



e3p

Noise Impact Assessment

Parrs Wood, Didsbury

Reference: 50-350-R1-4

Date: January 2022



NOISE IMPACT ASSESSMENT

Parrs Wood
Didsbury

Prepared for:

Dandara Living

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EXECUTIVE SUMMARY

BACKGROUND

Site Address	Tesco Car Park, Parrs Wood Lane, East Didsbury, Manchester M20 5NP
National Grid Reference	E 385455 N 390485
Proposed Development	Erection of a 6 storey residential building (Use Class C3) comprising 75 new homes together with ground floor flexible community space, car parking, cycle parking as well as landscaping, highways and other associated works.
Report Objectives	The objectives of this report are to: Identify, measure and assess the potential impact of any existing noise sources in the immediate vicinity of the Site upon proposed residential receptors. The report follows current and relevant British Standards in order to provide a robust assessment.

ASSESSMENT

Surveys Completed	E3p have undertaken attended measurements on the eastern, southern and western boundaries to capture sound from the A34, A5145 and railway line respectively. These measurements are supported by road traffic flow information taken from the Department for Transport for the main roads and calibrated within the noise model accordingly.
Assessments	A 3D noise model has been constructed to assess road and rail traffic sound and car park usage associated with the Tesco Store across the site and incident upon facades and within external amenity areas. Road and rail traffic and car park usage sound impact is assessed in accordance with the criterion, for day and night, given in BS 8233:2014+A1:2019.
Mitigation Requirements	The assessment has recommended higher specification glazing for living rooms and bedrooms on all external facades facing out of the Site and a whole dwelling ventilation system is required for all dwellings due to the impact of sound internally when windows are opened for ventilation and/or thermal comfort.

CONCLUSIONS

With mitigation measures in place, this assessment has shown that no adverse impact is predicted day or night at the receptors due to road and rail traffic and car park usage sound.

As such, noise need not be a material consideration in the granting of planning permission if the recommendations of this report are followed and included within the design stage.



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1. INTRODUCTION

1.1. BACKGROUND

E3P were commissioned by Dandara Living to undertake a Noise Impact Assessment for a proposed residential development at Tesco Car Park, Parrs Wood Lane, East Didsbury, to be referred to hereafter as '*the Site*'.

This assessment looks to determine the key noise sources in the immediate vicinity of the Site and to assess their impact, if any, upon proposed residential receptors and to specify mitigation measures, where required.

1.2. PROPOSED DEVELOPMENT

The client is proposing the erection of a 6 storey residential building (Use Class C3) comprising 75 new homes together with ground floor flexible community space, car parking, cycle parking as well as landscaping, highways and other associated works.

The key sources of sound impacting upon the Site is road traffic associated with Kingsway (A34) and Parrs Wood Lane (A5145), railway noise and car park usage associated with the retained Tesco Store car park.

1.3. LIMITATIONS

Where a noise or vibration survey is required to inform an assessment, E3P will endeavour to ensure that all noise and vibration measurements taken are robust, representative and reliable in order to inform an accurate assessment.

Where mitigation measures are specified in this report, it should be noted that these measures are relative to a specific sound or vibration source, both in terms of the measured sound pressure and vibration level and the character of the sound source. Where either the sound pressure level or the character of the sound varies following completion of the sound survey, E3P cannot be held responsible for any subsequent variations in the proposed mitigation performance.



2. ASSESSMENT METHODOLOGY

2.1. NATIONAL PLANNING POLICY FRAMEWORK

To prevent unacceptable risks from pollution, planning policies and decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be considered.

The national planning policy framework states that planning policies and decisions should aim to:

- ✳ Avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development.
- ✳ Mitigate and reduce to a minimum, other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions.
- ✳ Recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established.
- ✳ Identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.

2.2. NATIONAL PLANNING PRACTICE GUIDANCE

Noise needs to be considered when new developments may create additional noise and when new developments would be sensitive to the prevailing acoustic environment. When preparing local or neighbourhood plans, or taking decisions about new development, there may also be opportunities to consider improvements to the acoustic environment.

Local planning authorities' plan-making and decision-making should take account of the acoustic environment and in doing so consider:

- ✳ Whether or not a significant adverse effect is occurring or is likely to occur.
- ✳ Whether or not an adverse effect is occurring or is likely to occur.
- ✳ Whether or not a good standard of amenity can be achieved.

In line with the explanatory note of the NPSE, this would include identifying whether the overall effect of the noise exposure (including the impact during the construction phase, where applicable) is, or would be, above or below the significant observed adverse effect level and the lowest observed adverse effect level for the given situation.



The “observed effect levels” are as follows:

-  **Significant observed adverse effect level:** This is the level of noise exposure above which significant adverse effects on health and quality of life occur.
-  **Lowest observed adverse effect level:** This is the level of noise exposure above which adverse effects on health and quality of life can be detected.
-  **No observed effect level:** This is the level of noise exposure below which no effect at all on health or quality of life can be detected.

Table 2.1 summarises the noise exposure hierarchy, based on the likely average response.

TABLE 2.1 NOISE EXPOSURE HIERARCHY

PERCEPTION	EXAMPLES OF OUTCOMES	INCREASING EFFECT LEVEL	ACTION
Not Noticeable	No effect.	No observed effect	No specific measures required
Noticeable and Not Intrusive	Noise can be heard but does not cause any change in behaviour or attitude. Can slightly affect the acoustic character of the area but not such that there is a perceived change in the quality of life.	No observed adverse effect	No specific measures required
Lowest Observed Adverse Effect Level			
Noticeable and Intrusive	Noise can be heard and causes small changes in behaviour and/or attitude, e.g. turning up volume of television, speaking more loudly, or having to close windows for some of the time because of the noise where there is no alternative ventilation. Potential for some reported sleep disturbance. Affects the acoustic character of the area such that there is a perceived change in the quality of life.	Observed adverse effect	Mitigate and reduce to a minimum
Significant Observed Adverse Effect Level			
Noticeable and Disruptive	The noise causes a material change in behaviour and/or attitude, e.g. avoiding certain activities during periods of intrusion, having to keep windows closed most of the time because of the noise where there is no alternative ventilation. Potential for sleep disturbance resulting in difficulty in getting to sleep, premature awakening and difficulty in getting back to sleep. Quality of life diminished due to change in acoustic character of the area.	Significant observed effect	Avoid
Noticeable and Very Disruptive	Extensive and regular changes in behaviour and/or an inability to mitigate effect of noise leading to psychological stress or physiological effects, e.g. regular sleep deprivation/awakening, loss of appetite, significant/medically definable harm (auditory and non-auditory).	Unacceptable adverse effect	Prevent



The subjective nature of noise means that there is not a simple relationship between noise levels and the impact on those affected. This will depend on how various factors combine in any situation. These factors include the following:

- ✿ The source and absolute level of the noise together with the time of day it occurs. Some types and level of noise will cause a greater adverse effect at night than if they occurred during the day. The adverse effect can also be greater simply because there is less background noise at night.
- ✿ For non-continuous sources of noise, the number of noise events, and the frequency and pattern of occurrence of the noise can be important.
- ✿ The spectral content of the noise and the general character of the noise. The local topology and topography should also be considered along with the existing and, where appropriate, the planned character of the area.

