 14 was not modelled. Based on the plans for the development, the Block 14 building is expected to have commercial units on the 1st floor, with dwelling units existing on floors 2 through 4. As such, receptors were evaluated at the second floor (4.5m) and upper floor (10.5m). Also, based on the plans for the development, Block 14 is not expected to have Outdoor Living Areas (OLAs). As such, noise impacts for OLAs for Block 14 were not considered. Due to the proximity to Highway 6, an reflective environment was selected as the default ground condition for conservative purposes. As such, based on the algorithms in the STAMSON model, noise impacts at differing floors in a reflective environment are expected to be equal.

A Site Plan showing the Site, on-Site buildings, and receptors is included in Figure 2. The location of relevant transport noise sources is shown in Figure 3.

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The model only permits assessment of straight-line segments. Due to these limitations, complex transport source dimensions, if applicable, were simplified into straight line segments in a manner that preserved conservative assessment.

For conservative purposes, rows of houses between the transport sources and receptors were not considered. The topography in the surrounding area is generally flat, and as such, no elevation differences were modelled. It is expected that minor elevation changes will not significantly affect the predicted impact.

Based on the incorporation of these measures and the fact that maximum projected AADTs for any one turning point for each relevant segment were used, the predicted noise impacts at the relevant receptors are expected to over-estimate noise impacts.

6.2 Results

The results from the transport noise modelling are presented in Table 6-1 below.

Table 6-1 – Transport Noise Impact Assessment Results

Receptor ID	Description	Noise Impact (dBA)					
		Road		Rail		Overall	
		D/E	Night	D/E	Night	D/E	Night
1	1st floor POW and OLA receptor southern worst-case of primary dwelling blocks	47	40	0	0	47	40
1	3rd floor POW receptor southern worst-case of primary dwelling blocks	49	42	0	0	49	42
2	1st floor POW and OLA receptor western worst-case of primary dwelling blocks	43	36	0	0	43	36
2	3rd floor POW receptor western worst-case of primary dwelling blocks	45	39	0	0	45	39
3	1st floor POW and OLA receptor northern worst-case of primary dwelling blocks	49	45	0	0	49	45
3	3rd floor POW receptor northern worst-case of primary dwelling blocks	52	48	0	0	52	48
4	1st floor POW and OLA receptor eastern worst-case of primary dwelling blocks	55	50	0	0	55	50
4	3rd floor POW receptor eastern worst-case of primary dwelling blocks	57	53	0	0	57	53

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Receptor ID	Description	Noise Impact (dBA)					
		Road		Rail		Overall	
		D/E	Night	D/E	Night	D/E	Night
5	2nd floor POW receptor of east façade of Block 14 building	73	68	0	0	73	68
5	4th floor POW receptor of east façade of Block 14 building	73	68	0	0	73	68
5M	2nd floor POW receptor of north and south façade of Block 14 building	70	60	0	0	70	65
5M	4th floor POW receptor of north and south façade of Block 14 building	70	60	0	0	70	65

A summary of the transport assessment results is included in Appendix C – Transport Assessment Summary Tables. Full STAMSON model output is included in Appendix D – STAMSON OUTPUT.

6.3 Mitigation Measures and Building Component Requirements

Based on the results of the transport noise assessment, ventilation requirements, mitigation measures and/or building component requirements are necessary and described in the sections below. A summary table showing outlining the requirements in this section is included in Appendix C – Transport Assessment Summary Tables.

6.3.1 Ventilation Requirements for Plan of Window Impacts

The following ventilation requirements are necessary for the primary dwelling blocks (Blocks 1 through 13):

1. Dwelling units should be designed with a provision for the installation of central air conditioning in the future, at the occupant's discretion
2. The following warning clauses should be included in agreements of Offers of Purchase and Sale, lease/rental agreements and/or condominium declarations:
    a. "This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment."

The following ventilation requirements are necessary for the mixed-use/commercial block (Block 14):

1. Dwelling units should incorporate installation of central air conditioning
2. The following warning clauses should be included in agreements of Offers of Purchase and Sale, lease/rental agreements and/or condominium declarations:

a. "This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment."

6.4 Building Component Requirements

Based on the results of the transport noise assessment, building component requirements are necessary. The required Acoustical Insulation Factor (AIF) and Sound Transmission Class (STC) for windows and walls was calculated based on the worst-case impacts at the proposed development and assumed window-to-floor and wall-to-floor area ratios for each unit. STC calculations are presented in Appendix C.

Building component requirements for are specified in Table 6-2 below.

Table 6-2 - STC Requirements for Walls and Windows

Location	STC Requirements			
	Living, Dining, and Den Areas		Sleeping Quarters	
	Window	Wall	Window	Wall
Block 14 building east façade of dwelling units, all floors	38	43	38	43
Block 14 building north and south facades of dwelling units, all floors	35	40	45	40

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7.0 CONCLUSIONS AND RECOMMENDATIONS

The noise impacts from the proposed Site have been predicted based on data from local transport and/or stationary sources and predictive modelling. Subject to the following recommendations the proposed development can be developed to meet the applicable MECP noise limit criteria for transportation sources of noise.

