



PENINSULAR
ACOUSTICS

Mr Barry Winterbottom

371 Oldham Road, Manchester

Car Park Assessment



Mr Barry Winterbottom

371 Oldham Road, Manchester

Car Park Assessment

Type of Document (VERSION) Public

Project No. PA0916

Date: August 2025

Peninsular Acoustics

Liverpool: Office 14 Clock Tower Building, Clock Tower Park, Liverpool, England, L10 1LD

Birmingham: Studio 214, Scott House, Custard Factory, Gibb Street, Birmingham, B9 4AA

London: 16 Upper Woburn Pl, London, WC1H 0AF



Website: www.peninsularacoustics.co.uk

Quality Control

Issue/revision	P01	P02	P03	P04
Remarks	First Issue			
Date	August 2025			
Prepared by	George Moore			
Authorised by	Adam Walker			
Project number	PA0916			
Report number	R02			
File reference	PA0916-R02-P01 371 Oldham Road			

Contents

Contents	4
1. Introduction	6
1.1. Introduction	6
1.2. Site Description	6
1.3. Scope of Works	7
1.4. Standards and Guidance	7
1.5. Proposed Assessment Method	8
2. Environmental Sound Level Survey	9
2.1. Methodology	9
2.2. Equipment	9
2.3. Observations	9
2.4. Results	10
3. Acoustic Modelling Setup	11
3.1. Overview	11
4. Assessment	12
4.1. Noise Sensitive Receptors	Error! Bookmark not defined.
4.2. Assessment	12
5. Conclusions	13

Appendices

Appendix A

Technical Terminology

Appendix B

Sound Level Contour Map

Appendix C

Report Limitations

1. Introduction

1.1. Introduction

Peninsular Acoustics Limited have been commissioned by Mr Barry Winterbottom (hereafter referred to as 'the Client') to undertake an acoustic assessment for the conversion of a currently disused ground floor unit into a food hall, with potential for use as an events space further to the completion of development proposals at 371 Oldham Road, Manchester, M40 8RR (hereafter referred to as 'the Site').

This report is necessarily technical in nature, and to assist the reader, a glossary of acoustic terminology is provided in Appendix A.

1.2. Site Description

Existing Site

The Site is located due north of Oldham Road (the A62), Manchester, situated at a crossing between Oldham Road and Queens Road (the A6010). The Site currently and will continue to operate as the events venue "The Sheridan". It is situated between two residential areas, with the nearest residential receptors circa. 65m to its south off Sawley Road, or circa. 200m to its north off Queens Court.

Directly to its north is the 1st Mix Concrete commercial Site, and further beyond that is a railway line, with the nearest train station serving this line being Manchester Victoria, circa. 2km to the south-west.

An approximate Site boundary is provided in Figure 1.1.

Figure 1.1: Site Boundary



Development Proposals

The Site is currently undergoing a redevelopment in order for the use of the currently disused ground floor to a recreational food hall, with the potential for use as an events space. The car park serving the Site is currently operational, but there is potential for these proposals to increase the number of cars entering or exiting the Site. Consequently, an assessment of noise from the car park on nearby residential receptors has been made.

The car park has a capacity of 275 spaces, with no intent for this to change at the time of this report. The transport assessment prepared by the Client predicts a maximum of 127 2-way vehicle trips during peak hours, over an hourly assessment period.

This document considers only the impact of noise from the Site's car park. For an in-depth review of plant noise impact upon the Site, please see Peninsular Acoustics report PA0916-R01-P01.

Noise Sensitive Receptors

The nearest Noise Sensitive Receptors (NSRs) are as follows:

- NSR 1: Jigsaw Homes housing unit situated off Sawley Road, circa. 50m south of the Site, across Oldham Road;
- NSR 2: Dwelling group situated off Sawley Road, circa. 60m south of the Site, near to the location of SM1; and
- NSR 3: Dwelling group situated off Queens Court, circa. 200m north of the Site, near to the location of SM2.

Where a receptor comprises multiple dwellings, the most exposed result is presented herein.

1.3. Scope of Works

The following scope of works has been undertaken:

- An environmental sound survey has been undertaken, to determine existing acoustic conditions at the Site.
- Based upon information provided by the Client, an acoustic model has been developed using the calculation algorithms outlined within ISO 9613-2¹;
 - For the purposes of this assessment, only the ambient noise dB $L_{Aeq,1hr}$ likely to be generated by the Site's car park has been considered. Due to the distance to nearby residential receptors to the Site, no consideration has been given to L_{AFMax} events from car door slams, as nearer noise sources can assumed to be dominant at those receptors.
- Using the acoustic model, an assessment in accordance with IEMA guidance has been undertaken to determine the predicted sound levels at the nearest NSRs.