More specific factors to consider when relevant:

- ✿ Where applicable, the cumulative impacts of more than one source should be considered along with the extent to which the source of noise is intermittent and of limited duration.
- ✿ Consideration should also be given to whether adverse internal effects can be completely removed by closing windows and, in the case of new residential development, if the proposed mitigation relies on windows being kept closed most of the time. In both cases, a suitable alternative means of ventilation is likely to be necessary.
- ✿ If external amenity spaces are an intrinsic part of the overall design, then the acoustic environment of those spaces should be considered so that they can be enjoyed as intended.

2.3. BRITISH STANDARD BS 8233:2014+A1:2019 – GUIDANCE ON SOUND INSULATION AND NOISE REDUCTION FOR BUILDINGS

2.3.1. NOISE CRITERIA LIMITS

The scope of this standard is the provision of recommendations for the control of noise in and around buildings including residential dwellings. It suggests appropriate criteria and limits for different situations, which are primarily intended to guide the design of new buildings or refurbished buildings undergoing a change of use, rather than to assess the effect of changes in the external noise climate.

The standard suggests suitable internal noise levels within different types of buildings, including residential dwellings, as shown in Table 2.2.

TABLE 2.2 BS 8233:2014 RECOMMENDED INTERNAL NOISE LEVELS

CRITERION	TYPICAL SITUATION	DESIGN CRITERION, $L_{Aeq,T}$ (dB)
Suitable Resting and Sleeping Conditions	Living Room	35
	Bedroom	30

BS 8233 goes on to recommend noise levels for gardens:



It is desirable that the external noise level does not exceed 50 dB $L_{Aeq,T}$, with an upper guideline value of 55 dB $L_{Aeq,T}$ which would be acceptable in noisier environments. However, it is also recognised that these guideline values are not achievable in all circumstances where development might be desirable. In higher noise areas, such as city centres or urban areas adjoining the strategic transport network, a compromise between elevated noise levels and other factors might be warranted.

BS 8233 goes on to say:

In such a situation, development should be designed to achieve the lowest practicable levels in these external amenity spaces but should not be prohibited.

2.3.2. VENTILATION REQUIREMENTS

Where a partially open window cannot be relied upon to provide an adequate level of façade sound insulation performance, it is necessary to consider alternative ventilation for habitable rooms. Section 8.4.5.4 within BS 8233 states:

The Building Regulations' supporting documents on ventilation [48, 49, 50] recommend that habitable rooms in dwellings have background ventilation. Where openable windows cannot be relied upon for this ventilation, trickle ventilators can be used and sound attenuating types are available. However, windows may remain openable for rapid or purge ventilation, or at the occupant's choice.

Alternatively, acoustic ventilation units (see 7.7.2 below) are available for insertion in external walls. These can provide sound reduction comparable with double glazed windows. However, ducted systems with intakes on the quiet side of the building might be required in very noisy situations, or where appearance rules out through-the-wall fans.

Section 7.7.2 states:

NOTE 5 If relying on closed windows to meet the guide values, there needs to be an appropriate alternative ventilation that does not compromise the façade insulation or the resulting noise level.

2.4. WORLD HEALTH ORGANISATION (WHO) – GUIDELINES FOR COMMUNITY NOISE

The WHO gives guidance on desirable levels of environmental noise. The levels presented in the WHO Community Guidelines are those at which adverse effects become measurable. The 1980 WHO document suggested that “general daytime outdoor noise levels of less than 55 dB(A) $L_{eq,16hr}$ are desirable to prevent any significant community annoyance.” This level is an external free-field noise level. The 1980 document also stated in relation to internal levels, “that night-time noise levels of 35 dB(A) $L_{eq,8hr}$ or less will not interfere with the restorative process of sleep”.

A report was submitted to the WHO in 1995 for consideration as a revision to the 1980 document and revised community guidelines were issued in 2000. In the 2000 guidelines, it is considered that the sleep disturbance criteria should be taken as an internal noise level of 30 dB $L_{Aeq,8hr}$ or an external level of 45 dB $L_{Aeq,8hr}$. It also recommends that internal L_{Amax} levels of 45 dB and external L_{Amax} levels of 60 dB should be limited where possible.