The following ventilation requirements are necessary for the primary dwelling blocks (Blocks 1 through 13):

1. Dwelling units should be designed with a provision for the installation of central air conditioning in the future, at the occupant's discretion
2. The following warning clauses should be included in agreements of Offers of Purchase and Sale, lease/rental agreements and/or condominium declarations:
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The following ventilation requirements are necessary for the mixed-use/commercial block (Block 14):

1. Dwelling units should incorporate installation of central air conditioning
2. The following warning clauses should be included in agreements of Offers of Purchase and Sale, lease/rental agreements and/or condominium declarations:
   a. "This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment."

Based on the results of the transport noise assessment, building component requirements are necessary as follows:

Location	STC Requirements			
	Living, Dining, and Den Areas		Sleeping Quarters	
	Window	Wall	Window	Wall
Block 14 building east façade of dwelling units, all floors	38	43	38	43
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Recommended mitigation measures, ventilation measures, and building component requirements are based on the Concept Plan developed by Zelinka Priamo Ltd. and dated July 2026 for the purposes of zoning. As such, recommendations are considered worst-case. Required measures may be re-evaluated prior to site plan approvals and/or building permits are acquired.

Should details regarding relevant aspects of the planned development change, it is recommended that this report be updated to ensure sound level limits are met.

This report is subject to the Statement of Conditions and Limitations that is included in Section 8.0 and must be read in conjunction with this report. GRIT reserves the right to amend these conclusions and recommendations if new and relevant information is discovered after the time of this report.

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8.0 STATEMENTS OF CONDITIONS AND LIMITATIONS

This Report has been prepared in a manner consistent with that level of care and skill ordinarily exercised by other members of the engineering profession currently practicing in the same or similar locality, under the same or similar conditions, subject to the time limits and financial, physical or other constraints applicable to the Services.

The recommendations provided in this report are applicable only to the specific site, development, design objectives and purposes that are described in the text and then only if constructed substantially in accordance with the details stated in this report. Since all details of the final design were unknown at the time of report preparation, we recommend that we be retained during the final design phase to verify that the recommendations have been correctly interpreted in the design.

The information and opinions expressed in the Report, or any document forming part of the Report, are for the sole benefit of the Client. They are not intended as specifications or instructions to contractors. Any use which a contractor makes of this report, or decisions made based on it, are the responsibility of the contractor. The Report may not be used by a Third Party without the expressed written consent of GRIT Engineering Inc. and the Client.

GRIT Engineering Inc. does not accept responsibility for independent conclusions, interpretations, interpolations and/or decisions of the Client, or others who may come into possession of the Report, or any part thereof, which may be based on data contained in the Report. This restriction of liability includes but is not limited to decisions made to develop, acquire, or sell land.

Spencer Bannon, PENG, QPESA
Environmental Services Director
spencer@gritengineering.ca

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519.305.5727
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9.0 REFERENCES

- *Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning* (NPC-300)
- *Guidelines for New Development in Proximity to Railway Operations* (Rail Proximity Guidelines)
- *Ontario Road Noise Assessment Method for Environment and Transportation* (ORNAMENT) – Ministry of Environment, Conservation and Parks
- *Sound from Trains Environmental Analysis Method, Ministry of Environment, Conservation and Parks* (STEAM)

FIGURES

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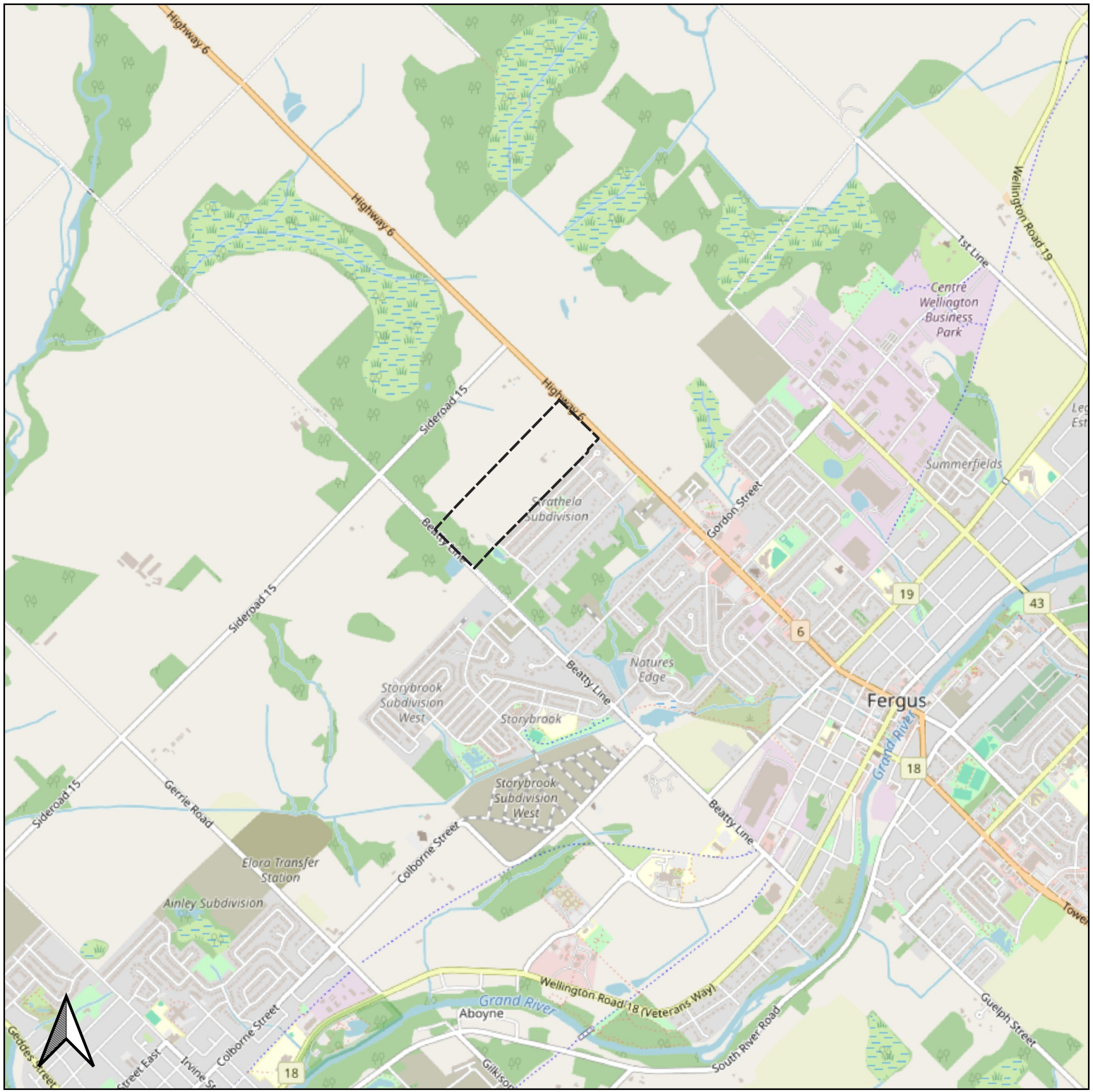
Figure 1

