

Noise Impact Assessment

Site: Former Burnage Cricket Club, Manchester
Reference: 51-041-R1-3
Date: February 25





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EXECUTIVE SUMMARY

Site Address	Mauldeth Road, Burnage, Manchester M19 1AA
National Grid Reference	E 386372, N 392908
Proposed Development	Proposed residential development comprising a number of dwellings along with associated access, infrastructure and landscaping.
Background	E3P were commissioned to undertake a Noise Impact Assessment in order to determine any mitigation measures required and specify the glazing requirements.
Surveys Completed	E3P have undertaken two attended road noise surveys during a typical weekday period to quantify noise levels across the site.
Assessments Completed	E3P have undertaken 3D noise modelling to assess road traffic noise across the site, within garden areas and incident upon facades and assessed in accordance with BS 8233.
Mitigation Recommendations	The assessment determined that certain facades require higher specification glazing to control internal noise levels across the development. A whole dwelling ventilation system is assumed to be installed across the site as per approved document F. A full overheating assessment is required to be undertaken in accordance with the guidelines indicated in Part O.
Conclusion and Discussion	With mitigation measures in place, this assessment has shown that no adverse impact is predicted day or night at the receptors due to existing sound sources.



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1. INTRODUCTION

1.1. BACKGROUND

E3P were commissioned by Views Holdings Ltd to undertake a Noise Impact Assessment for a proposed residential development the Former Burnage Cricket Club, Manchester, to be referred to hereafter as 'the site'.

This assessment looks to determine the key noise sources that have potential to impact upon the noise sensitive development and to assess their impact, if any, upon proposed receptors and to specify mitigation measures, where required.

1.2. REPORT OBJECTIVES

The objectives of this report are as follows.

- ✳ Establish and measure the existing sound levels across the site, day and night.
- ✳ Consider the potential sources of sound impacting the site and to measure source sound levels of all applicable sources.
- ✳ Assess internal and external noise levels associated with road traffic in accordance with criteria given in BS 8233.
- ✳ Provide advice on mitigation measures, where required.