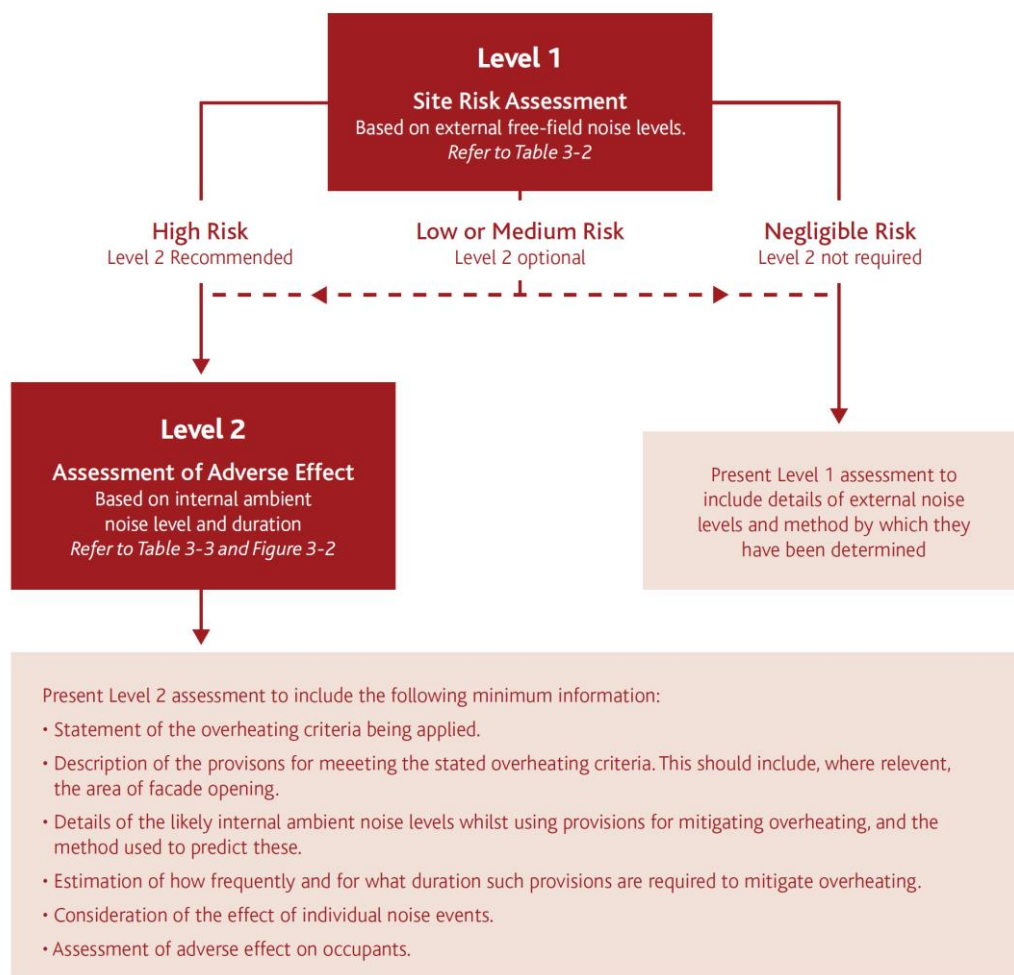


2.5. INSTITUTE OF ACOUSTICS AND ASSOCIATION OF NOISE CONSULTANTS (2020) ACOUSTICS VENTILATION AND OVERHEATING: RESIDENTIAL DESIGN GUIDE

The Acoustics Ventilation and Overheating (AVO) Residential Design Guide provides an approach as to how the competing aspects of thermal and acoustic comfort can be managed. The AVO Guide aims to assist designers to adopt an integrated approach to the acoustic design within the context of the ventilation and thermal comfort requirements.

The AVO Guide provides a method for assessing the impact of opening windows and providing whole house ventilation due to the impact of noise via a two-level noise assessment procedure, as below:

DIAGRAM 2.1 TWO LEVEL NOISE ASSESSMENT PROCEDURE – OVERHEATING CONDITION



A level 1 risk assessment is based on external free-field noise levels with the assumption of a partially opened window in use for mitigation of overheating. A level 1 assessment is appropriate for scenarios where the risk to a development is deemed 'Negligible'. 'Low' and 'Medium' risk sites only require a level 2 assessment on an optional basis in order to give further confidence in the suitability of internal noise conditions. The noise levels suggested in Table 2.3 and 2.4 assume a steady road traffic noise source but can be adapted for other transport sources.



TABLE 2.3 GUIDANCE FOR LEVEL 1 SITE RISK ASSESSMENT OF NOISE FROM TRANSPORT NOISE SOURCES RELATING TO OVERHEATING CONDITION

RISK CATEGORY FOR LEVEL 1 ASSESSMENT - EXTERNAL		RISK LEVEL	POTENTIAL EFFECT WITHOUT MITIGATION	RECOMMENDATION FOR LEVEL 2 ASSESSMENT
$L_{Aeq,T}$ during 07:00 - 23:00	$L_{Aeq,8hr}$ during 23:00 - 07:00			
$\geq 65\text{dB}$	$\geq 55\text{dB}$	High	Increasing risk of adverse effect	Recommended
$>55\text{ dB and } <63\text{ dB}$	$>45\text{ and } <55\text{ dB}$	Medium		Optional
$>50\text{dB and } <55\text{ dB}$		Low		
$\leq 50\text{ dB}$	$\leq 45\text{ dB}$	Negligible	Use of opening window as means of mitigating overheating is not likely to result in adverse effect	Not Required

A level 2 assessment will be carried out when the risk of adverse effect is 'High' or it is deemed appropriate for a 'low' or 'medium' risk site. An increase in internal ambient noise level can cause a change in human behaviour. At high levels this creates situations where occupants can no longer open windows for ventilation due to high external noise levels. A level 2 assessment identifies these situations and allows for appropriate alternative ventilation systems to be recommended.

TABLE 2.4 GUIDANCE FOR LEVEL 2 ASSESSMENT OF NOISE FROM TRANSPORT NOISE SOURCES RELATING TO OVERHEATING CONDITION

INTERNAL AMBIENT NOISE LEVEL AT FAÇADE LOCATIONS			EXAMPLE OF OUTCOMES
$L_{Aeq,T}$ during 07:00 - 23:00	$L_{Aeq,8hr}$ during 23:00 - 07:00	Individual noise events during 23:00 - 07:00	
$>50\text{ dB}$	$>42\text{ dB}$	Normally exceeds $65\text{ dB } L_{AF,max}$	Noise causes a material change in behaviour e.g. having to keep windows closed most of the time
Increasing noise levels			Increasing the likelihood of impact on reliable speech communication during the day or sleep disturbance at night
$\leq 35\text{ dB}$	$\leq 30\text{ dB}$	Do not normally exceeds $L_{AF,max}$ 45 dB more than 10 times a night	Noise can be heard but does not cause any change in behaviour



3. SURVEY RESULTS

3.1. ROAD TRAFFIC SOUND MEASUREMENT – KINGSWAY A34

E3P have undertaken a road traffic sound survey in accordance with the shortened measurement procedure given in Calculation of Road Traffic Noise (CRTN) during a typical weekday period. The survey was undertaken during the following period:

📍 10:37-13:37 Tuesday 24th August 2021.

The following noise measurement position was chosen for the Road Traffic Noise Survey:

📍 Noise Measurement Position 1 (NMP1): Located on the eastern tip of the Site adjacent to the clock tower, approximately 11 m from the roadside edge. The microphone was located at a height of 1.5 m above ground level and in free-field conditions. Sound sources consisted of road traffic along Kingsway and Parrs Wood Lane.

Table 3.1 details the measured sound pressure levels.

TABLE 3.1 MEASURED ROAD TRAFFIC SOUND LEVELS – KINGSWAY

MEASUREMENT START TIME	MEASURED SOUND PRESSURE LEVELS (dB)			
	L _{Aeq,T}	10th Highest L _{Amax,fast}	L _{A90,T}	L _{A10,T}
10:37	61.8	74.0	54.8	64.0
11:37	61.3		55.1	64.0
12:37	61.1		55.8	63.7
Derived Daytime Noise Level, L _{Aeq,16hr}				60.9
Derived Night-time Noise Level, L _{Aeq,8hr}				52.8

During the survey, conditions remained dry and wind speeds rarely exceeded 5 m/s.

3.2. ROAD TRAFFIC SOUND MEASUREMENT – PARRS WOOD LANE A5145

E3P have undertaken a road traffic sound survey in accordance with the shortened measurement procedure given in CRTN during a typical weekday period. The survey was undertaken during the following period:

📍 10:49-13:49 Tuesday 24th August 2021.

The following noise measurement position was chosen for the Road Traffic Noise Survey:

📍 Noise Measurement Position 2 (NMP2): Located on the southern tip of the Site approximately 6 m from the roadside edge. The microphone was located at a height of 1.5 m above ground level and in free-field conditions. Sound sources consisted of road traffic along Parrs Wood Lane and infrequent train pass-bys.

Table 3.2 details the measured sound pressure levels.



