Noise and Vibration Impact Assessment

Bennett Street, Manchester

Reference: 50-636-R1-6

Date: July 2024

NOISE AND VIBRATION IMPACT ASSESSMENT

Bennett Street
Manchester

Prepared for:

Kellen Homes

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EXECUTIVE SUMMARY

BACKGROUND

Site Address	Bennett Street, Manchester M12 5NL
National Grid Reference	E 386194 N 397049
Proposed Development	Planning application for 272 residential units with community centre, associated access and landscaping.
Report Objectives	The objectives of this report are to: - Identify, measure and assess the potential impact of any existing noise and vibration sources in the immediate vicinity of the Site upon proposed residential development. The report follows current and relevant British Standards in order to provide a robust assessment.

ASSESSMENT

Surveys Completed	E3P has undertaken two unattended rail traffic sound surveys in order to capture sound from the railway lines to the west and to the north. Furthermore, a vibration survey has been conducted concurrently with the sound survey at the western boundary of the site where rail traffic is more dominant. An attended road traffic sound survey has been conducted for Bennett Street in accordance with the shortened measurement procedure given in Calculation of Road Traffic Noise.
Assessments	A 3D noise model has been constructed to assess potential rail and road traffic sound impact across the site, within rear garden areas and incident upon proposed facades. External and internal noise levels are assessed in accordance with the criteria given in BS 8233:2014+A1:2019. Rail vibration was found to result in a less than low probability for adverse comment.
Mitigation Requirements	It was found that acoustic barriers are required for certain garden areas due to the impact of sound from rail and/or road traffic in order to achieve levels as close as possible to 55 dB. Considering the height of the railway line above the site, a compromise between unduly high barriers and slightly elevated noise levels has been made. Furthermore, Part F compliant ventilation systems are to be installed in the dwellings (Positive Input Ventilation) and apartments (Mechanical Extract Ventilation. Recommendations on Part O requirements are given.

CONCLUSIONS

The assessment has found that, with mitigation measures in place, no adverse impact is predicted at the proposed receptors during daytime and night-time periods.

As such, noise need not be a determining factor in the granting of planning permission.

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1. INTRODUCTION

1.1. BACKGROUND

E3P were commissioned by Kellen Homes to undertake a Noise and Vibration Impact Assessment to accompany a Planning Application for a residential development at Bennett Street in Manchester, to be referred to hereafter as '*the Site*'.

This assessment looks to determine the key existing noise and vibration sources and assess their impact upon proposed receptors and to specify mitigation measures, where required.

1.2. PROPOSED DEVELOPMENT

Kellen Homes intends to the develop the site for 272 residential units with associated open space, landscaping and access.

The key sources of existing sound impacting upon the Site is rail traffic associated with the elevated viaduct along the south western boundary and, to a lesser extent, the lines along the northern boundary. Furthermore, there is potential for rail vibration to be perceptible along the boundary with the line. There is also potential for elevated noise levels for plots along Bennett Street due to road traffic sound.

This assessment has been undertaken in accordance with the following supplied drawings:

- Site Layout (Drawing Number KH006 A-100) dated 18th February 2022.

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. MANCHESTER CITY COUNCIL (2022) PLANNING & NOISE. TECHNICAL GUIDANCE

In the context of government policy, the Council require that developments aim for:

1. A noise level between the **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) and the **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). Conditions may be attached.

If point 1 cannot be achieved, then:

2. If the assessment results in a level between the **Lowest Observed Adverse Effect Level** and the **Significant Observed Adverse Effect Level** (this is the level of noise exposure above which significant adverse effects on health and quality of life occur), mitigation will be necessary to reduce the level and thus conditions will be attached.

If points 1 & 2 cannot be achieved, then:

3. If the assessment results in a **Significant Observed Adverse Effect Level** after mitigation, the application will be recommended for refusal.

2.3.1. RESIDENTIAL DEVELOPMENTS

The Council has adopted the following noise limits for residential properties:

- Bedrooms (night time - 23.00 - 07.00) 30 dB L_{Aeq} (individual noise events should not normally exceed 45 dB $L_{Amax,F}$ by more than 10 times)
- Living Rooms (daytime - 07.00 - 23.00) 35 dB L_{Aeq}
- Gardens and terraces (daytime) 55 dB L_{Aeq}

These criteria have been adopted for the following reasons:

- BS 8233: 2014 recognises these levels as a good standard for resting/sleeping conditions.
- The WHO document 'Guidelines for Community Noise' recommends an internal L_{Aeq} of 30dB for optimal sleep conditions (and no more than 35dB for internal rooms during daytime).
- The performance of acoustic insulation schemes can often be below that specified, according to the quality of installation, materials, noise spectrum and deterioration / wear and tear of building elements. A high design specification introduces a 'safety margin' should building elements not perform as well as expected ('on-site' performance).
- Performance specification for glazing does not usually take into account the detrimental effect of vents on the sound insulation. Even 'acoustic' vents will reduce the performance of the facade insulation, as they will inherently contain a free open area for air exchange.
- There is a general increase in urban noise levels, which can in the future be reasonably accommodated by these standards.
- The standards support the Local Authority corporate objective to prevent ill-health and improve local peoples' health and well being.

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

2.4.1. 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.*

2.5. 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 $L_{Aeq,8\ hr}$ or an external level of 45 dB $L_{Aeq,8\ hr}$. It also recommends that internal L_{Amax} levels of 45 dB and external L_{Amax} levels of 60 dB should be limited where possible.