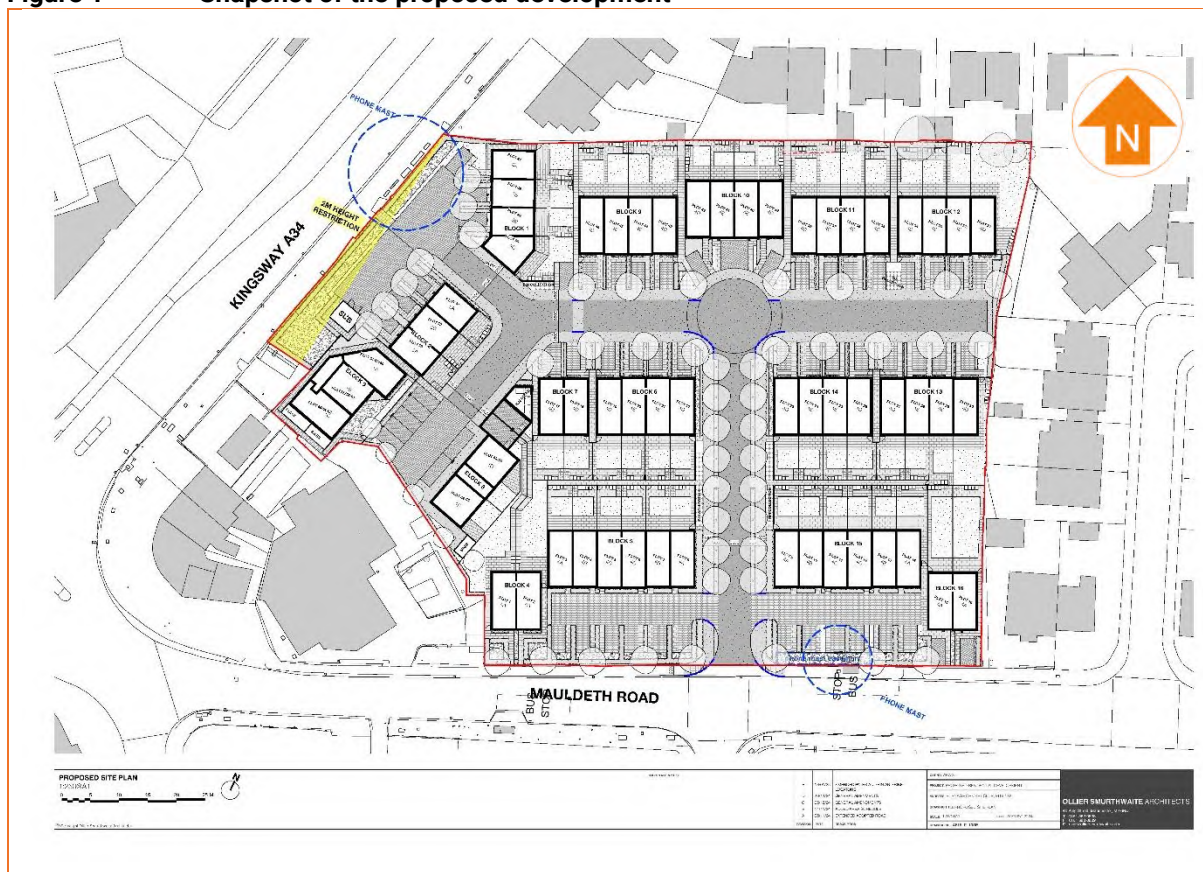


1.3. PROPOSED DEVELOPMENT

The site is currently disused land with proposals for a residential development along with access, infrastructure and landscaping.

The site location is indicated in Figure 1.

Figure 1 Snapshot of the proposed development





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. MANCHESTER CORE STRATEGY (2012)

POLICY C10 LEISURE AND THE EVENING ECONOMY

New development and redevelopment that supports the evening economy, contributes to the vitality of district centres and supports a balanced and socially inclusive evening/night-time economy will be permitted, subject to the following considerations:

- ✿ Cumulative impact – in areas where there is already a concentration of bars (A4), hot food takeaways (A5) and other night-time uses which are detrimental to the character or vitality and viability of the centre, there will be a presumption against further facilities.
- ✿ Residential amenity – the proposed use should not create an unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance.
- ✿ Balance - new uses in Manchester centres should support both the day-time and evening/night-time economies whilst not undermining the role of the primary shopping area.

When considering the impact of a proposed bar or hot food take away regard will be had to the above policy and also:



- ✳ The existing number of similar establishments in the immediate area and their proximity to each other;
- ✳ The type and characteristics of other uses, such as housing, shops and public houses; The existence of vacant shop units and the condition of the unit;
- ✳ The importance of the location for local shopping, and the number, function and location of shops that would remain to serve the local community;
- ✳ The character of the centre and its frontage, and the nature of the use proposed; The potential impacts of the proposal on the wider community; and
- ✳ Any known unresolved amenity, traffic or safety issues arising from existing uses in the area.

POLICY DM 1 - DEVELOPMENT MANAGEMENT

All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:

- ✳ Appropriate siting, layout, scale, form, massing, materials and detail.
- ✳ Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- ✳ Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.

2.3. PLACES FOR EVERYONE (PPE) PLAN (2024)

POLICY JP-C5: STREETS FOR ALL

Streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. Targeted improvements to the highway network will be supported through studies and scheme development, where they complement the aim of securing a significant increase in the proportion of trips made by walking, cycling and public transport (as set out in Policy JP-C6 'Walking and Cycling' and Policy JP-C3 'Public Transport').

We will seek to ensure:

- ✳ Mitigating the impacts of air and noise pollution and carbon emissions from road transport.
- ✳ (...)

2.4. 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 1 summarises the noise exposure hierarchy, based on the likely average response.

Table 1 Noise Exposure Hierarchy

Perception	Examples of outcomes	Increasing effect level	Action
Not Applicable	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
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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.

2.5. BUILDING REGULATIONS: APPROVED DOCUMENT F – VOLUME 1: DWELLINGS (JUNE 2022)

Approved document F Volume 1: Dwellings (ADF) provides guidance set by the Department for Levelling Up, Housing and Communities, that relates to means of ventilation within dwellings. The ventilation strategy specified within the ADF are as follows.

1.9 The ventilation strategy in this approved document relies on a combination of all of the following.

a. Extract ventilation from rooms where water vapour or pollutants are likely to be released (e.g. bathrooms and kitchens), to minimise their spread to the rest of the building. Ventilation fans may be either intermittent operation or continuous operation.

b. Whole dwelling ventilation to provide fresh air to the building and to dilute, disperse and remove water vapour and pollutants not removed by extract ventilation.



c. Purge ventilation to remove high concentrations of pollutants and water vapour. Purge ventilation is used intermittently and required only for pollutants produced by occasional activities (e.g. fumes from painting).

1.10 Ventilation may be delivered through natural ventilation, mechanical ventilation or a combination of both.

1.11 The ventilation systems in this approved document are examples of systems that comply with Part F of the Building Regulations. Other ventilation systems may be acceptable if they can be shown to meet an equal level of performance.

Within the ADF there are three system specific ventilation systems that can be utilised to provide sufficient ventilation. These methods are as follow.

1. Natural ventilation with background ventilators and intermittent extract fans (guidance suitable only for less airtight dwellings) - Ventilation provided by thermal, wind or diffusion effects through doors, windows or other intentional openings without the use of mechanically driven equipment. For the purposes of this approved document, natural ventilation refers to a ventilation strategy using background ventilators and intermittent extract ventilation.

2. Continuous mechanical extract ventilation - Mechanically driven ventilation that continuously extracts indoor air and discharges it to the outside.