TABLE 3.2 MEASURED ROAD TRAFFIC SOUND LEVELS – PARRS WOOD LANE

MEASUREMENT START TIME	MEASURED SOUND PRESSURE LEVELS (dB)			
	L _{Aeq,T}	10th Highest L _{Amax,fast}	L _{A90,T}	L _{A10,T}
10:49	62.3	76.9	56.8	64.2
11:49	61.9		57.4	64.2
12:49	62.0		57.4	64.2
Derived Daytime Noise Level, L _{Aeq,16hr}				61.2
Derived Night-time Noise Level, L _{Aeq,8hr}				53.1

During the survey, conditions remained dry and wind speeds rarely exceeded 5 m/s.

3.3. RAIL TRAFFIC SOUND MEASUREMENT

E3P have undertaken a rail traffic sound survey in accordance with the measurement procedure given in Calculation of Rail Noise (CRN) during a typical weekday period. The survey was undertaken during the following periods:

- 📍 Tuesday 17th August 2021 between 11:00 and 12:10; and
- 📍 Wednesday 18th August 2021 between 05:30 and 08:00.

The following noise measurement position was chosen for the Rail Traffic Noise Survey:

- 📍 Noise Measurement Position 3 (NMP3): Located on the western tip of the Site with line of sight to the railway line, albeit trains were not visible due to trees and undergrowth. The microphone was located at a height of 1.5 m above ground level and in free-field conditions. Sound sources consisted of rail pass-bys and road traffic on the local road network.

Table 3.3 details the measured sound pressure levels. As road traffic sound was underlying in all measurements, the worst-case daytime and night-time ambient noise levels are taken from the below to inform the noise model and calibrate to the worst case periods.

TABLE 3.3 MEASURED AMBIENT SOUND LEVELS

MEASUREMENT PERIOD	MEASURED SOUND PRESSURE LEVELS (dB)	
	$L_{Aeq,T}$	10th Highest $L_{Amax,fast}$
05:45-06:00	56.4	72.6
06:00-07:00	58.0	
07:00-08:00	60.5	N/A
11:00-12:00	63.7	N/A

The worst-case night-time period included a freight train and eight passenger trains. The worst-case daytime period included eleven passenger trains. This results in higher levels than would be expected over a full 16 hour or 8-hour period.



The equipment outlined in Table 3.4 was used for the noise survey.

TABLE 3.4 NOISE MEASUREMENT EQUIPMENT AND CALIBRATION DATES

MEASUREMENT POSITION	EQUIPMENT DESCRIPTION	MANUFACTURER & TYPE NUMBER	SERIAL NUMBER	CALIBRATION DUE DATE
NMP1	Sound Level Meter	Norsonic Nor145	14529152	18th June 2023
	Pre-amplifier	Norsonic Nor1209	22293	
	Microphone	Norsonic Nor1227	332220	
	Calibrator	Norsonic Nor1255	125525208	18th June 2022
NMP2 and NMP3	Sound Level Meter	01dB Fusion	12039	30th June 2023
	Pre-amplifier	01dB Pre22	1805124	
	Microphone	GRAS 40CE	330832	
	Calibrator	01dB Cal31	87281	3rd February 2022

The sound level meters were field calibrated on site using the above-mentioned calibrator prior to and after noise measurements were taken. No significant drift was witnessed as noted above. Calibration certificates are available upon request.



4. NOISE IMPACT ASSESSMENT

For the purposes of this assessment, E3P has used noise modelling software, CadnaA 2019 MR1, to determine the impact of noise from road and rail traffic and car park usage sound.

The following inputs have been included in the model:

- ✿ Ground Floor Plan Rev E dated 11th January 2022.
- ✿ The Tesco car park is inputted into the model as a parking lot and the resultant sound level is determined by the number of spaces, as counted on Google, and the assumed usage in a worst case 1-hour period, assumed to be 50% capacity during the day and 10% capacity at night in any given 1-hour period.
- ✿ Site elevations have been taken as existing by way of a 2 m grid Digital Terrain Model (DTM) which contains public sector information licensed under the Open Government License v3.0.
- ✿ A reflection order of 2 has been used in all calculations.
- ✿ The roads are initially inputted using the Department for Transport traffic count information. On this occasion, the resultant levels were higher than those measured and so these will be used in the assessment with the measured data informing any assessment of $L_{Amax,fast}$ levels. Indeed, the traffic data results in noise levels some 3 dB higher during the daytime and night-time periods.
- ✿ Noise levels generated using ISO 9613-1 and ISO 9613-2 "*Acoustics – Attenuation of sound during propagation outdoors*" as incorporated into CadnaA software.

Figures 2 and 3 determine the noise levels across the Site during the daytime and night-time periods, respectively, due to road and rail traffic and car park usage

4.1. EXTERNAL AMENITY AREA NOISE LEVEL ASSESSMENT

The noise model has been used to predict noise levels in external amenity areas. E3P note that balconies are proposed on all floors facing out of the development on northeast, south east and south west facades. The predicted levels range from 62 dB to 67 dB in these balconies. Balconies facing into the Tesco Car Park will experience noise levels of below 60 dB.

BS 8233 provides the following commentary on balconies:



Other locations, such as balconies, roof gardens and terraces, are also important in residential buildings where normal external amenity space might be limited or not available, i.e. in flats, apartment blocks, etc. In these locations, specification of noise limits is not necessarily appropriate. Small balconies may be included for uses such as drying washing or growing pot plants, and noise limits should not be necessary for these uses. However, the general guidance on noise in amenity space is still appropriate for larger balconies, roof gardens and terraces, which might be intended to be used for relaxation. In high-noise areas, consideration should be given to protecting these areas by screening or building design to achieve the lowest practicable levels. Achieving levels of 55 dB $L_{Aeq,T}$ or less might not be possible at the outer edge of these areas, but should be achievable in some areas of the space.

As such, it is not considered prudent to assess these areas, especially given that nearby green areas are within walking distance of the development site. The balconies are recessed and so have solid full height sides as well as a solid base and top which affords them some protection. Given that they are recessed, if the front balustrade was solid too it would dramatically reduce the daylight to the living rooms behind and also impact on the overall solidity of the architecture. As such, no further consideration to mitigation for the balconies is warranted.

4.2. INTERNAL NOISE LEVEL ASSESSMENT

With regards internal noise levels, E3P has assumed a standard glazing specification of 4 mm glass/20 mm air space/4 mm glass affords sound insulation performance in the order of 31 dB however this is for a pink noise spectrum. The same unit, weighted for road traffic noise using the '+C_{tr}' correction, has a sound insulation performance value of approximately 25 dB and so this value has been used to calculate internal noise levels. For facades facing the railway line a correction of 28 dB is more prudent but, in this case, given that cars will be using the adjacent road to access Tesco, the road traffic correction will be used given road traffic sound contribution and the worst-case correction. The recently published AVO has found that a common reduction for an open window is 13 dB based on research undertaken. As such, a figure of 13 dB is applied here.