2.6. BRITISH STANDARD BS6472-1: 2008: GUIDE TO EVALUATION OF HUMAN EXPOSURE TO VIBRATION IN BUILDINGS

With respect to human exposure to building vibration, BS6472 provides guideline values of the Vibration Dose Value (VDV) above which various degrees of adverse comment may be expected from the occupants of residential buildings. The VDV is defined mathematically as the fourth root of the time integral of the fourth power of the vibration acceleration, after it has been frequency weighted. The guideline values recommended by BS6472 are shown in Table 2.6 below.

TABLE 2.6 BS 6472 GUIDELINE VALUES

PLACE	LOW PROBABILITY OF ADVERSE COMMENT	ADVERSE COMMENT POSSIBLE	ADVERSE COMMENT PROBABLE
Residential Buildings (16-hour day)	0.2-0.4	0.4-0.8	0.8-1.6
Residential Buildings (8-hour night)	0.1-0.2	0.2-0.4	0.4-0.8

Where the vibration is intermittent rather than continuous in nature, BS6472 defines procedures for calculating the estimated Vibration Dose Value (eVDV), based on the number and duration of vibration events and the recorded value of the root mean square frequency weighted vibration acceleration. The frequency weighting takes into account the response of the human body to vibrations of different frequency and whether the person is lying down or standing. The eVDV can then be taken as the VDV for use in the assessment of human exposure to vibration in buildings.

The above guidance relates to vibration measured at the point of entry into the human body, which is usually taken to mean the ground surface or at a point mid-span of an upper storey floor, rather than the point of entry into the building (a foundation element).

3. SURVEY RESULTS

The measurement position is detailed in Figure 1 of Appendix III.

3.1. RAIL TRAFFIC SOUND MEASUREMENT - VIADUCT

E3P has conducted a Rail Traffic Noise Survey to measure the level of noise generated by locomotives along the main railway line along the viaduct during a typical daytime and night-time period. The survey was carried out over the following time periods in accordance with Calculation of Rail Noise (CRN):

- 14:43 Monday 27th June to 15:30 Tuesday 28th June 2022.

The main purpose of the position was to calibrate the noise model, along with NMP2, alongside information provided on the DEFRA Noise Mapping website. The following noise measurement position was chosen for the Rail Traffic Noise Survey:

- Noise Measurement Position 1 (NMP1): Located approximately 4 m from the viaduct wall along the western boundary of the Site. The microphone was located at a height of 1.5 m above ground level and in free-field conditions. The sound climate was dominated by occasional rail traffic and distant road traffic.

A summary of the measured sound pressure levels from the Rail Traffic Noise Survey are presented in Table 3.1.

TABLE 3.1 SUMMARY OF MEASURED NOISE LEVELS FOR NMP1 – RAILWAY LINE

MEASUREMENT START TIME	MEASURED SOUND PRESSURE LEVELS (dB)	
	$L_{Aeq,T}$	10th Highest $L_{Amax,fast}$
15:00	52.2	N/A
16:00	52.9	
17:00	53.9	
18:00	53.1	
19:00	54.5	
20:00	53.0	
21:00	52.5	
22:00	53.2	
23:00	54.3	75.6
00:00	52.7	
01:00	51.3	
02:00	43.8	
03:00	52.6	
04:00	48.3	
05:00	54.9	

MEASUREMENT START TIME	MEASURED SOUND PRESSURE LEVELS (dB)	
	$L_{Aeq,T}$	10th Highest $L_{Amax,fast}$
06:00	53.2	
07:00	62.7	N/A
08:00	54.2	
09:00	55.0	
10:00	54.4	
11:00	54.6	
12:00	54.5	
13:00	55.2	
14:00	55.3	
Average Daytime $L_{Aeq,16\ hour}$		**54**
Average Night-time $L_{Aeq,8\ hour}$		**51**

3.2. RAIL TRAFFIC SOUND MEASUREMENT - NORTHERN

E3P has conducted a Rail Traffic Noise Survey to measure the level of noise generated by locomotives along the main railway line along the viaduct and to capture movements to the north during a typical daytime and night-time period. The survey was carried out over the following time periods in accordance with CRN:

- 14:30 Monday 27th June to 14:30 Tuesday 28th June 2022.

The main purpose of the position was to calibrate the noise model, along with NMP1, alongside information provided on the DEFRA Noise Mapping website. The following noise measurement position was chosen for the Rail Traffic Noise Survey:

- Noise Measurement Position 2 (NMP2): Located on the northern boundary approximately 68 m from the viaduct wall along the western boundary of the Site. The microphone was located at a height of 1.5 m above ground level and in free-field conditions. The sound climate was dominated by occasional rail traffic.

A summary of the measured sound pressure levels from the Rail Traffic Noise Survey are presented in Table 3.2.

TABLE 3.2 SUMMARY OF MEASURED NOISE LEVELS FOR NMP2 – NORTH

MEASUREMENT START TIME	MEASURED SOUND PRESSURE LEVELS (dB)	
	$L_{Aeq,T}$	10th Highest $L_{Amax,fast}$
15:00	54.1	N/A
16:00	54.9	
17:00	55.6	
18:00	54.7	
19:00	54.7	
20:00	55.1	
21:00	53.7	
22:00	53.8	
23:00	53.5	71.8
00:00	52.4	
01:00	50.9	
02:00	45.0	
03:00	54.8	
04:00	50.3	
05:00	54.8	
06:00	53.6	
07:00	56.6	N/A
08:00	55.4	
09:00	56.8	
10:00	57.1	
11:00	56.5	
12:00	57.3	
13:00	57.5	
14:00	57.4	
Average Daytime $L_{Aeq,16\ hour}$		**56**
Average Night-time $L_{Aeq,8\ hour}$		**52**

3.3. ROAD TRAFFIC SOUND MEASUREMENT – BENNETT STREET

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:

- 10:30 - 13:30 Thursday 23rd June 2022.