3. Mechanical ventilation with heat recovery - A mechanically driven ventilation system that both continuously supplies outdoor air to the inside of the dwelling and continuously extracts indoor air and discharges it to the outside. For the purposes of this approved document, the guidance for mechanical ventilation with heat recovery applies to centralised or decentralised supply and extract systems, with or without heat recovery.

2.6. BUILDING REGULATIONS: APPROVED DOCUMENT O – OVERHEATING (JUNE 2022)

Approved document O - Overheating (ADO) provides guidance set by the Department for Levelling Up, Housing and Communities, that relates to the mitigation of overheating. In relation to noise the ADO provides the following guidance.

3.2 In locations where external noise may be an issue (for example, where the local planning authority considered external noise to be an issue at the planning stage), the overheating mitigation strategy should take account of the likelihood that windows will be closed during sleeping hours (11pm to 7am).

3.3 Windows are likely to be closed during sleeping hours if noise within bedrooms exceeds the following limits.

a. 40dB LAeq,T, averaged over 8 hours (between 11pm and 7am).

b. 55dB LAFmax, more than 10 times a night (between 11pm and 7am).

3.4 Where in-situ noise measurements are used as evidence that these limits are not exceeded, measurements should be taken in accordance with the Association of Noise Consultants'



Measurement of Sound Levels in Buildings with the overheating mitigation strategy in use.

NOTE: Guidance on reducing the passage of external noise into buildings can be found in the National Model Design Code: Part 2 – Guidance Notes (MHCLG, 2021) and the Association of Noise Consultants' Acoustics, Ventilation and Overheating: Residential Design Guide (2020)

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

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.

Table 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.



3. SURVEY RESULTS

Figure 2 below shows the noise measurement positions.

Figure 2 Noise Measurement Positions



3.1. ATTENDED ROAD TRAFFIC SOUND MEASUREMENT – KINGSWAY A34

E3P has conducted an attended road traffic sound measurement in accordance with the shortened measurement procedure given in Calculation of Road Traffic Noise (CRTN) along with rush hour measurements in the morning. The survey was carried out over the following periods:

- 📍 07:00-09:00 Tuesday 2nd July 2024; and
- 📍 10:00-13:00 Wednesday 3rd July 2024.

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

- 📍 Noise Measurement Position 1 (NMP1): Located to the east of Kingsway, in a location representative of the traffic conditions at the proposed development, approximately 5 m from the nearside edge of the road. The microphone was located at a height of 1.5 m above ground level and in free-field conditions.

A summary of the measured sound pressure levels from the Road Traffic Noise Survey is presented in Table and 4.



Table 3 Summary of Measured Rush Hour Noise Levels for NMP1 – Kingsway

Measurement start	Measured sound pressure levels (dB)			
	$L_{Aeq,1hr}$	10th Highest $L_{Amax,fast}$	$L_{A10,1hr}$	$L_{A90,1hr}$
07:00	67.5	N/A	70.8	55.5
08:00	68.0	N/A	72.1	56.4

Table 4 Summary of Measured Noise Levels for NMP1 – Kingsway

Measurement start	Measured sound pressure levels (dB)			
	L _{Aeq,1hr}	10th Highest L _{Amax,fast}	L _{A10,1hr}	L _{A90,1hr}
10:00	66.1	77.8	69.9	54.9
11:00	65.1		68.6	53.5
12:00	66.7		70.5	53.7
Derived daytime noise level, L _{Aeq,16hr}				66.7
Derived night-time noise level from rush hour, L _{Aeq,8hr}				59.6

The highest daytime $L_{Aeq,1hr}$ value (68.0 dB) and the derived night-time noise level (59.6 dB) has been used to inform a worst-case assessment.

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

3.2. ROAD TRAFFIC SOUND MEASUREMENT – MAULDETH ROAD

E3P has conducted an attended road traffic sound measurement in accordance with the shortened measurement procedure given in Calculation of Road Traffic Noise (CRTN). The survey was carried out over the following periods:

- 📍 07:00 – 09:00 Tuesday 2nd July 2024; and
- 📍 10:00 – 13:00 Wednesday 3rd July 2024.

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

- 📍 Noise Measurement Position 2 (NMP2): Located to the north of Mauldeth Road, in a location representative of the traffic conditions at the proposed development, approximately 4 m from the nearside edge of the road. The microphone was located at a height of 1.5 m above ground level and in free-field conditions.

A summary of the measured sound pressure levels from the Road Traffic Noise Survey is presented in Table .

