

30 September 2021

Rayburn Trading Ltd
90 North Street
Manchester
M8 8RA

% Mr Martin Parish – The Planning Group Ltd
via email: martin@planning-group.co.uk

Our ref: 102678-L01-v0
Your ref: 131134/FO/2021

Dear Mr Parish,

RE: ACOUSTIC ASSESSMENT FOR THE ERECTION OF SEMI-PERMANENT BUILDING FOR WAREHOUSE PURPOSES AT RAYBURN TRADING, 90 NORTH STREET, MANCHESTER M8 8RA

Further to your recent instruction to undertake a noise assessment for the above project please find enclosed the information required to validate the application and to provide sufficient information for the Local Planning Authority to assess the impact associated with the proposals in accordance with both local and national planning policies.

Introduction

We have consulted with Graeme Souter at Manchester City Council regarding the scope of the noise assessment. It was agreed that a noise survey was not required, and a basic risk assessment could be carried out given noise emissions from the proposed development are not expected to be significant.

We understand that the development proposal includes the erection of a light-weight steel portal frame building for the use of storage of finished products prior to their dispatch/export from site. There are no external plant or equipment proposed and the intensity of the use of the site in terms of HGV movements and fork-lift truck (FLT) movements on site is not expected to increase, albeit the location FLT and HGV movements will change with the erection of the proposed building and take place in the small service yard directly to the South of the building.

Existing Noise Sensitive Properties & Ambient Noise Climate

The nearest existing noise-sensitive receptors are located 140m to the East of the proposed site on the Travelling Showman's site off Collingham Way, and includes a mix of permanent and semi-permanent dwellings occupied by travelling showmen and their families.

These receptors are expected to be exposed to a mixture of transportation and industrial noise sources associated with the surrounding land uses including Rayburn Trading, Manchester Fort and Eden Boys School.

A recent noise survey¹ was conducted to accompany the planning application for the Eden Boys School to the East of the Travelling Showman's site. Measurements on the Eastern boundary of the Travelling Showman's site and Eden Boys School indicate that daytime $L_{Aeq,T}$ sound levels were around 44dB and daytime background $L_{A90,T}$ sound levels were between 41-44dB.

Service Yard Noise and Outside Operations

The potential sources of noise associated with the proposals will include fork-lift trucks entering and leaving the proposed building and HGV movements (including vehicles reversing into position to be loaded and then vehicles pulling away when ready).

It is expected that fork-lift trucks will follow a well-defined path from the existing warehouse into the new warehouse building.

A simple CadnaA computer noise model has been used to predicted the specific sound level from FLT and HGV movements at the site.

For FLT movements we have assumed the following:

- Forklift truck movement sound level is 70dBA at 5m as a pass-by level. This includes for sound associated with the moving of pallets and loading of pallets onto trucks.
- Fork-lift truck travelling at 10kph between main warehouse and proposed warehouse.
- Assumed 20 forklift truck movements lasting 38 seconds to traverse distance at 10kph between main warehouse and proposed warehouse in 60min assessment period.
- Assumed loading of two HGV by FLT in 60min assessment period lasting 15mins.

. For HGV movements we have assumed the following:

- HGVs will reverse into the service yard prior to be loaded by a FLT for dispatch from the site.
- HGV reversing into position is 69dBA at 5m as a pass-by level.
- HGV travelling at 5kph when reversing into position.
- Assumed 2 HGV reversing movements lasting 60 seconds to traverse into position during 60min assessment period.
- HGV engines are switched off whilst loading takes place.
- HGV pulling away is 87dBA at 3m as a pass-by level.
- Assumed 2 HGV pulling away movements lasting 30 seconds during 60min assessment period.

The following parameters were also included in the noise model;

- Ground absorption set at 0.1 (hard ground).
- Allowance has been made for screening from existing warehouse building with all buildings set to reflective. Building heights are estimated from LIDAR DSM dataset.
- No adverse meteorological conditions
- 2nd order of reflections

¹ Application 118805/2018

Figure 1 below presents the results of the noise and uses the 'Building Evaluation' tool of CadnaA that presents the highest predicted cumulative free-field specific sound level on each building façade. Based on the comparison of the predicted sound levels from all sources listed above operating (up to 6 dB $L_{Aeq,1hr}$) and compared with the measured existing background sound level (41dB $L_{A90,T}$) we can see difference would be -35dB, which when compared to requirements of BS4142:2014 results in a low impact.

Furthermore, the predicted operational sound level is sufficiently low enough that noise from the modelled noise sources is also likely to be inaudible at the nearest sensitive receptors. Based on these factors the expected impact to the amenity of the Travelling Showman's site will be at the No Observed Effect Level in planning policy terms.