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

- Noise Measurement Position 3 (NMP3): Located on the edge of the public park to the east of the site, between Gregory Street and Kniveton Road. Due to ongoing site works within the development site, a position adjacent to the development site was not possible at the time. Traffic conditions were noted to be similar as those at the site. The microphone of the sound level meter was approximately 9 m from the nearest kerbstone. 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 3.3.

TABLE 3.3 SUMMARY OF MEASURED NOISE LEVELS FOR NMP1 – BENNETT STREET

MEASUREMENT START	MEASURED SOUND PRESSURE LEVELS (dB)			
	$L_{Aeq,1hr}$	10th Highest $L_{Amax,fast}$	$L_{A10,1hr}$	$L_{A90,1hr}$
10:30	59.8	75.0	61.6	45.8
11:30	58.7		61.8	47.7
12:30	57.0		59.8	45.8
Derived daytime noise level, $L_{Aeq,16hr}$				**58**
Derived night-time noise level, $L_{Aeq,8hr}$				**50**

During the survey, conditions remained dry and wind speeds rarely exceeded 5 m/s. 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	LAST CALIBRATION DATE
NMP2 and NMP3	Sound Level Meter	01dB Fusion	12039	21st June 2021
	Pre-amplifier	01dB Pre22	1805124	
	Microphone	GRAS 40CE	330832	
	Calibrator	01dB Cal31	87281	3rd February 2022
NMP1	Sound and Vibration Level Meter	Svantek MK255 & SV12L	106978	14th July 2021
	Pre-amplifier			
	Microphone	MK255	20699	

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.

3.4. RAIL VIBRATION SURVEY

E3P has conducted attended vibration measurements of train pass-bys during a typical weekday period. The survey was carried out at the same time as NMP1.

The following vibration measurement position was chosen for the Rail Pass-by Survey:

- Vibration Measurement Position 1 (VMP1): Located on the western boundary approximately 4 m from the viaduct in a position representative of the closest proposed garden edge. The geophone of the meter was secured into the ground using the supplied spikes and levelled with the attached spirit level.

An attended measurement was undertaken so that the hourly dose value could be calculated. The overall VDV in each axis is presented in Table 3.5.

TABLE 3.5 RAIL VIBRATION VDV

MEASUREMENT PERIOD	TRANSVERSE VDV ($m/s^{-1.75}$)	LONGITUDINAL VDV ($m/s^{-1.75}$)	VERTICAL VDV ($m/s^{-1.75}$)
27/06/2022 15:00-23:00	0.002	0.002	0.027
27/06/2022 23:00-07:00	0.001	0.002	0.016
27/06/2022 07:00-15:00	0.002	0.002	0.029

The vibration dose values that are shown above, even the maximum levels, are considered to be very low and fall well below the threshold values for low probability of adverse impact.

As such, further consideration of railway vibration is not considered to be required.

The following equipment was used for the vibration survey.

TABLE 3.6 VIBRATION MEASUREMENT EQUIPMENT AND CALIBRATION DATES

MEASUREMENT POSITION	EQUIPMENT DESCRIPTION	MANUFACTURER & TYPE NUMBER	SERIAL NUMBER	LAST CALIBRATION DATE
VMP1	Sound and Vibration Level Meter	Svantek MK255 & SV12L	106978	14th July 2021

4. NOISE IMPACT ASSESSMENT

For the purposes of this assessment, E3P has used noise modelling software, CadnaA 2022 MR1, to determine the impact of noise from rail and road traffic sound.

The following inputs have been included in the model:

- Site Layout dated 18th February 2022.
- The railway lines along the viaduct and lines to the north have been inputted into the noise model and calibrated using the data from NMP1 and NMP2 and data given for daytime and night-time noise levels from DEFRA Noise Mapping. The DEFRA Maps are modelled at 4 m using 10 m x 10 m grids. As such, this model was run first and then refined using NMP1 and NMP2 data which returned higher noise levels than given in the DEFRA data. As such, the model is considered worst case.
- 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 Licence v3.0.
- A reflection order of 2 has been used in all calculations.
- Average ground absorption is set at 0.5; and
- Noise levels generated using ISO 9613-1 and ISO 9613-2 "*Acoustics – Attenuation of sound during propagation outdoors*" as incorporated into CadnaA software.

4.1. EXTERNAL AMENITY AREA NOISE LEVEL ASSESSMENT

The noise model has been used to predict noise levels in external amenity areas which are to be used for relaxation. The predicted levels range from 42 dB and up to 61 dB in the worst affected areas.

As such, it is predicted that the No Observed Adverse Effect Level (NOAEL) is achieved in amenity space with noise levels of below 55 dB without mitigation measures in place, with 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."*

Accordingly, no action is required for these gardens.

However, some garden areas close to the viaduct or those side on to Bennett Street will experience an exceedance of this criterion and, as such, will require mitigation measures. This is discussed in Section 5.1.

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 '+$C_{t,r}$' correction and rail traffic noise using the '+C_t' correction, has a sound insulation performance value of approximately 25 dB and 30 dB respectively and so these values has been used to calculate internal noise levels. 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 floor levels. In order to determine any requirements for mitigation, E3P has added the reduction provided by the glazing (25 dB for road and 30 dB for rail) 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 along the road or 65 dB during the day and/or 60 dB during the night due to rail traffic will require higher specification glazing.

The highest predicted day and night façade levels here are 62 dB and 56 dB for road traffic and 68 dB and 65 dB for rail traffic respectively. As such, higher specification glazing is required for certain plots.