Table 5 Summary of Measured Rush Hour Noise Levels for NMP2 – Mauldeth Road

Measurement start	Measured sound pressure levels (dB)			
	$L_{Aeq,1hr}$	10th Highest $L_{Amax,fast}$	$L_{A10,1hr}$	$L_{A90,1hr}$
07:00	62.0	N/A	65.9	51.8
08:00	63.6	N/A	67.3	53.0



Table 6 Summary of Measured Noise Levels for NMP2 – Mauldeth Road

Measurement start	Measured sound pressure levels (dB)			
	L _{Aeq,1hr}	10th Highest L _{Amax,fast}	L _{A10,1hr}	L _{A90,1hr}
10:00	60.5	77.6	64.8	47.1
11:00	61.0		65.2	47.1
12:00	61.3		65.3	47.5
Derived daytime noise level, L _{Aeq,16hr}				63.6
Derived night-time noise level from rush hour, L _{Aeq,8hr}				55.3

The highest daytime L_{Aeq,1hr} value (63.6 dB) and the derived night-time noise level (55.3 dB) has been used to inform a worst-case assessment.

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

The equipment outlined in Table 5 was used for the noise survey.

Table 5 Noise Measurement Equipment and Calibration Dates

Measurement position	Equipment description	Manufacturer & type number	Serial number	Calibration due date at time of survey
NMP1 02/07/2024	Sound Level Meter	01dB Fusion	14616	29th June 2025
	Pre-amplifier	01dB Pre22	20951	
	Microphone	GRAS 40CD	494264	
	Calibrator	Cirrus CR 515	99206	3rd August 2024
NMP2 02/07/2024	Sound Level Meter	01dB Fusion	12039	28th July 2025
	Pre-amplifier	01dB Pre22	180512	
	Microphone	GRAS 40CE	330832	
	Calibrator	01dB Cal31	87281	19th January 2025
NMP1 03/07/2024	Sound Level Meter	Cirrus CR:171A	G303884	15th September 2024
	Pre-amplifier	Cirrus MV:200F	12731F	
	Microphone	Cirrus MK:224	215899D	
	Calibrator	Cirrus CR:515	99403	15th September 2024
NMP2 03/07/2024	Sound Level Meter	Norsonic 145	14529152	13th June 2025
	Pre-amplifier	Norsonic Nor1209	22293	
	Microphone	Norsonic Nor1227	332220	
	Calibrator	Norsonic Nor1255	125525208	13th June 2025

The sound level meters were field calibrated before and after measurements with no significant drift witnessed.



4. ROAD TRAFFIC NOISE IMPACT ASSESSMENT

For the purposes of this assessment, E3P has used noise modelling software, CadnaA 2024 MR1, to determine the impact of noise from road traffic sound.

The following inputs have been included in the model:

- ✿ 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.
- ✿ Kingsway and Mauldeth Road have been calibrated to NMP1 and NMP2 respectively.
- ✿ Existing buildings are included.
- ✿ A reflection order of 1 has been used in all calculations.
- ✿ Noise levels generated using ISO 9613-1 and ISO 9613-2 "Acoustics – Attenuation of sound during propagation outdoors" as incorporated into CadnaA software.

Figures 3 and 4 determine the noise levels across the Site during the daytime and night-time periods, respectively, due to road traffic sound.

4.1. EXTERNAL AMENITY AREA NOISE LEVEL ASSESSMENT

The noise model has been used to predict noise levels in the shared amenity spaces which are to be used for relaxation. The predicted levels range from 42 dB and up to 52 dB in the worst affected external amenity areas. Therefore, noise levels within external amenity areas do not exceed the upper criterion of 55 dB.

As such, it is predicted that across the site there is no observed adverse effect level, which has the following commentary:

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.

As such, no mitigation is required to reduce noise levels in these areas.

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 which affords a sound insulation performance in the order of 29 dB $R_w(C_{t,-1};C_{t,r}-4)$. The primary noise impact here is road traffic sound, as such, the $C_{t,r}$ correction is applied.

The model has been used to predict façade noise levels at all floor levels and orientations. 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 67 dB and 58 dB respectively. As such, plots closest to Kingsway and Mauldeth Road will require higher specification glazing. The exact specifications of the units will be given in section 5.



It is also important to consider the maximum noise levels during the night-time period. The worst affected plots in relation to maximum noise levels have a level of 76 dB at the worst affected façade. As such, internal noise levels with standard glazing in place would achieve 47 dB internally. This shows an exceedance of the criteria and as such higher specification glazing is required to mitigate maximum noise levels at certain facades shown in Figure 6. Glazing units shown to require both R_w+C_{tr} and R_w ratings must achieve both criteria, this is to protect against maximum noise levels during the night-time period.

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

It is assumed that the developer would be installing a whole dwelling ventilation system in accordance with Part F of the Building Regulations as it is assumed Natural Ventilation is not appropriate for the dwellings.

Where background ventilators form part of the system, consideration is required to the sound reduction provided by these when in the open position and, as such, are discussed in Section 6.0.

4.2.2. OVERHEATING CONDITION

E3P has considered the potential impact of noise, internally, should windows be opened to mitigate overheating, as per the criteria stipulated in ADO. Any plots/facades that pass this test can open windows for this without resulting in unacceptable internal noise levels. Those that fail the test would be subject to a Part O Overheating Assessment by a suitably qualified consultant.