The model has been used to predict façade noise levels at all floors on façade orientations. In order to determine any requirements for mitigation, E3P has added the reduction provided by the glazing (25 dB) to the relevant criterion for day (35 dB) and for night (30 dB). As such, any facades subject to noise levels higher than 60 dB during the day and/or 55 dB during the night will require higher specification glazing.

The highest predicted day and night façade levels here are 68 dB and 62 dB respectively. As such, higher specification glazing is required for living rooms and bedrooms on northern, eastern, south eastern, south western and western facades across all floors.

It is also important to consider the maximum noise levels during the night-time period. The highest, 10th highest measured level was 77 dB $L_{Amax,fast}$ noted along Parrs Wood Lane, as such, this is applied to all facades to inform the assessment. When considering a sound reduction of 31 dB for standard glazing, this results in an internal noise level of 46 dB, 1 dB in exceedance of the criteria. However, the exceedance due to the night-time average noise level at these facades (between 1 and 7 dB) will dictate the required glazing specification.

With regards opening windows, there is a requirement to consider the need to open windows for ventilation and the mitigation of overheating. At this stage, the assessment assumes that ventilation would be provided by way of extract fans in kitchens and bathrooms and openable windows.



4.2.1. VENTILATION CONDITION

When considering a partially open window for ventilation purposes, E3P has assessed whether the BS 8233:2014 internal criterion can be achieved with windows open for ventilation. Here ventilation is defined as:

To provide fresh air to the building and to dilute and disperse residual water vapour not dealt with by extract ventilation as well as removing other pollutants which are released throughout the building.

Thermal comfort and overheating are considered in Section 4.2.2. Purge ventilation is provided by an open window regardless of the ventilation strategy.

As such, a comparison of predicted internal noise levels, with windows open, with the BS 8233:2014 criterion is required. This results in an allowable external noise level of 48 dB during the day and 43 dB during the night in order to achieve the internal criteria with windows open.

As can be seen from the Figures, all facades will experience an exceedance during the daytime and night-time periods. As such, all apartments will require a whole dwelling ventilation system as, when windows are opened for ventilation, the internal ambient noise levels are not considered acceptable and exceed the required criterion. Section 5.0 discusses the requirements and provides necessary advice. Facades facing north and east into the courtyard will benefit from sufficient shielding and will not necessarily require a whole dwelling ventilation system, however, it is assumed System 1 would be installed as standard and as a minimum.

The exact system will also be dependent on the outcome of the overheating condition below.

4.2.2. OVERHEATING CONDITION

E3P has undertaken a level 1 assessment in accordance with the AVO Guide and adopted the noise levels outlined for negligible and low risk. Any plots that pass this test will not require whole house ventilation to control the overheating as external noise levels would be sufficiently low enough that an open window can provide the overheating mitigation without compromising internal noise levels. As such, the allowable façade noise levels are 55 dB during the day and 50 dB during the night, resulting in low risk. Any facades experiencing higher noise levels than these may be subject to an optional level 2 assessment.

As can be seen from the Figures, all facades facing norther marginally exceed this test criteria but fall within the medium risk category with Level 2 Assessment considered optional. Given the locality of the site and that internal noise levels with windows open would be below the SOAEL level, a Level 2 Assessment is not required, and the opening of windows is considered acceptable in order to mitigate overheating.

All other apartments will experience an exceedance of these noise levels and so a Level 2 assessment has been undertaken for these plots.

An overheating assessment of the site has been undertaken as per the method provided by Good Homes Alliance. The assessment determined a high risk of overheating. Secondly, it is important to consider the predicted internal noise levels with windows open. The anticipated internal levels with a partially open window (13 dB attenuation) to control overheating would be, at most, 55 dB during the day and 49 dB at night for the worst affected plots as above, with overheating design case L_{AFmax} levels up to 64 dB.



Considering these levels on the AVO diagrams, these levels are above the “SOAEL” level, and above a level at which noise causes a material change in behaviour. Furthermore, given the high risk of overheating and that quieter facades are not available for ventilation, a mechanical system is required for all apartments facing south and west. This will be either System 3 or System 4 ventilation.

The exact requirements on a façade-by-façade basis are detailed in Section 5.0.



5. MITIGATION

5.1. FAÇADE INSULATION

The previous section determined that certain plots would require higher specification glazing and whole dwelling ventilation. Specifically, the following glazing specifications are required, per facade, along with details on whole dwelling ventilation. These are also highlighted in Figure 4 of the Appendix.

The worst-case required glazing is chosen per facade. For example, where a glazing needed due to night-time noise is higher than for daytime periods, the night-time requirements are recommended.

TABLE 5.1 GLAZING AND VENTILATION REQUIREMENTS

FACADE	REQUIRED GLAZING REDUCTION, $R_w + C_{t,r}$ (dB)	EXAMPLE GLAZING (GLASS/AIR SPACE/GLASS) (mm)	WHOLE DWELLING VENTILATION SYSTEM
NORTH INWARD FACING	Standard	4 / 20 / 4	System 1 or 2 acceptable
EASTERN	26	6 / 6 to 20 / 6	System 3 or 4 mechanical ventilation
SOUTHERN	28	6 / 6 to 20 / 4	
WESTERN	32	10 / 6 to 20 / 6	
NORTH WESTERN	33	6 / 6 to 20 / 6.8 Pilkington Optiphon	

The above glazing units would achieve the required reduction due to average noise levels as well as those resultant from maximum instantaneous noise levels. It is also recommended that a glazier is consulted to ensure any system installed achieves the above reduction as a minimum.

A whole dwelling ventilation system due to the impact of noise internally and ventilation requirements is recommended for all plots, should windows be opened for background ventilation. It is assumed that a system 1 would be installed as standard.

System 1 consists of background ('trickle') ventilators open in living rooms and bedrooms to provide whole dwelling ventilation paired with extract fans in wet rooms. System 2 is Passive Stack Ventilation.

In order to achieve the required internal ambient noise levels, any background ventilators must achieve at least 33 dB $D_{n,e,w} + C_{t,r}$ in the open position. This level of reduction is likely to be achieved by a standard background ventilator. The number of background ventilators per room will be dependent on the requirements given in Building Regulations Part F.

For plots facing out of the development, a mechanical system is required, either System 3 or 4 as long as it provides the option to mitigate overheating without the need to open windows. Where background ventilators form part of the system, the reduction provided by the vent in the open position should, at least, match the attenuation provided by the glazing unit.



6. CONCLUSION AND RECOMMENDATIONS

E3P were commissioned by Dandara Living in order to undertake a Noise Impact Assessment for a proposed residential development at Tesco Car Park, Parrs Wood Lane in East Didsbury.