The maximum noise level likely to be experienced at plots along the road is noted to be 81 dB. When considering glazing provides attenuation of 31 dB for non-specific sound, the internal noise levels are likely to be approximately 49 dB, some 4 dB above the criterion. As such, this exceedance will be considered when specifying glazing.

The maximum noise level likely to be experienced at plots due to rail traffic is noted to be 76 dB. When considering glazing provides attenuation of 31 dB for non-specific sound, the internal noise levels are likely to be approximately 45 dB.

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 assumed that a Building Regulations ADF compliant system would be installed as part of the development, in all plots, as it is unlikely the plots are suitable for natural ventilation.

Therefore, the only consideration in relation to noise will be the performance of any window mounted or through walls vents in relation to the passage of external to internal noise.

This is discussed in the mitigation section.

4.2.2. OVERHEATING CONDITION

E3P has considered the requirements of ADO in relation to opening windows at night to mitigate the potential for overheating, which at this stage is assumed to be required. Therefore, external noise levels at affected facades apply. Any plots that experience noise levels below these limits will be able to have openable windows to mitigate any overheating. Those that exceed these limits will be subject to an Overheating Assessment by a suitably qualified professional.

As such, the allowable façade noise levels are 53 dB averaged over the 8 hour night time period and 63 dB $L_{Amax,fast}$ during the night.

As can be seen from the Figures, certain facades of properties bordering the road and or railway line are subject to higher night-time noise levels than the limits above. As such, an overheating assessment in accordance with ADO is required. The exact facades and plots are highlighted in Section 5.0.

5. MITIGATION

5.1. EXTERNAL AMENITY AREAS

Section 4.2 determined that the sound level in some external amenity areas would exceed the 55 dB criterion. As such, the noise model has been used to predict noise levels in the affected amenity areas with acoustic barriers in place.

Due to the height of the viaduct above the site, barriers for exposed gardens in the western area are only partially effective with very little reduction compared to the height of barrier needed. Indeed, in order to achieve levels of 55 dB and below, barriers along this boundary would need to be at least 5 m in height. However, BS 8233 provides the following advice:

> *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.*

As such, E3P have assumed a maximum barrier height of 2.1 m. The resultant noise model is shown in Figure 4. As can be seen, noise levels range between 55 and 57 dB in the gardens of the worst affected plots. This level is considered acceptable and the lowest practicable noise levels with a compromise between slightly elevated noise levels and unduly high barriers.

The barriers proposed can be of wooden fence or brick wall construction but must be sealed at the base, be free from holes and have a minimum mass of 10 kg/m^2.

5.2. FAÇADE INSULATION

The previous section determined that standard thermal double glazing will be sufficient for most plots. However, certain plots close to Bennett Street and the viaduct will require higher specification glazing.

The following specifications are required and their locations, based on plot-by-plot, are shown on Figure 5:

<u>Road Traffic</u>

- 35 dB R_w - example specification of 10 mm glass / 6 to 20 mm air space / 4 mm glass.
- 27 dB $R_w + C_{t,r}$ – example specification of 6 mm glass / 6 to 20 mm air space / 6 mm glass.

Rail Traffic

- 31 dB $R_w + C_t$ – example specification of 10 mm glass / 6 to 20 mm air space / 4 mm glass.
- 32 dB $R_w + C_t$ – example specification of 10 mm glass / 6 to 20 mm air space / 4 mm glass.
- 33 dB $R_w + C_t$ – example specification of 10 mm glass / 6 to 20 mm air space / 4 mm glass.
- 34 dB $R_w + C_t$ – example specification of 10 mm glass / 6 to 20 mm air space / 6 mm glass.
- 35 dB $R_w + C_t$ – example specification of 6 mm glass / 6 to 20 mm air space / 6.8 mm laminated glass.

Following the overheating consideration, Figure 6 highlights facades that would experience an exceedance of the external limits and thus internal ADO noise limits at night and, therefore, a more detailed overheating assessment, via TM59 modelling for instance, is recommended for these plots.

All plots not highlighted in Figure 6 may rely on opening windows to mitigate overheating as when windows are open internal noise levels are acceptable. The system should be in line with the requirements of Approved Document Part F, Volume 1: Dwellings.

It is assumed that this would be continuous mechanical extract ventilation for the apartments and Positive Input Ventilation (PIV) for the dwellings. This will consist of either a central extract system, individual room extract fans or a combination of both.

Additionally, background ventilators should satisfy the requirements of ADF and, in order to achieve the required internal ambient noise levels, must achieve a reduction of at least that of the glazing specified for each facade, which is at most 35 dB $D_{n,e,w}$ in the open position. This level of reduction is likely to be achieved by a standard background ventilator.

6. CONCLUSION AND RECOMMENDATIONS

E3P were commissioned by Kellen Homes in order to undertake a Noise and Vibration Impact Assessment for a proposed residential development on land off Bennett Street in Manchester.

Unattended monitoring has been conducted to quantify levels of rail traffic sound across the site as well as a dedicated rail traffic vibration survey. Furthermore, an attended road traffic sound measurement has been conducted.

A 3D noise model has been constructed to assess potential road and rail sound upon the proposed receptors in accordance with the criterion, for day and night, given in BS 8233:2014+A1:2019.

The assessment determined that higher specification glazing is required for certain plots. Standard thermal double glazing would be sufficient for most plots. Furthermore, Part F compliant ventilation systems are to be installed in the dwellings (positive input ventilation) and apartments (mechanical extract ventilation. Recommendations on Part O requirements are given.

Acoustic barriers are required at heights of 2.1 m in order to control rail and road traffic sound to achieve the lowest practicable noise levels, below 57 dB, in the affected gardens.

Rail vibration was found to be sufficiently low to be of low probability for adverse comment.

With mitigation measures in place, this assessment has shown that no adverse impact is predicted day or night at the proposed receptors due to existing sound sources.