Part O only applies to bedrooms at night in relation to the average 8-hour noise level and 10th highest maximum noise level.

Given that the site is within a moderate risk location, as per guidance within Approved Document O the external noise limit threshold is 49 dB during the night-time ($L_{Aeq,8hr}$) and 64 dB more than 10 times a night ($L_{Af,max}$).

Several plots closest to the roads will experience an exceedance of the above criterion, as shown highlighted in red in figures 5 and 6 in the appendix As such, a full overheating assessment in accordance with the guidelines indicated in Part O is required for several plots. A full overheating assessment should be carried out by a suitable qualified consultant.



5. MITIGATION

5.1. FAÇADE INSULATION AND VENTILATION

The previous section determined that a whole dwelling ventilation system in accordance with Part F would be installed across the site as it is assumed natural ventilation is not appropriate for these dwellings. Higher specification glazing will be required for certain facades. Standard thermal double glazing being sufficient across the rest of the site.

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.

It is recommended that a glazier is consulted to ensure any system installed achieves the above reduction as a minimum. These specifications should be reviewed by an acoustician.

Figure 7 in the appendix highlights the facades and their exact required glazing specification.



6. CONCLUSIONS AND DISCUSSION

E3P were commissioned to undertake a Noise Impact Assessment for the proposed residential development at the Former Burnage Cricket Club, Manchester.

This assessment looked to determine the key noise sources impacting upon the development site and to assess their impact, if any, upon the noise sensitive use and to recommend mitigation measures, where necessary.

E3P have undertaken two road noise surveys during a typical weekday period to quantify noise levels across the site.

E3P have undertaken 3D noise modelling to assess road traffic and fixed plant noise across the site, within garden areas and incident upon facades and assessed in accordance with BS 8233. The assessment determined that certain facades require higher specification glazing to control internal noise levels across the development.

A whole dwelling ventilation system is assumed to be installed across the site as per approved document F. A full overheating assessment is required for certain plots in accordance with the guidelines indicated in Part O.

Furthermore, higher specification glazing is required for several plots to control internal noise levels during the daytime period and maximum noise levels during the night-time period.

All relevant policies and guidance as set out in section 2 have been accorded to. With mitigation measures in place, this assessment has shown that no adverse impact is predicted day or night at the receptors due to existing sound sources.

END OF REPORT

APPENDIX I

LIMITATIONS



GENERAL

1. This report and any associated works (together comprising the "Services") were compiled and carried out by E3P for the client (as present in Section 1) under the E3P "Terms of Business" or with those parties with whom a warranty agreement has been executed, or with whom an assignment has been agreed and outlined in the body of the report.
2. Unless explicitly agreed otherwise, in writing, this report has been prepared under E3P Standard Terms and Business as included within our proposal to the Client.
3. Project-specific appointment documents may be agreed upon at our discretion and a charge may be levied for both the time to review and finalise appointment documents and also for associated changes to the appointment terms. E3P reserves the right to amend the fee should any changes to the appointment terms create an increased risk to E3P.
4. The report needs to be considered in light of the proposal and associated limitations of scope. The report needs to be read in full and isolated sections cannot be used without full reference to other elements of the report and any previous works referenced within the report.

NOISE AND VIBRATION IMPACT ASSESSMENTS

5. 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.
6. 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.
7. The works undertaken to prepare this report comprised a study of available and easily documented information from a variety of sources (including the Client), together with (where appropriate) a brief walkover inspection of the Site and correspondence with relevant authorities and other interested parties. Due to the short timescales associated with these projects' responses may not have been received from all parties. E3P cannot be held responsible for any disclosures that are provided post-production of our report and will not automatically update our report.
8. The opinions given in this report have been dictated by the finite data on which they are based and are relevant only for the purpose for which the report was commissioned. The information reviewed should not be considered exhaustive and has been accepted in good faith as providing true and representative data pertaining to site conditions. Should additional information become available which may affect the opinions expressed in this report, E3P reserves the right to review such information and, if warranted, to modify the opinions accordingly.
9. E3P does not warrant work/data undertaken/provided by others.