Break-out of Manufacturing Sound from the Building

Break-out from the building is not expected to be significant given the building is for the storage of finished goods prior to dispatch. Therefore, this is not assessed further.

Externally Located Plant Items

We are aware that the application proposes no new externally mounted plant or equipment. Therefore, this is not assessed further.

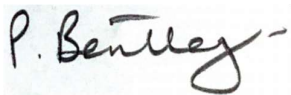
Conclusion

Based on our desktop risk assessment the likelihood of impact from the erection of the storage building and servicing by FLT and HGVs in the current site context is likely to be at or below the No Observed Adverse Effect Level, and therefore no additional noise mitigation measures are necessary to secure a reasonable degree of amenity for existing nearby noise-sensitive receptors.

We therefore conclude that whilst noise is a material consideration in the planning process, noise should not be considered a constraint to the proposed development that requires further consideration in the determination of the application by the Local Planning Authority.

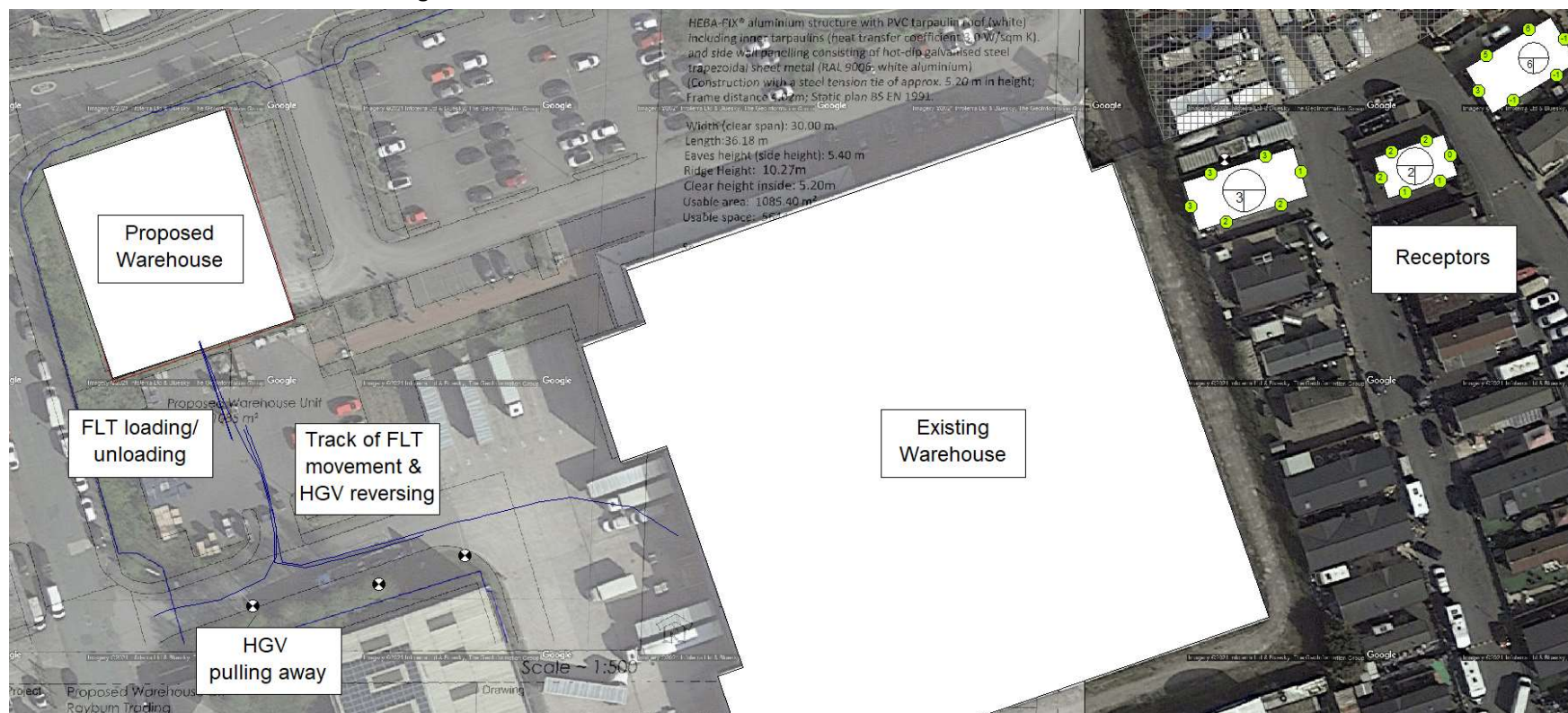
We trust the contents of this letter are clear to follow and provide comfort that if the measures outlined are followed the impact from the change of use will be no greater than the current B8 use. If you have any questions, please feel free to contact me on the details below.

Yours Sincerely



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Figure 1 – Predicted sound level from Fork Lift Truck and HGV movements



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