Key Map



Legend

Property Line

0 300 600 900 1,200 m

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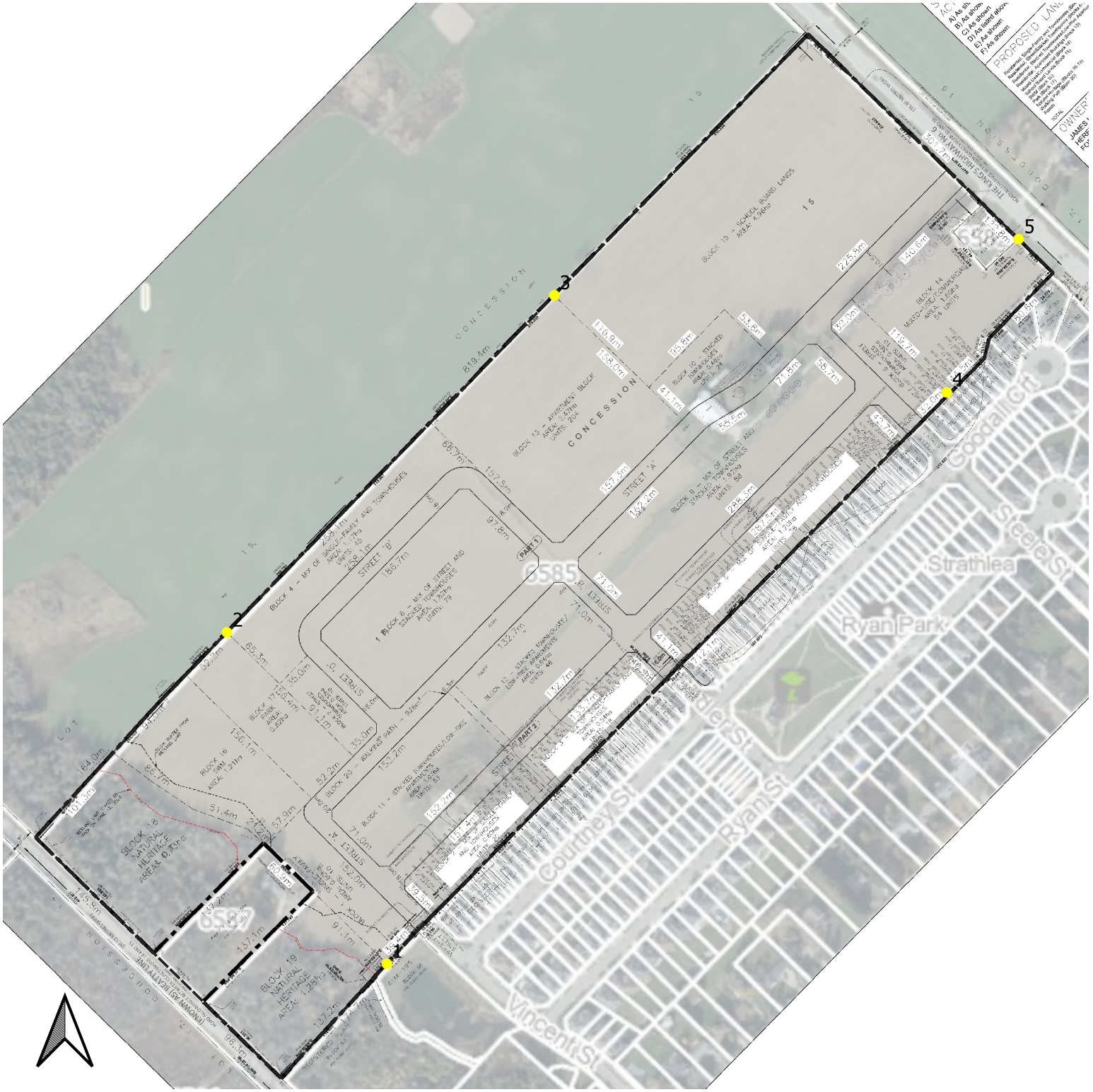
Figure 2