APPENDIX II

GLOSSARY



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 LAeq, LA90 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 3 **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

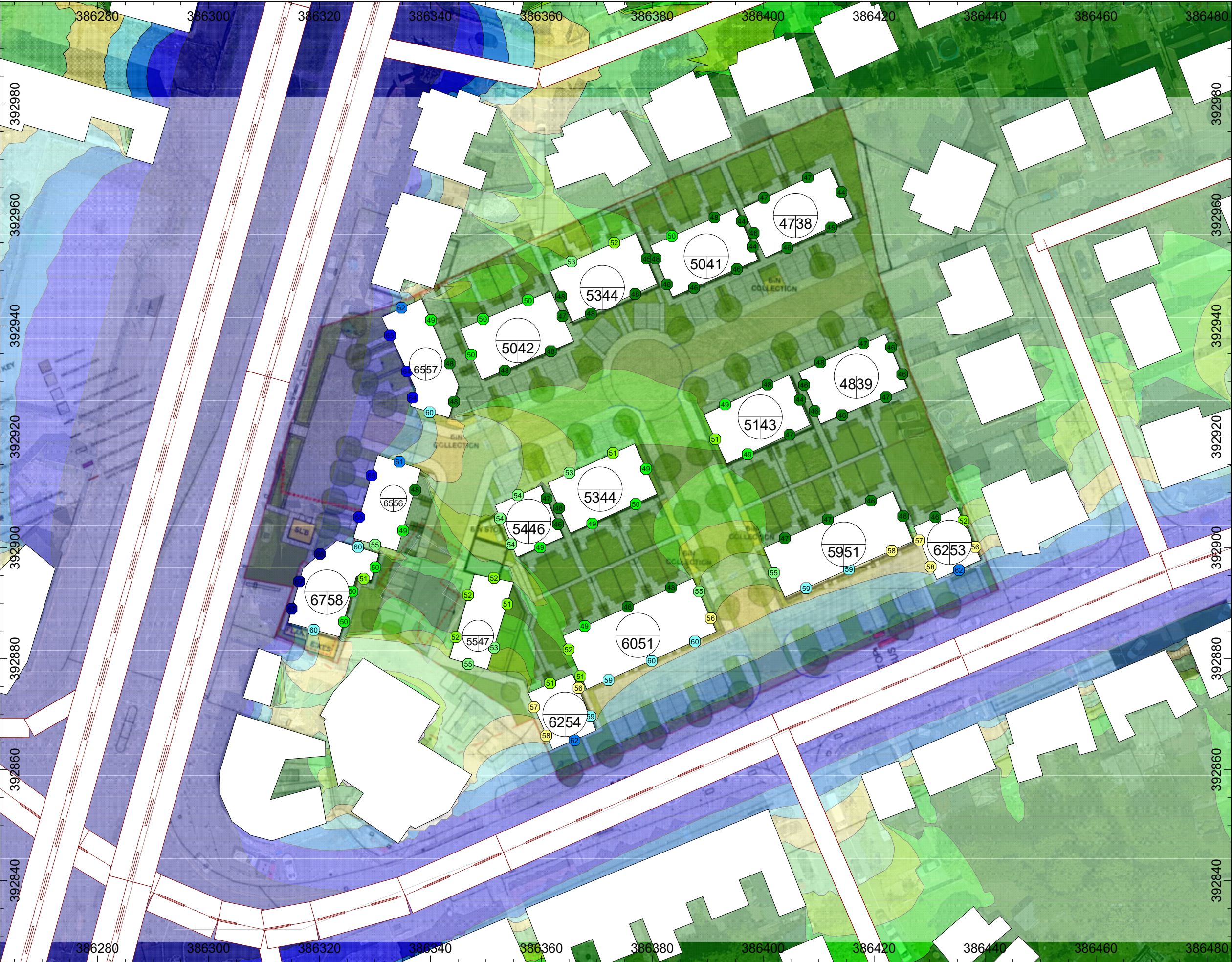
Table 4 Terminology

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.
LAeq, T	LAeq 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.
LAmx	LAmx is the maximum A-weighted sound pressure level recorded over the period stated. LAmx is sometimes used in assessing environmental noise where occasional loud noises occur, which may have little effect on the overall Leq 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 Ln indices are used for this purpose, and the term refers to the level exceeded for n% of the time. Hence L10 is the level exceeded for 10% of the time and as such can be regarded as the "average maximum level". Similarly, L90 is the "average minimum level" and is often used to describe the background noise. It is common practice to use the L10 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.
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.

APPENDIX III

FIGURES

Figure 3 - Day-time Grid Noise Map (BS 8233) - Calculation at 1.5 m above ground level



Project:
Former Burnage Cricket Club, Manchester

Project-No:
51-041

Client:
Views Holdings Limited

Daytime Noise Level, LAeq, 16hr (dB)

...	<= 48
48 < ...	<= 50
50 < ...	<= 52
52 < ...	<= 56
56 < ...	<= 58
58 < ...	<= 60
60 < ...	<= 62
62 < ...	<= 65
65 < ...	