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.
L_{10} and L_{90}	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
MEASURED SOUND PRESSURE LEVELS

TABLE A.1 HOURLY MEASURED SOUND PRESSURE LEVELS – NMP1

PERIOD START	AMBIENT SOUND LEVEL, $L_{Aeq,1hr}$ (dB)	MAXIMUM MEASURED SOUND LEVEL, $L_{Amax,fast}$ (dB)	BACKGROUND SOUND LEVEL, $L_{A90,1hr}$ (dB)
27/06/2022 15:28	52.2	76.1	40.5
27/06/2022 16:28	52.9	76.2	40.6
27/06/2022 17:28	53.9	74.8	40.6
27/06/2022 18:28	53.1	75.3	39.0
27/06/2022 19:28	54.5	73.6	36.4
27/06/2022 20:28	53.0	73.4	38.0
27/06/2022 21:28	52.5	73.7	36.2
27/06/2022 22:28	53.2	74.1	35.9
27/06/2022 23:28	54.3	75.0	37.4
28/06/2022 00:28	52.7	72.6	37.8
28/06/2022 01:28	51.3	74.7	38.2
28/06/2022 02:28	43.8	65.7	35.6
28/06/2022 03:28	52.6	81.5	35.2
28/06/2022 04:28	48.3	70.8	39.1
28/06/2022 05:28	54.9	77.2	41.9
28/06/2022 06:28	53.2	75.8	45.4
28/06/2022 07:28	62.7	91.9	45.2
28/06/2022 08:28	54.2	75.7	44.0
28/06/2022 09:28	55.0	75.0	43.5
28/06/2022 10:28	54.4	73.7	44.4
28/06/2022 11:28	54.6	80.3	44.5
28/06/2022 12:28	54.5	80.4	46.6
28/06/2022 13:28	55.2	78.8	45.8
28/06/2022 14:28	55.3	77.5	46.4

TABLE A.2 HOURLY MEASURED SOUND PRESSURE LEVELS – NMP2

PERIOD START	AMBIENT SOUND LEVEL, $L_{Aeq,1hr}$ (dB)	MAXIMUM MEASURED SOUND LEVEL, $L_{Amax,fast}$ (dB)	BACKGROUND SOUND LEVEL, $L_{A90,1hr}$ (dB)
27/06/2022 14:28	54.1	73.0	42.4
27/06/2022 15:28	54.9	73.9	43.3
27/06/2022 16:28	55.6	75.5	43.5
27/06/2022 17:28	54.7	72.2	42.5
27/06/2022 18:28	54.7	71.6	40.0

PERIOD START	AMBIENT SOUND LEVEL, $L_{Aeq,1hr}$ (dB)	MAXIMUM MEASURED SOUND LEVEL, $L_{Amax,fast}$ (dB)	BACKGROUND SOUND LEVEL, $L_{A90,1hr}$ (dB)
27/06/2022 19:28	55.1	73.9	43.3
27/06/2022 20:28	53.7	71.8	41.2
27/06/2022 21:28	53.8	72.7	41.1
27/06/2022 22:28	53.5	75.1	40.4
27/06/2022 23:28	52.4	71.1	39.5
28/06/2022 00:28	50.9	70.1	39.6
28/06/2022 01:28	45.0	68.1	38.2
28/06/2022 02:28	54.8	77.4	37.8
28/06/2022 03:28	50.3	72.9	40.8
28/06/2022 04:28	54.8	73.6	42.6
28/06/2022 05:28	53.6	70.2	46.1
28/06/2022 06:28	56.6	73.2	47.3
28/06/2022 07:28	55.4	71.8	46.6
28/06/2022 08:28	56.8	75.3	47.1
28/06/2022 09:28	57.1	81.1	48.2
28/06/2022 10:28	56.5	80.8	47.2
28/06/2022 11:28	57.3	75.0	49.6
28/06/2022 12:28	57.5	75.7	48.6
28/06/2022 13:28	57.4	74.2	49.0

APPENDIX III
FIGURES

Figure 1 - Noise and Vibration Measurement Positions

Accommodation Schedule
Olympic Storage, Manchester

KELLEN HOMES

Kellen Homes House Type	Bed No.	Type	No.	Sqft	Total Sqft	Split
2 Bed Apts (Apartment B)	2	4 Storey	100	754	75400	35.76%
Larch	3	2.5 Storey	18	1118	20124	6.62%
Hickory	2	2 storey	40	766	30640	14.71%
Olive	2	2 storey	1	768	768	0.37%
Acacia	3	2 storey	10	958	9580	3.68%
Cedar	3	2 storey	71	958	68018	26.10%
Palm	4	3 Storey	32	1262	40384	11.76%
		Total	272		244914	100.00%
		Total	272		244914	
Gross Site Area:	12.58	Acres	5.13	Hectares		
POS	0.822		0.33	Hectares		
Undevelopable	1.05	Acres	0.42	Hectares		
Nett Site Area:	10.808	Acres	4.37	Hectares		
Gross Density:	21.45	Units/Acre	53.01	Units/Hectare		
Nett Density:	25.17	Units/Acre	62.19	Units/Hectare		
Gross Footage	19014.98		4434.07	SQM/Hectare		
Nett Footage:	22669.44	SQFT/Acre		M/Hectare		