Site Plan



Legend

On-Site

Point of Reception

- Transport Receptors
- Property Line

0 50 100 150 200 m

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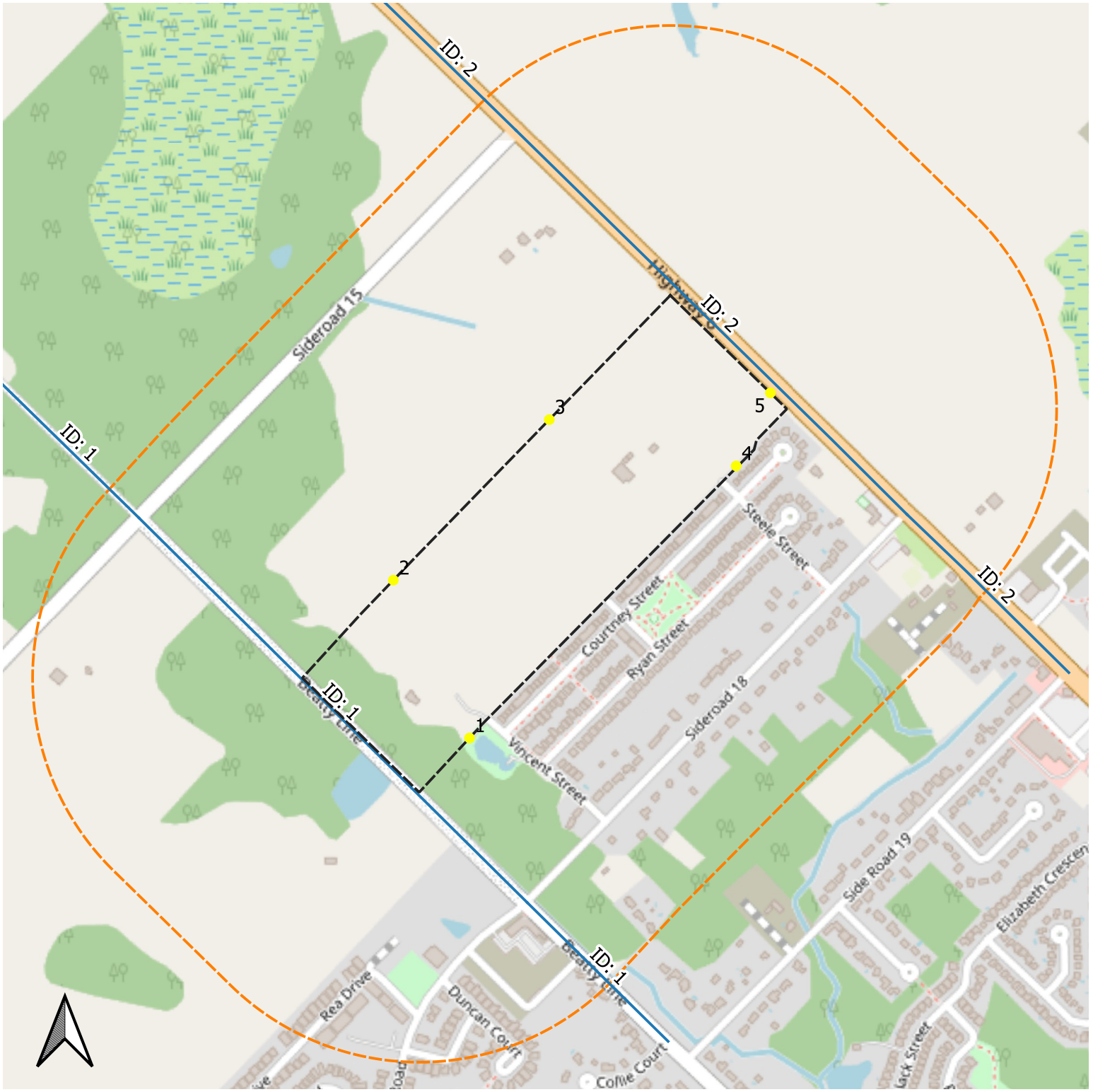
Figure 3

Site and Area Plan



Legend

On-Site

- Property Line

Point of Reception

- Transport Receptors

Off-Site

- Road Segments

Other Features

- 500m Noise Study Area

0 100 200 300 400 m

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APPENDIX A – SUPPLIED PLANS AND DRAWINGS

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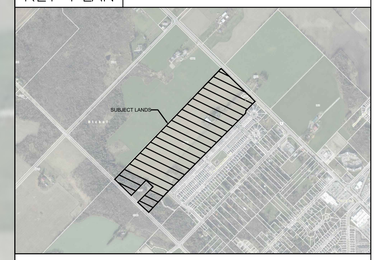
KEY PLAN