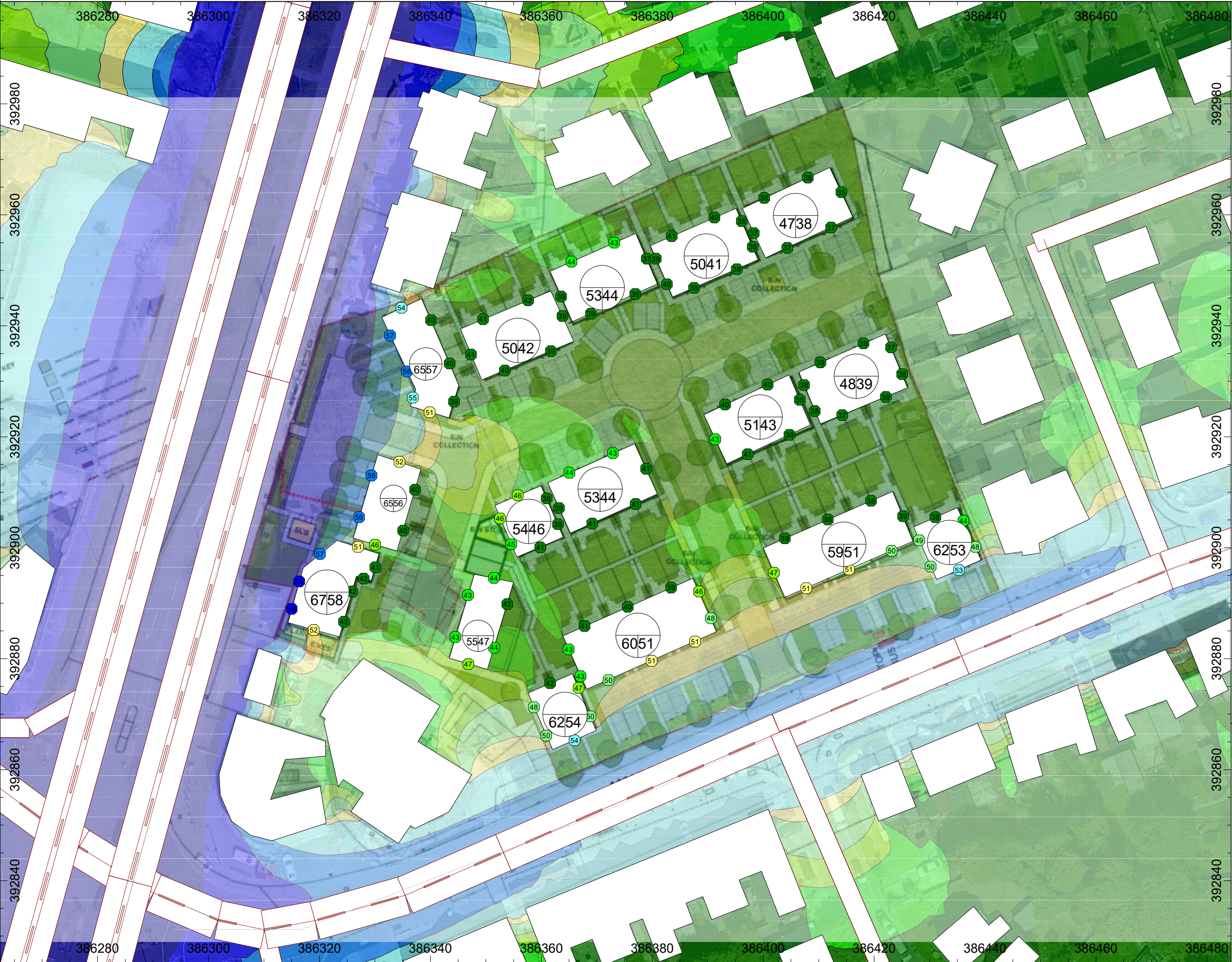
Noise Map Objects

- Line Source
- Road
- Railway
- Building
- Bridge
- Building Evaluation
- Calculation Area



Project Engineer: Melissa Bailey
Date: 10/12/2024

Figure 4 - Night-time Grid Noise Map (BS 8233) - Calculation at 4 m above ground level



Project:
Former Burnage Cricket Club, Manchester

Project-No:
51-041

Client:
Views Holdings Limited

Night-time Noise Level, L_{Aeq}, 8hr (dB)

...	≤ 42
42 < ...	≤ 45
45 < ...	≤ 47
47 < ...	≤ 50
50 < ...	≤ 52
52 < ...	≤ 55
55 < ...	≤ 57
57 < ...	≤ 60
60 < ...	

Noise Map Objects

- Line Source
- Road
- Railway
- Building
- Bridge
- Building Evaluation
- Calculation Area

Project Engineer: Melissa Bailey
Date: 10/12/2024

Figure 5 - Night-time Part 0 Exceedances (BS 8233) - Calculation at 4 m above ground level



Project:
Former Burnage Cricket Club, Manchester

Project-No:
51-041

Client:
Views Holdings Limited

Night-time Noise Level, LAeq, 8hr (dB)

... ≤ 49
49 < ...