Project:
Bennett Street, Manchester

Project-No:
50-636

Client:
Kellen Homes

N

e3p

Project Engineer: L Faulkner
Date: 14/07/2022

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

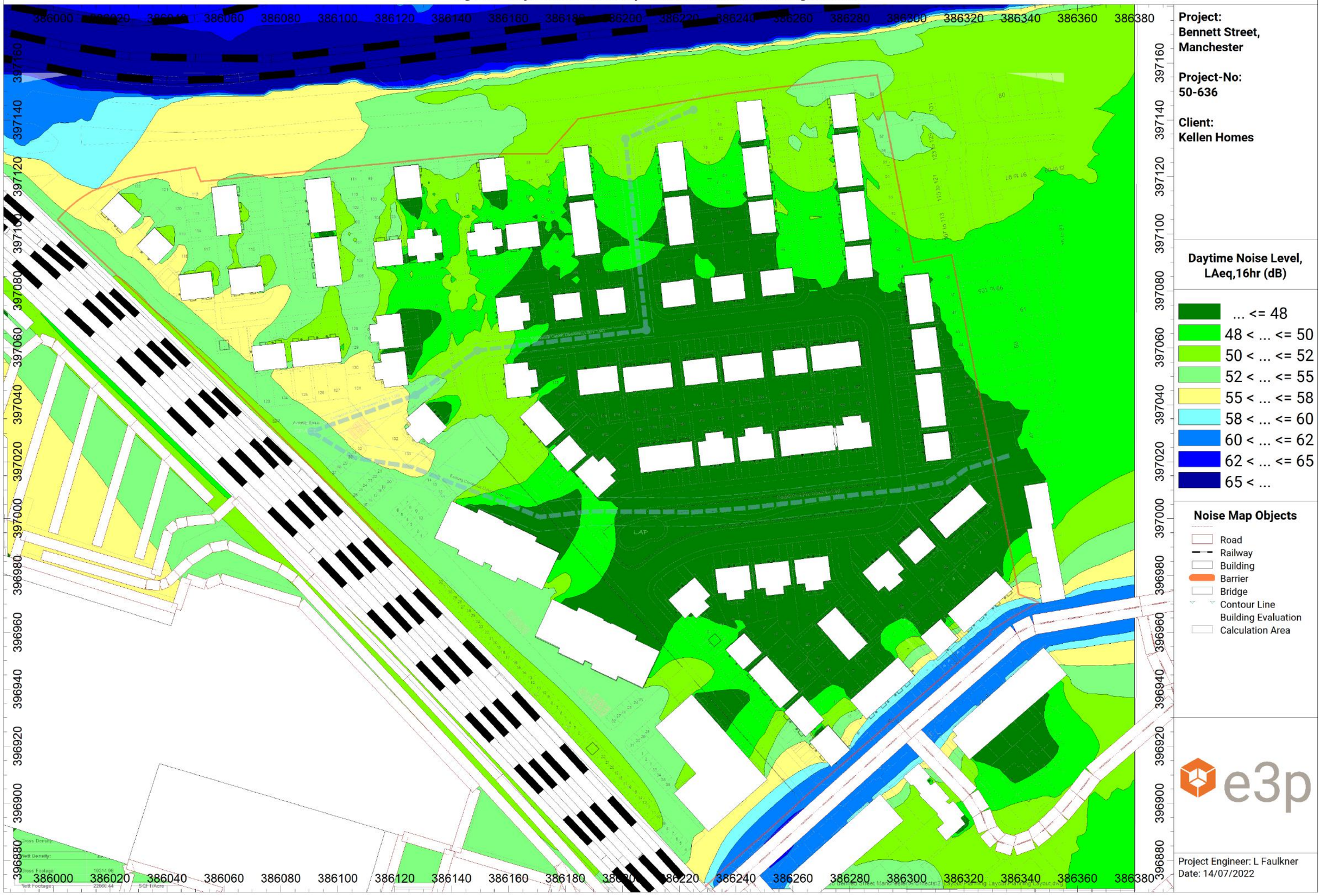


Figure 3 - Night-time Grid Noise Map - Calculation at 4 m above ground level

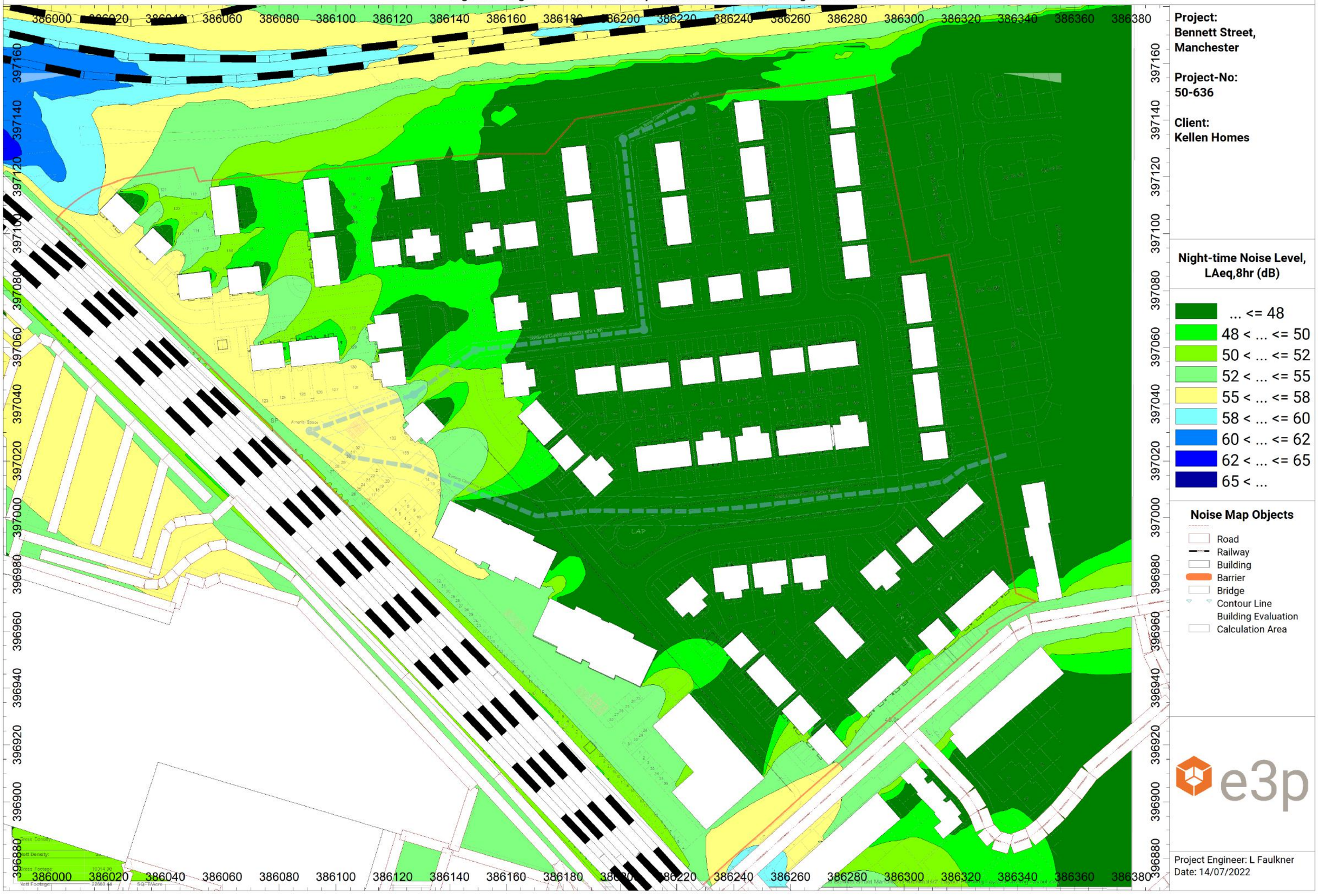
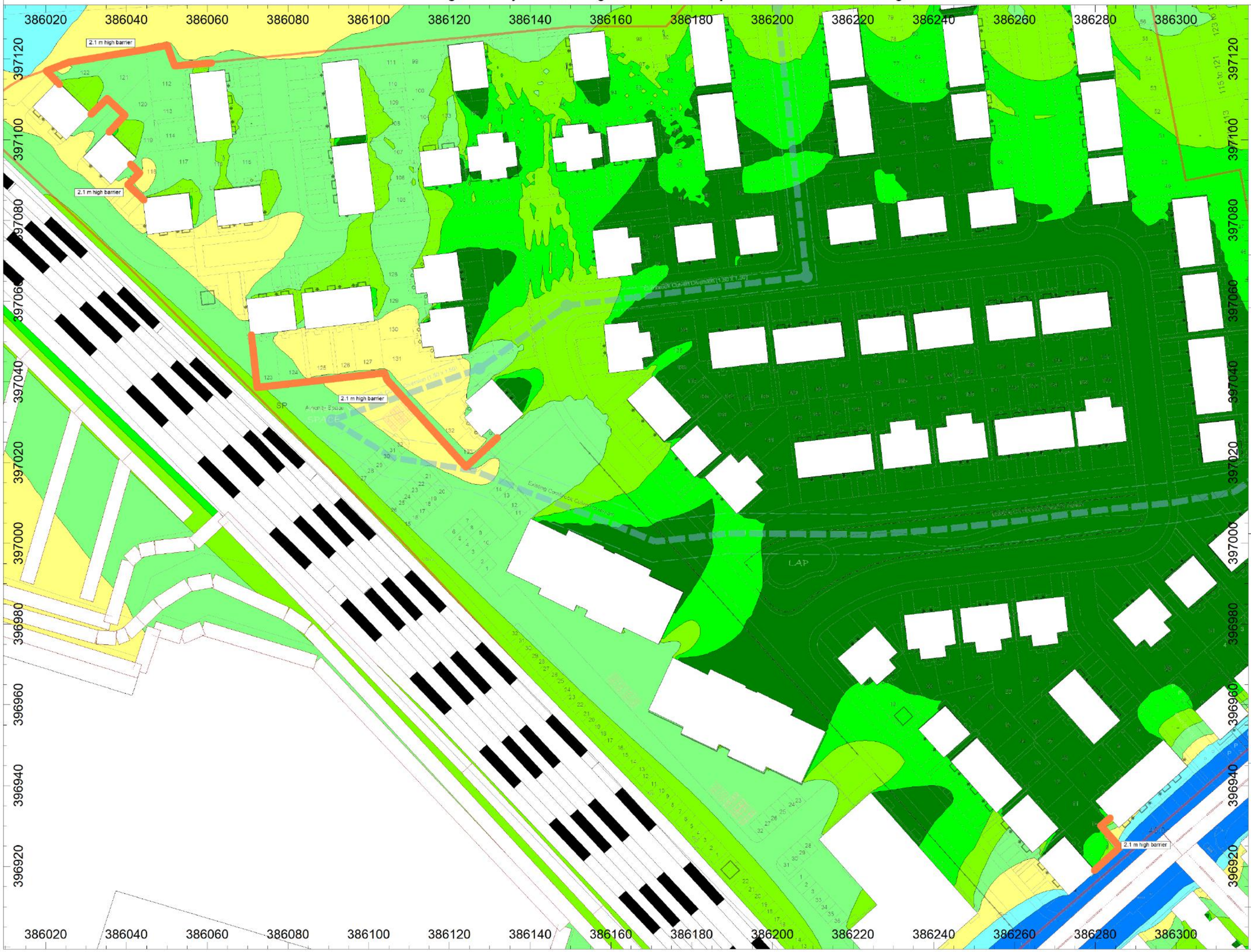


Figure 4 - Daytime with Mitigation Grid Noise Map - Calculation at 1.5 m above ground level



Project:
Bennett Street, Manchester

Project-No:
50-636

Client:
Kellen Homes

Daytime Noise Level, LAeq,16hr (dB)

- ... <= 48
- 48 < ... <= 50
- 50 < ... <= 52
- 52 < ... <= 55
- 55 < ... <= 58
- 58 < ... <= 60
- 60 < ... <= 62
- 62 < ... <= 65
- 65 < ...