DRAFT PLAN OF SUBDIVISION

OF PART OF

LOT 17 CONCESSION 15

(GEOGRAPHIC TOWNSHIP OF NICHOL)

TOWNSHIP OF CENTRE WELLINGTON
COUNTY OF WELLINGTON

INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT

A) As shown	G) As shown
B) As shown	H) Municipal water supply available
C) As shown	I) Mix of Silty Sand & Silty Clay
D) As listed above	J) As shown
E) As shown	K) All municipal services to be available
F) As shown	L) As shown

PROPOSED LAND USES AND AREAS

Residential, Single-Family and Townhouses (Blocks 1-7)	4.8 ha
Residential, Street/Stacked Townhouses (Blocks 8-10)	4.2 ha
Residential, Stacked Townhouses/Low-Rise Apartments (Blocks 11-12)	2.6 ha
Residential, Apartment Buildings (Block 13)	2.5 ha
Mixed-Use/Commercial (Block 14)	1.6 ha
School Board Lands (Block 15)	4.9 ha
SWM (Block 16)	1.2 ha
Park (Block 17)	0.8 ha
Natural Heritage (Blocks 18-19)	3.0 ha
Walking Path (Block 20)	0.09 ha
Roads	4.1 ha
TOTAL	29.8 ha

OWNER'S CERTIFICATE

JAMES KROUSE
HEREBY CONSENTS TO THE FILING OF THIS PLAN IN DRAFT FORM

James Krouse, Authorized Signature — DATED

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY SHOWN ON THIS PLAN.

John S. Scott, OLS, Van Harten Land Surveyors — DATED

NO.	REVISION	DATE	INITIAL

6585 HIGHWAY #6
JAMES KROUSE

Subject to the conditions, if any, set forth in our letter dated ___day of _____, 202__, this draft plan is approved under Section 51 of the Planning Act this ___day of _____, 202__.

_____

ZELINKA PRIAMO LTD
A Professional Planning Practice
318 Wellington Road, London, Ontario N6C 4P4
Tel: (519) 474-7137 Fax: (519) 474-2284 e-mail: zp@zpplan.com

DRAWN BY	PROJECT NO.
CM	KRS/FRG/25-01
DATE	SCALE
JULY 2026	1:3,200

APPENDIX B – TRAFFIC DATA

133 REGENT STREET
STRATFORD, ON N5A 3W2
519.305.5727
gritengineering.ca

Current

Intersection	Approach	Horizon Year			
		Existing	2029	2034	2039
Highway 6 & Nichol Road 15	North	7275	9870	10670	11560
	South	8980	12230	13225	14315
Highway 6 & Street A	North		13455	14465	15570
	South		13710	14540	15445
Highway 6 & Side Road 18	North	9095	16945	17950	19065
	South	10645	20350	21535	**22825**
Highway 6 & Side Road 19	North	10915	20085	21280	22625
	South	9600	17235	18295	19470
Highway 6 & Gordon Street	North	9470	17080	18095	19215
	South	8815	14145	15000	15945
Beatty Line N & Side Road 18	North	2480	4645	4790	**4925**
	South	2220	3370	3485	3610