Noise Map Objects

Line Source
Road
Railway
Building
Bridge
Building Evaluation
Calculation Area

e3p

Project Engineer: Melissa Bailey
Date: 11/12/2024

Figure 6 - Night-time Part O Max Exceedances (BS 8233) - Calculation at 4 m above ground level



Project:
Former Burnage Cricket Club, Manchester

Project-No:
51-041

Client:
Views Holdings Limited

Night-time Max Noise Level, LAFastmax, 1min (dB)

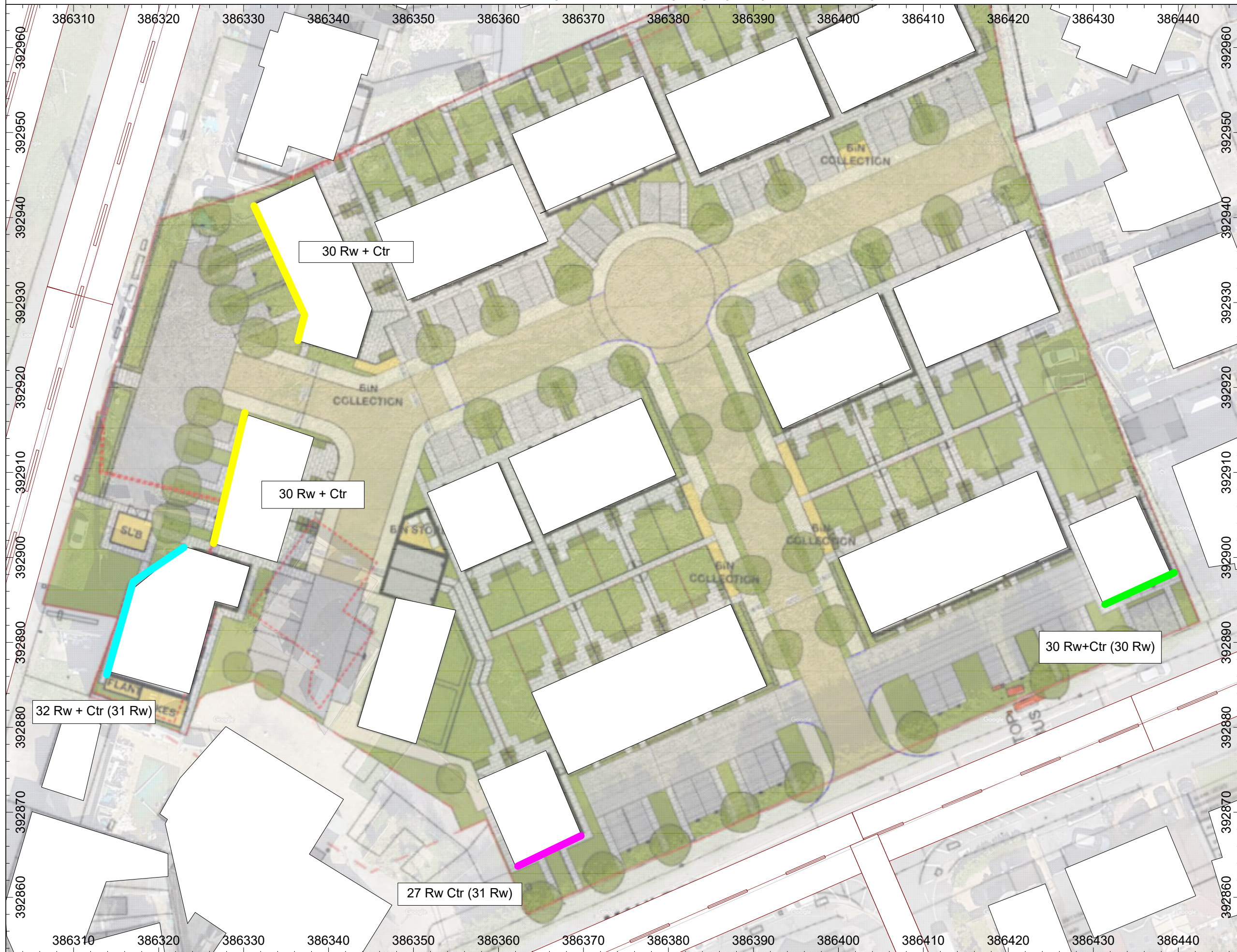
... ≤ 64
64 < ...

Noise Map Objects

- Line Source
- Road
- Railway
- Building
- Bridge
- Building Evaluation
- Calculation Area

Project Engineer: Melissa Bailey
Date: 10/12/2024

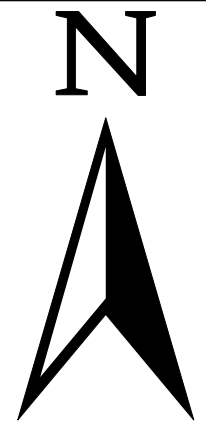
Figure 7 - Facades Requiring Higher Specification Glazing



Project:
Former Burnage
Cricket Club,
Manchester

Project-No:
51-041

Client:
Views Holdings Limited



Project Engineer: Melissa Bailey
Date: 10/12/2024