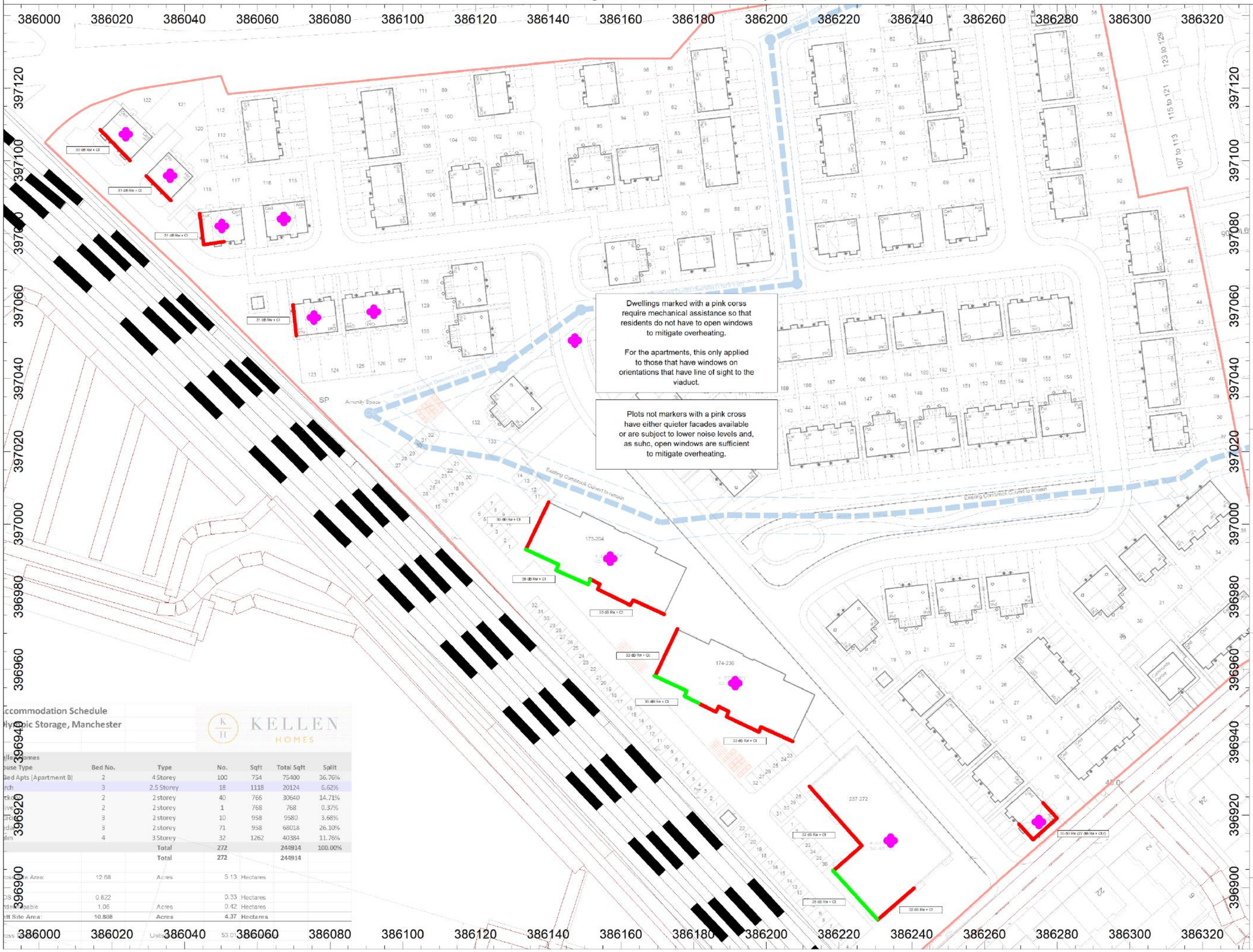
Noise Map Objects

- Road
- Railway
- Building
- Barrier
- Bridge
- Contour Line
- Building Evaluation
- Calculation Area

e3p

Project Engineer: L Faulkner
Date: 14/07/2022

Figure 5 - Facade Insulation Requirements



ccommodation Schedule
lympic Storage, Manchester

KELLEN HOMES

elle Homes						
ouse Type	Bed No.	Type	No.	Sqft	Total Sqft	Split
Bed Apts (Apartment B)	2	4 Storey	100	754	75400	36.76%
rch	3	2.5 Storey	18	1118	20124	6.62%
ckoe	2	2 storey	40	766	30640	14.71%
ive	2	2 storey	1	768	768	0.37%
acie	3	2 storey	10	958	9580	3.68%
edar	3	2 storey	71	958	68018	26.10%
lm	4	3 Storey	32	1262	40384	11.76%
		Total	272		244914	100.00%
		Total	272		244914	
ross Site Area:	12.68	Acres	5.13	Hectares		
DS	0.822		0.33	Hectares		
ndeveloppable	1.05	Acres	0.42	Hectares		
ett Site Area:	10.808	Acres	4.37	Hectares		
ross		Units	53.01			

Project:
Bennett Street, Manchester

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50-636

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N

e3p

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