Attended road and rail traffic measurements have been undertaken in order to supplement 24-hour road traffic flows taken from the Department for Transport database.

A 3D noise model has been constructed to assess road and rail traffic and car park usage sound impact and is assessed in accordance with the criterion, for day and night, given in BS 8233:2014+A1:2019.

The assessment has recommended higher specification glazing for outward facing apartments and a whole dwelling ventilation system is recommended for all plots due to the impact of sound internally due to road and rail traffic sound. Mechanical systems are required for plots facing out of the development and System1 is sufficient for those facing north.

With mitigation measures in place, this assessment has shown that no adverse impact is predicted day or night at the receptors due to road and rail traffic sound.

As such, noise need not be a material consideration in the granting of planning permission as long as the recommendations of this report are followed and included within the design stage.

END OF REPORT



APPENDIX I

GLOSSARY OF ACOUSTIC TERMINOLOGY

NOISE

Noise is defined as unwanted sound. Human ears are able to respond to sound in the frequency range 20 Hz (deep bass) to 20,000 Hz (high treble) and over the audible range of 0 dB (the threshold of perception) to 140 dB (the threshold of pain). The ear does not respond equally to different frequencies of the same magnitude but is more responsive to mid-frequencies than to lower or higher frequencies. To quantify noise in a manner that approximates the response of the human ear, a weighting mechanism is used. This reduces the importance of lower and higher frequencies, in a similar manner to the human ear.

Furthermore, the perception of noise may be determined by a number of other factors, which may not necessarily be acoustic. In general, the impact of noise depends upon its level, the margin by which it exceeds the background level, its character and its variation over a given period of time. In some cases, the time of day and other acoustic features such as tonality or impulsiveness may be important, as may the disposition of the affected individual. Any assessment of noise should give due consideration to all of these factors when assessing the significance of a noise source. The most widely used weighting mechanism that best corresponds to the response of the human ear is the "A"-weighting scale. This is widely used for environmental noise measurement, and the levels are denoted as dB(A) or L_{Aeq} , L_{A90} etc., according to the parameter being measured.

The decibel scale is logarithmic rather than linear, and hence a 3 dB increase in sound level represents a doubling of the sound energy present. Judgement of sound is subjective but, as a general guide, a 10 dB(A) increase can be taken to represent a doubling of loudness, whilst an increase in the order of 3 dB(A) is generally regarded as the minimum difference needed to perceive a change under normal listening conditions. An indication of the range of sound levels commonly found in the environment is given in the following table.

TABLE A1 TYPICAL SOUND PRESSURE LEVELS

SOUND PRESSURE LEVEL	LOCATION/EXAMPLE
0	Threshold of hearing
20–30	Quiet bedroom at night
30–40	Living room during the day
40–50	Typical office
50–60	Inside a car
60–70	Typical high street
70–90	Inside a factory
100–110	Burglar alarm at 1 m away
110–130	Jet aircraft on take off
140	Threshold of pain



ACOUSTIC TERMINOLOGY

TABLE A2 TERMINOLOGY

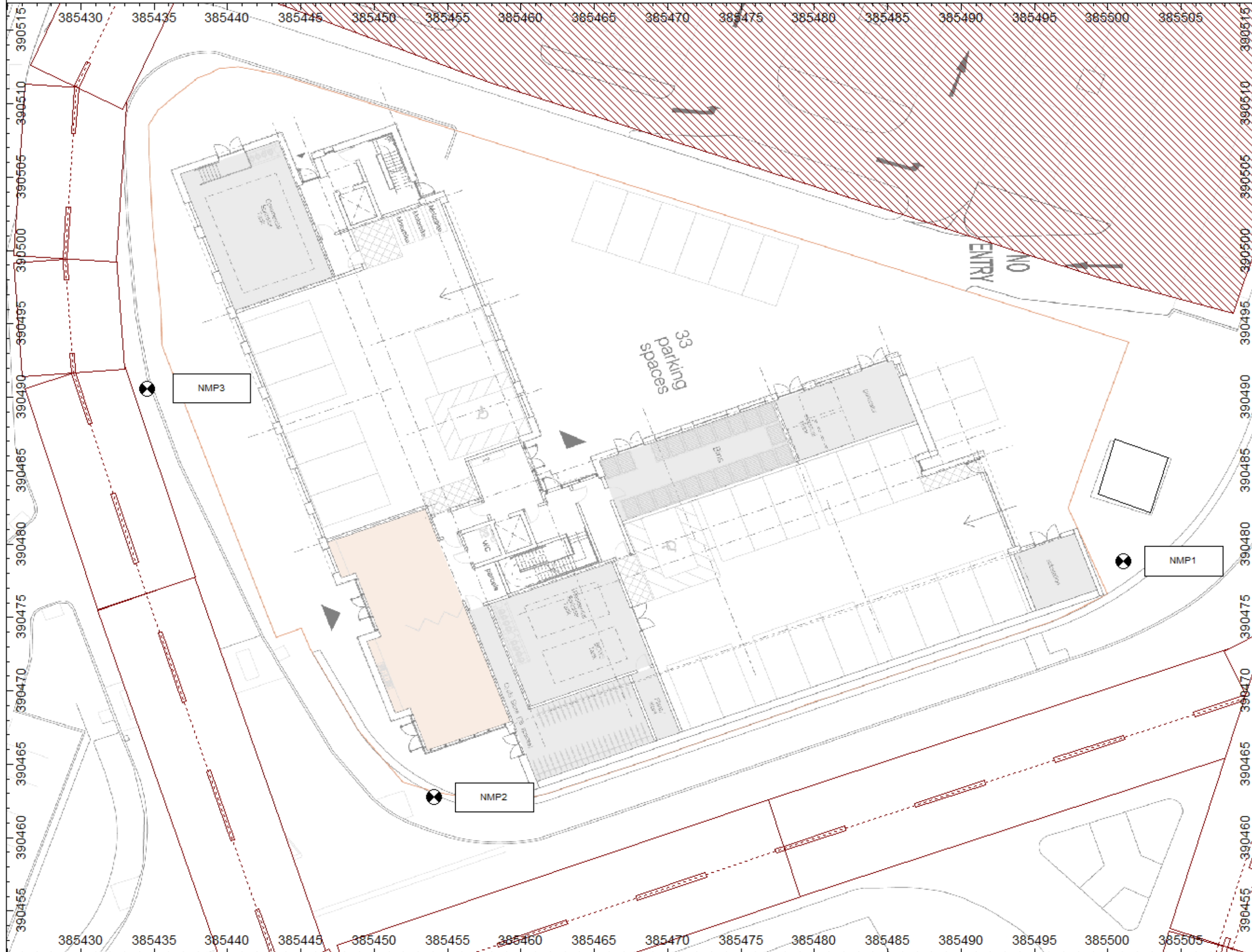
DESCRIPTOR	EXPLANATION
dB (decibel)	The scale on which sound pressure level is expressed. It is defined as 20 times the logarithm of the ratio between the root-mean-square pressure of the sound field and a reference pressure (2E-05 Pa).
dB(A)	A-weighted decibel. This is a measure of the overall level of sound across the audible spectrum with a frequency weighting (i.e. "A" weighting) to compensate for the varying sensitivity of the human ear to sound at different frequencies.
L_{Aeq, T}	L _{Aeq} is defined as the notional steady sound level which, over a stated period of time (T), would contain the same amount of acoustical energy as the A-weighted fluctuating sound measured over that period.
L_{Amax}	L _{Amax} is the maximum A-weighted sound pressure level recorded over the period stated. L _{Amax} is sometimes used in assessing environmental noise where occasional loud noises occur, which may have little effect on the overall L _{eq} noise level but will still affect the noise environment. Unless described otherwise, it is measured using the "fast" sound level meter response.
L₁₀ and L₉₀	If a non-steady noise is to be described, it is necessary to know both its level and the degree of fluctuation. The L _n indices are used for this purpose, and the term refers to the level exceeded for n% of the time. Hence L ₁₀ is the level exceeded for 10% of the time and as such can be regarded as the "average maximum level". Similarly, L ₉₀ is the "average minimum level" and is often used to describe the background noise. It is common practice to use the L ₁₀ index to describe traffic noise.
Free-field Level	A sound field determined at a point away from reflective surfaces other than the ground with no significant contributions due to sound from other reflective surfaces. Generally, as measured outside and away from buildings.
Fast	A time weighting used in the root-mean-square section of a sound level meter with a 125-millisecond time constant.
Slow	A time weighting used in the root-mean-square section of a sound level meter with a 1000-millisecond time constant.