Assessment values highlighted above in green

APPENDIX C – TRANSPORT ASSESSMENT SUMMARY TABLES

133 REGENT STREET
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Table C1 - Transport Assessment Summary Table

POR	Story	Applicable Area or Building Façade	1st Row Next to Track (<100m)	Time Period	Predicted Impact, Leq (dBA)			A/C Req.	Warning Clause	Outdoor Noise Control	Indoor Noise Control		Outdoor Limits Leq (dBA)		Indoor Limits, Leq (dBA)				# of Building Components	AIF Requirements						Window / Floor Area Ratio (%)	Wall / Floor Area Ratio (%)	STC Requirements				Worst Case STC Requirements			
															Living, Dining, and Den		Sleeping Quarters			Living, Dining, and Den Areas			Sleeping Quarters					Living, Dining, and Den Areas		Sleeping Quarters		Living, Dining, and Den Areas		Sleeping Quarters	
					Road	Rail	OA				Road	Rail	Road	Rail	Road	Rail	Road	Rail		Road	Rail	Overall	Road	Rail	Overall			Window	Wall	Window	Wall	Window	Wall	Window	Wall
1	1	1st floor POW receptor southern worst-case of primary dwelling blocks	N/A	Day	47	0	47	NO	NO	N/A	NO	NO	N/A	N/A	45	40	45	40	2	0	0	0	0	0	0	80%	200%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
				Night	40	0	40	NO	NO	N/A	NO	NO	N/A	N/A	45	40	40	35	2	0	0	0	0	0	0	80%	200%	N/A	N/A	N/A	N/A				
1	3	3rd floor POW receptor southern worst-case of primary dwelling blocks	N/A	Day	49	0	49	NO	NO	N/A	NO	NO	N/A	N/A	45	40	45	40	2	0	0	0	0	0	0	80%	200%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
				Night	42	0	42	NO	NO	N/A	NO	NO	N/A	N/A	45	40	40	35	2	0	0	0	0	0	0	80%	200%	N/A	N/A	N/A	N/A				
1	1	1st floor OLA receptor southern worst-case of primary dwelling blocks	N/A	Day	47	0	47	N/A	NO	NO	N/A	N/A	55	55	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
				Night	40	0	40	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			
2	1	1st floor POW receptor western worst-case of primary dwelling blocks	N/A	Day	43	0	43	NO	NO	N/A	NO	NO	N/A	N/A	45	40	45	40	2	0	0	0	0	0	0	80%	200%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
				Night	36	0	36	NO	NO	N/A	NO	NO	N/A	N/A	45	40	40	35	2	0	0	0	0	0	0	80%	200%	N/A	N/A	N/A	N/A				
2	3	3rd floor POW receptor western worst-case of primary dwelling blocks	N/A	Day	45	0	45	NO	NO	N/A	NO	NO	N/A	N/A	45	40	45	40	2	0	0	0	0	0	0	80%	200%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
				Night	39	0	39	NO	NO	N/A	NO	NO	N/A	N/A	45	40	40	35	2	0	0	0	0	0	0	80%	200%	N/A	N/A	N/A	N/A				
2	1	1st floor OLA receptor western worst-case of primary dwelling blocks	N/A	Day	43	0	43	N/A	NO	NO	N/A	N/A	55	55	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
				Night	36	0	36	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			
3	1	1st floor POW receptor northern worst-case of primary dwelling blocks	N/A	Day	49	0	49	NO	NO	N/A	NO	NO	N/A	N/A	45	40	45	40	2	0	0	0	0	0	0	80%	200%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
				Night	45	0	45	NO	NO	N/A	NO	NO	N/A	N/A	45	40	40	35	2	0	0	0	0	0	0	80%	200%	N/A	N/A	N/A	N/A				
3	3	3rd floor POW receptor northern worst-case of primary dwelling blocks	N/A	Day	52	0	52	NO	NO	N/A	NO	NO	N/A	N/A	45	40	45	40	2	0	0	0	0	0	0	80%	200%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
				Night	48	0	48	NO	NO	N/A	NO	NO	N/A	N/A	45	40	40	35	2	0	0	0	0	0	0	80%	200%	N/A	N/A	N/A	N/A				
3	1	1st floor OLA receptor northern worst-case of primary dwelling blocks	N/A	Day	49	0	49	N/A	NO	NO	N/A	N/A	55	55	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
				Night	45	0	45	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			
4	1	1st floor POW receptor eastern worst-case of primary dwelling blocks	N/A	Day	55	0	55	NO	NO	N/A	NO	NO	N/A	N/A	45	40	45	40	2	0	0	0	0	0	0	80%	200%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
				Night	50	0	50	NO	NO	N/A	NO	NO	N/A	N/A	45	40	40	35	2	0	0	0	0	0	0	80%	200%	N/A	N/A	N/A	N/A				
4	1	3rd floor POW receptor eastern worst-case of primary dwelling blocks	N/A	Day	57	0	57	P	C	N/A	NO	NO	N/A	N/A	45	40	45	40	2	0	0	0	0	0	0	80%	200%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
				Night	53	0	53	P	C	N/A	NO	NO	N/A	N/A	45	40	40	35	2	0	0	0	0	0	0	80%	200%	N/A	N/A	N/A	N/A				
4	1	1st floor OLA receptor eastern worst-case of primary dwelling blocks	N/A	Day	55	0	55	N/A	NO	NO	N/A	N/A	55	55	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
				Night	50	0	50	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			
5	2	2nd floor POW receptor of east façade of Block 14 building	N/A	Day	73	0	73	YES	D	N/A	YES	NO	N/A	N/A	45	40	45	40	2	33	0	33	33	0	33	80%	200%	38	43	38	43	38	43	38	43
				Night	68	0	68	YES	D	N/A	YES	NO	N/A	N/A	45	40	40	35	2	28	0	28	33	0	33	80%	200%	33	38	38	43				
5	4	4th floor POW receptor of east façade of Block 14 building	N/A	Day	73	0	73	YES	D	N/A	YES	NO	N/A	N/A	45	40	45	40	2	33	0	33	33	0	33	80%	200%	38	43	38	43	38	43	38	43
				Night	68	0	68	YES	D	N/A	YES	NO	N/A	N/A	45	40	40	35	2	28	0	28	33	0	33	80%	200%	33	38	38	43				
5	2	2nd floor POW receptor of north and south façade of Block 14 building	N/A	Day	70	0	70	YES	D	N/A	YES	NO	N/A	N/A	45	40	45	40	2	30	0	30	30	0	30	80%	200%	35	40	35	40	35	40	35	40
				Night	65	0	65	YES	D	N/A	YES	NO	N/A	N/A	45	40	40	35	2	25	0	25	30	0	30	80%	200%	30	35	35	40				
5	4	4th floor POW receptor of north and south façade of Block 14 building	N/A	Day	70	0	70	YES	D	N/A	YES	NO	N/A	N/A	45	40	45	40	2	30	0	30	30	0	30	80%	200%	35	40	35	40	35	40	35	40
				Night	65	0	65	YES	D	N/A	YES	NO	N/A	N/A	45	40	40	35	2	25	0	25	30	0	30	80%	200%	30	35	35	40				

Window (or door) area expressed as percentage of room floor area	Acoustic Insulation Factor (AIF)
80	STC-5
63	STC-4
50	STC-3
40	STC-2
32	STC-1
25	STC
20	STC+1
16	STC+2
12.5	STC+3
10	STC+4
8	STC+5
6.3	STC+6
5	STC+7
4	STC+8

Note: For area percentages not listed in the table, use the nearest listed value.