APPENDIX II

FIGURES

Figure 1 - Noise Measurement Positions



Project:
Parrs Wood,
Didsbury

Project-No:
50-350

Client:
Dandara Group



Project Engineer: L Faulkner
Date: 19/01/2022

Figure 2 - Daytime Grid Noise Map - Calculation at 1.5m above ground level

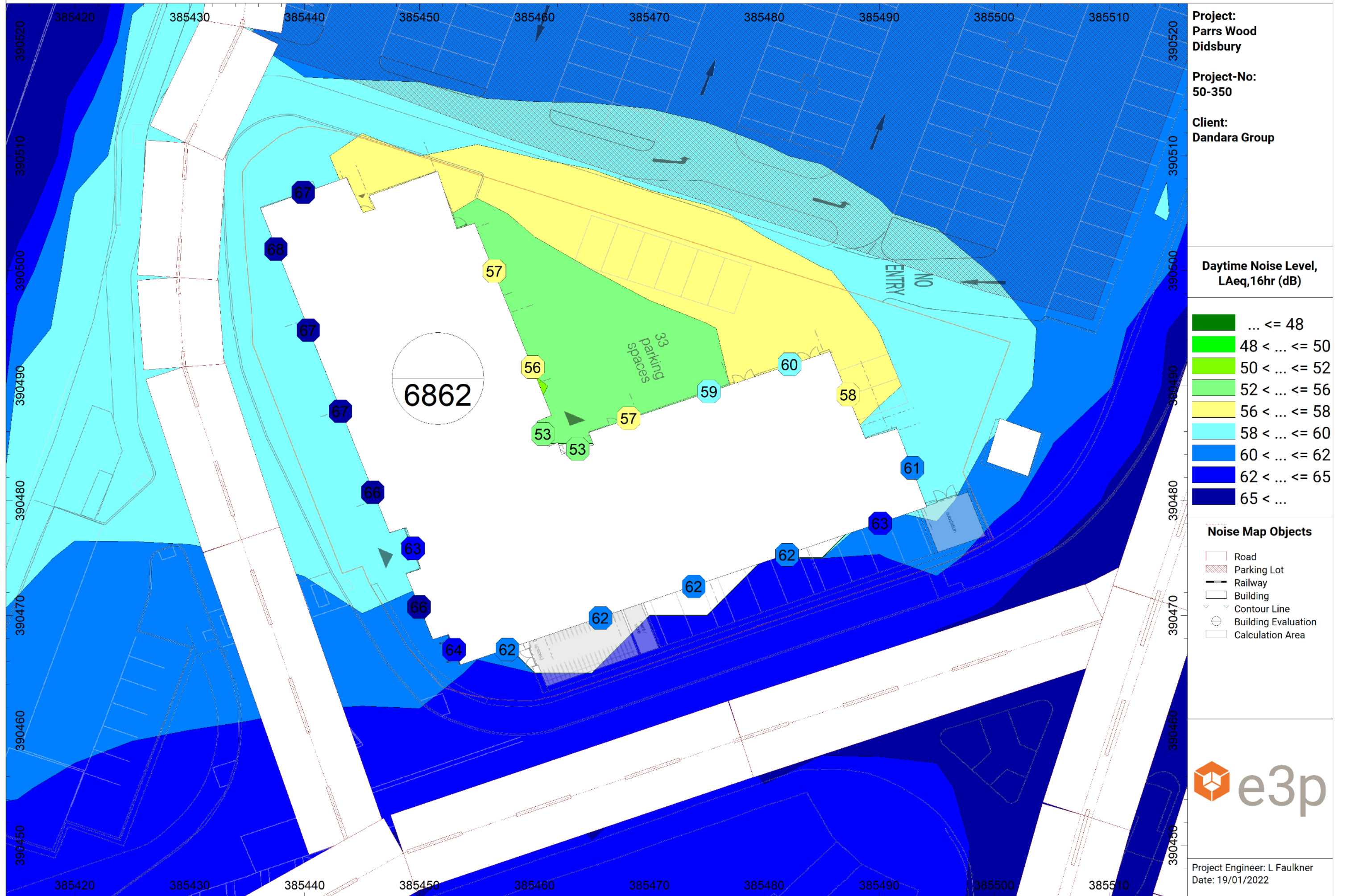


Figure 3 - Night-time Grid Noise Map - Calculation at 4m above ground level

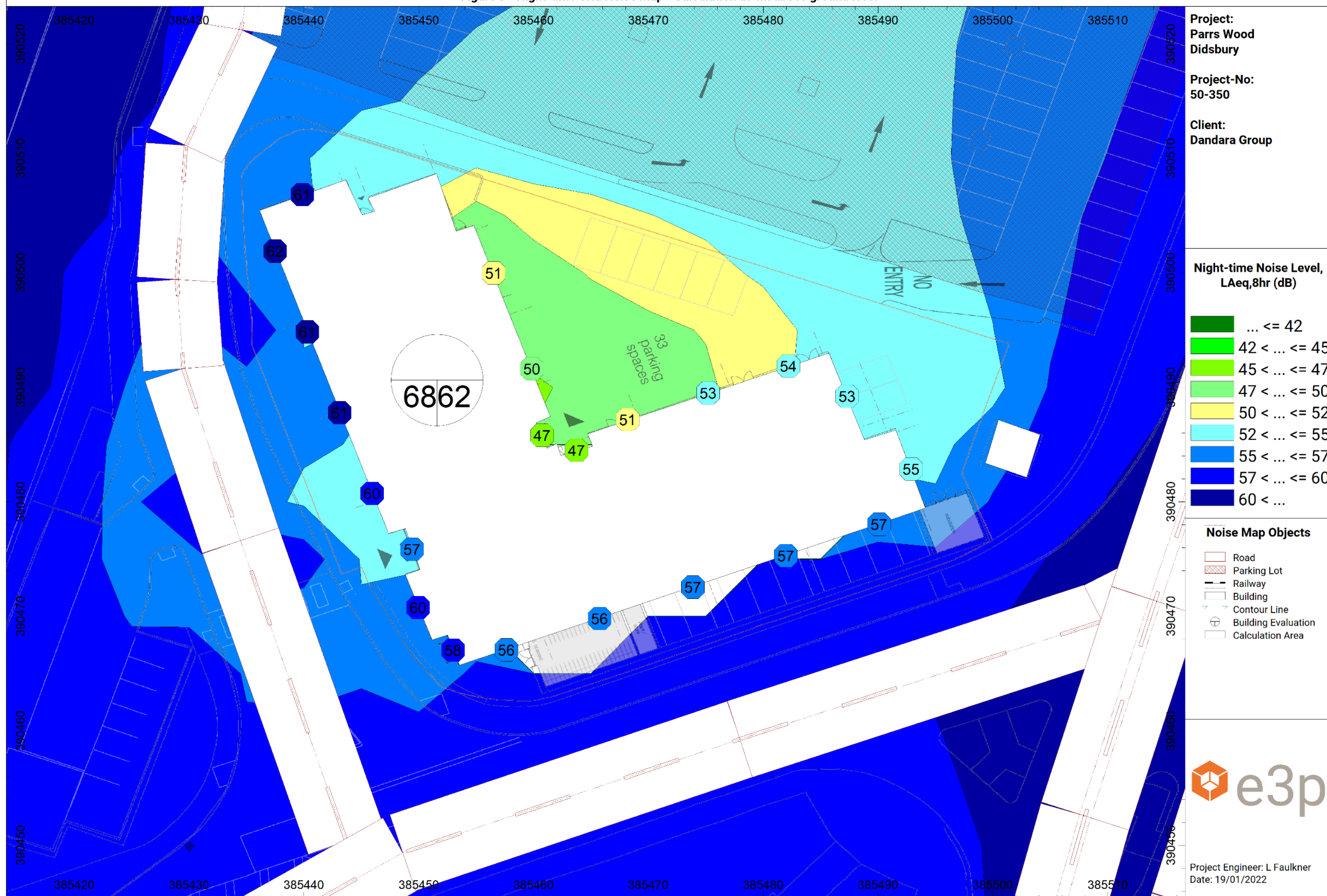
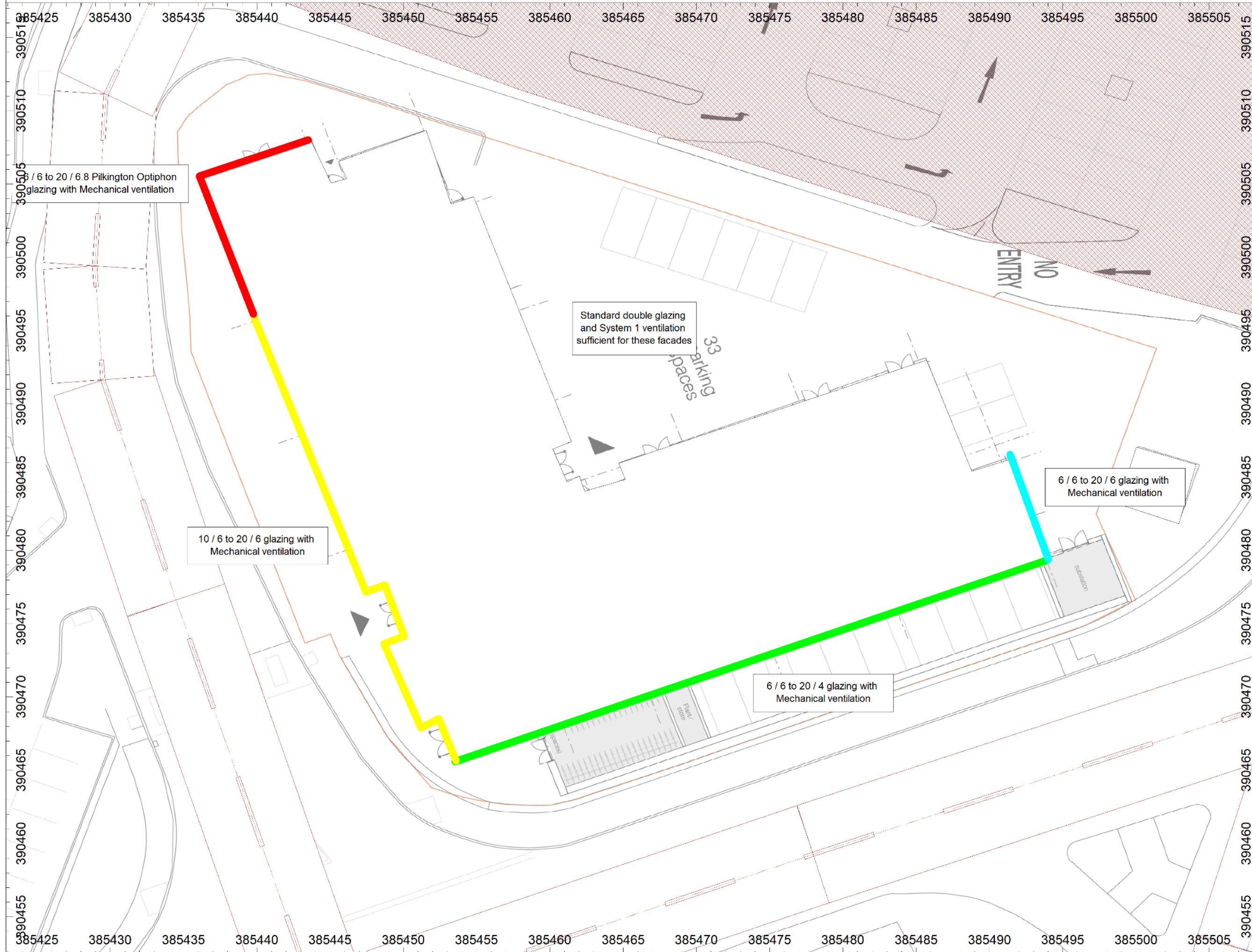


Figure 4 - Facade Insulation Requirements



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