Examples: For a window whose area = 20% of the room floor area and STC = 32, the AIF is 32 + 1 = 33.

For a window whose area = 60% of the room floor area and STC = 29, the AIF is 29 - 4 = 25.

Exterior wall area expressed as percentage of room floor area	Acoustic Insulation Factor (AIF)
200	STC-10
160	STC-9
125	STC-8
100	STC-7
80	STC-6
63	STC-5
50	STC-4
40	STC-3
32	STC-2
25	STC-1
20	STC
16	STC+1
12.5	STC+2
10	STC+3
8	

Note: For area percentages not listed in the table, use the nearest listed value.

Examples: For a wall whose area = 120% of the room floor area and STC = 48, the AIF is 48 - 8 = 40.

APPENDIX D – STAMSON OUTPUT

133 REGENT STREET
STRATFORD, ON N5A 3W2
519.305.5727
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STAMSON 5.0 SUMMARY REPORT Date: 27-07-2026 15:29:03
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: R1_1_D.te Time Period: 16 hours
Description:

Road data, segment # 1:

Car traffic volume : 4077 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 355 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1:

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 141.00 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.	1.68	46.71	46.71
Total			46.71 dBA

TOTAL Leq FROM ALL SOURCES: 46.71

STAMSON 5.0 SUMMARY REPORT Date: 27-07-2026 15:35:34
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: R1_1_N.te Time Period: 8 hours
Description:

Road data, segment # 1:

Car traffic volume : 453 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 39 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1:

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 141.00 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.	1.68	40.14	40.14
Total			40.14 dBA

TOTAL Leq FROM ALL SOURCES: 40.14

STAMSON 5.0 SUMMARY REPORT Date: 27-07-2026 15:29:42
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: R1_3_D.te Time Period: 16 hours
Description:

Road data, segment # 1:

Car traffic volume : 4077 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 355 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1:

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 141.00 m
Receiver height : 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.	1.68	48.78	48.78
Total			48.78 dBA

TOTAL Leq FROM ALL SOURCES: 48.78

STAMSON 5.0 SUMMARY REPORT Date: 27-07-2026 15:36:15
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: R1_3_N.te Time Period: 8 hours
Description:

Road data, segment # 1:

Car traffic volume : 453 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 39 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1:

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 141.00 m
Receiver height : 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.	1.68	42.21	42.21
Total			42.21 dBA

TOTAL Leq FROM ALL SOURCES: 42.21

STAMSON 5.0 SUMMARY REPORT Date: 27-07-2026 15:30:41
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: R2_1_D.te Time Period: 16 hours
Description:

Road data, segment # 1:

Car traffic volume : 4077 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 355 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1:

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 250.00 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.	1.68	42.60	42.60
Total			42.60 dBA

TOTAL Leq FROM ALL SOURCES: 42.60

STAMSON 5.0 SUMMARY REPORT Date: 27-07-2026 15:37:03
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: R2_1_N.te Time Period: 8 hours
Description:

Road data, segment # 1:

Car traffic volume : 453 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 39 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1:

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 250.00 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.	1.68	36.02	36.02
Total			36.02 dBA

TOTAL Leq FROM ALL SOURCES: 36.02

STAMSON 5.0 SUMMARY REPORT Date: 27-07-2026 15:31:15
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: R2_3_D.te Time Period: 16 hours
Description:

Road data, segment # 1:

Car traffic volume : 4077 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 355 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1:

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 250.00 m
Receiver height : 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.	1.68	45.12	45.12
Total			45.12 dBA

TOTAL Leq FROM ALL SOURCES: 45.12

STAMSON 5.0 SUMMARY REPORT Date: 27-07-2026 15:32:04
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: R3_1_D.te Time Period: 16 hours
Description:

Road data, segment # 1:

Car traffic volume : 18240 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 1161 veh/TimePeriod
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1:

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.	1.56	49.41	49.41
Total			49.41 dBA

TOTAL Leq FROM ALL SOURCES: 49.41

STAMSON 5.0 SUMMARY REPORT Date: 27-07-2026 15:42:10
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: R3_1_N.te Time Period: 8 hours
Description:

Road data, segment # 1:

Car traffic volume : 3219 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 205 veh/TimePeriod
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1:

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.	1.56	44.89	44.89
Total			44.89 dBA

TOTAL Leq FROM ALL SOURCES: 44.89

STAMSON 5.0 SUMMARY REPORT Date: 27-07-2026 15:32:37
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: R3_3_D.te Time Period: 16 hours
Description:

Road data, segment # 1:

Car traffic volume : 18240 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 1161 veh/TimePeriod
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1:

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 m
Receiver height : 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.	1.56	52.17	52.17
Total			52.17 dBA

TOTAL Leq FROM ALL SOURCES: 52.17

STAMSON 5.0 SUMMARY REPORT Date: 27-07-2026 15:43:07
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r3_3_n.te Time Period: 8 hours
Description:

Road data, segment # 1:

Car traffic volume : 3219 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 205 veh/TimePeriod
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1:

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 m
Receiver height : 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.	1.56	47.65	47.65
Total			47.65 dBA

TOTAL Leq FROM ALL SOURCES: 47.65

STAMSON 5.0 SUMMARY REPORT Date: 27-07-2026 15:33:41
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: R4_1_D.te Time Period: 16 hours
Description:

Road data, segment # 1:

Car traffic volume : 18240 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 1161 veh/TimePeriod
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1:

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.00 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.	1.56	54.88	54.88
Total			54.88 dBA

TOTAL Leq FROM ALL SOURCES: 54.88

STAMSON 5.0 SUMMARY REPORT Date: 27-07-2026 15:44:14
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: R4_1_N.te Time Period: 8 hours
Description:

Road data, segment # 1:

Car traffic volume : 3219 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 205 veh/TimePeriod
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1:

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.00 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.	1.56	50.36	50.36
Total			50.36 dBA

TOTAL Leq FROM ALL SOURCES: 50.36

STAMSON 5.0 SUMMARY REPORT Date: 27-07-2026 15:34:11
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: R4_3_D.te Time Period: 16 hours
Description:

Road data, segment # 1:

Car traffic volume : 18240 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 1161 veh/TimePeriod
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1:

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.00 m
Receiver height : 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.	1.56	57.05	57.05
Total			57.05 dBA

TOTAL Leq FROM ALL SOURCES: 57.05

STAMSON 5.0 SUMMARY REPORT Date: 27-07-2026 15:45:39
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: R4_3_N.te Time Period: 8 hours
Description:

Road data, segment # 1:

Car traffic volume : 3219 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 205 veh/TimePeriod
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1:

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.00 m
Receiver height : 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.	1.56	52.53	52.53
Total			52.53 dBA

TOTAL Leq FROM ALL SOURCES: 52.53

STAMSON 5.0 SUMMARY REPORT Date: 29-07-2026 09:31:53
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: R5_2_D.te Time Period: 16 hours
Description:

Road data, segment # 1:

Car traffic volume : 18240 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 1161 veh/TimePeriod
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1:

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 18.00 m
Receiver height : 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.	1.56	72.54	72.54
Total			72.54 dBA

TOTAL Leq FROM ALL SOURCES: 72.54

STAMSON 5.0 SUMMARY REPORT Date: 29-07-2026 09:35:07
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r5_2_d_m.te Time Period: 16 hours
Description:

Road data, segment # 1:

Car traffic volume : 18240 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 1161 veh/TimePeriod
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1:

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 18.00 m
Receiver height : 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.	1.56	69.53	69.53
Total			69.53 dBA

TOTAL Leq FROM ALL SOURCES: 69.53

STAMSON 5.0 SUMMARY REPORT Date: 29-07-2026 09:38:04
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r5_2_n.te Time Period: 8 hours
Description:

Road data, segment # 1:

Car traffic volume : 3219 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 205 veh/TimePeriod
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1:

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 18.00 m
Receiver height : 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.	1.56	68.02	68.02
Total			68.02 dBA

TOTAL Leq FROM ALL SOURCES: 68.02

STAMSON 5.0 SUMMARY REPORT Date: 29-07-2026 09:40:22
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r5_2_n_m.te Time Period: 8 hours
Description:

Road data, segment # 1:

Car traffic volume : 3219 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 205 veh/TimePeriod
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1:

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 18.00 m
Receiver height : 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.	1.56	65.01	65.01
Total			65.01 dBA

TOTAL Leq FROM ALL SOURCES: 65.01

STAMSON 5.0 SUMMARY REPORT Date: 29-07-2026 09:33:05
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: R5_4_D.te Time Period: 16 hours
Description:

Road data, segment # 1:

Car traffic volume : 18240 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 1161 veh/TimePeriod
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1:

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 18.00 m
Receiver height : 10.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.	1.56	72.54	72.54
Total			72.54 dBA

TOTAL Leq FROM ALL SOURCES: 72.54

STAMSON 5.0 SUMMARY REPORT Date: 29-07-2026 09:34:07
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r5_2_d_m.te Time Period: 16 hours
Description:

Road data, segment # 1:

Car traffic volume : 18240 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 1161 veh/TimePeriod
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1:

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 18.00 m
Receiver height : 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.	1.56	69.53	69.53
Total			69.53 dBA

TOTAL Leq FROM ALL SOURCES: 69.53

STAMSON 5.0 SUMMARY REPORT Date: 29-07-2026 09:39:19
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r5_4_n.te Time Period: 8 hours
Description:

Road data, segment # 1:

Car traffic volume : 3219 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 205 veh/TimePeriod
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1:

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 18.00 m
Receiver height : 10.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.	1.56	68.02	68.02
Total			68.02 dBA

TOTAL Leq FROM ALL SOURCES: 68.02

STAMSON 5.0 SUMMARY REPORT Date: 29-07-2026 09:41:02
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r5_4_n_m.te Time Period: 8 hours
Description:

Road data, segment # 1:

Car traffic volume : 3219 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 205 veh/TimePeriod
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1:

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 18.00 m
Receiver height : 10.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.	1.56	65.01	65.01
Total			65.01 dBA

TOTAL Leq FROM ALL SOURCES: 65.01