1.4. Standards and Guidance

Whilst the National Planning Policy Framework 2024 (NPPF) and Noise Policy Statement for England (NPSE) provide overarching guidance relevant to this assessment. It is assumed that the reader has good knowledge of these documents, therefore, for conciseness, the relevant information pertinent to this assessment is presented herein

¹ ISO 9613-2 'Acoustics – Attenuation of sound during propagation outdoors – Part 2: General method of calculation.'

1.5. Proposed Assessment Method

Since there is no set method to assess the impact of the proposed development, Peninsular Acoustics propose to consider the guidance in the '**IEMA, Guidelines for environmental noise impact assessment, October 2014**' as suitable for an assessment at the Site:

Position	Large	Medium	Small	Negligible
Relative Change	Greater than 10 dB(A) change in sound level	5 to 9.9 dB(A) change in sound level	3 to 4.9 dB(A) change in sound level	2.9 dB(A) or less change in sound level
Absolute Change, Adverse Daytime	If $b < 50$ dB $L_{A31,16hr}$ and $f > 55$ dB $L_{Aeq,16hr}$ If f triggers entitlement to statutory sound insulation	If $b < 50$ dB $L_{Aeq,16hr}$ and $f < 55$ dB $L_{Aeq,16hr}$	-	-

The IEMA approach of considering both absolute levels and a relative change from the activity will be adopted, considering the guidance from BCC and the other Standards and Guidance documents mentioned.

2. Environmental Sound Level Survey

2.1. Methodology

Due to security conditions at the Site, an unattended survey position was not possible and so attended daytime and night-time surveys at 1.5m above local ground level have been undertaken on the 30th August 2025, between 14:30 and 17:00; and on 31st August 2025 between 01:00 and 02:00.

Sound level meters (SLMs) were attended at the following locations:

- Sample Measurement 1 (**SM1**): Situated circa. 70m south from the Site off Sawley Road, to determine existing background sound levels at receptors south from the Site; and
- SM2: Situated circa. 200m north from the Site off Queen's Court, to determine existing background sound levels at receptors north from the Site.

These measurement positions were both taken at the nearest residential receptor either south or north from the Site. The measurement positions are in Figure 1.1.

2.2. Equipment

Sound levels were measured using a Class 1 SLM housed in environmental protection apparatus. The SLM was field calibrated before and after the survey using a Class 1 calibrator, with no significant drift in calibration levels recorded ($> \pm 0.5\text{dB}$). The equipment was setup in free-field conditions to capture L_{Aeq} , L_{AFmax} , and L_{eq} at a minimum.

Full details of the noise measurement equipment used are available upon request but have been calibrated to traceable standards within the 12 – 24 months prior to the survey being undertaken.

2.3. Observations

Weather conditions during the survey were clear, with steady state wind speeds beneath 5m/s, and there was no precipitation for the duration of the survey. Survey data has thus been suitable to inform an assessment.

Conditions at SM1 during the day were dominated by continuous heavy road traffic from Oldham Road, as well as occasionally audible railway movements from the north. Conditions at SM2 during the day were dominated by distant road traffic from Queens Road to the east, and frequent heavy from nearby train passes.

During the night-time assessment, no trains were witnessed, and the dominant noise impacting both positions was distant sparse road traffic.

2.4. Results

The results of the attended surveys are included herein. Measurements were taken in 15-minute periods. In order to inform a robust assessment, the lowest measured 15-minute periods have been chosen for assessment criteria.

2.4.1. Ambient Sound Levels

The ambient sound levels measured during the survey are summarised in Table 2.1.

Table 2.1 Ambient Sound Levels, $L_{Aeq, 15mins}$

Position	Daytime $L_{Aeq, 15 mins}$	Night-time $L_{Aeq, 15 mins}$
SM1	57 dB	48 dB
SM2	60 dB	37 dB

2.4.2. Background Sound Levels

The background sound levels measured during the survey are summarised in Table 2.2.

Table 2.2: Background Sound Levels, $L_{A90, 15mins}$

Position	Daytime $L_{Aeq, 15 mins}$	Night-time $L_{Aeq, 15 mins}$
SM1	50 dB	40 dB
SM2	45 dB	35 dB

3. Acoustic Modelling Setup

3.1. Overview and Model Assumptions

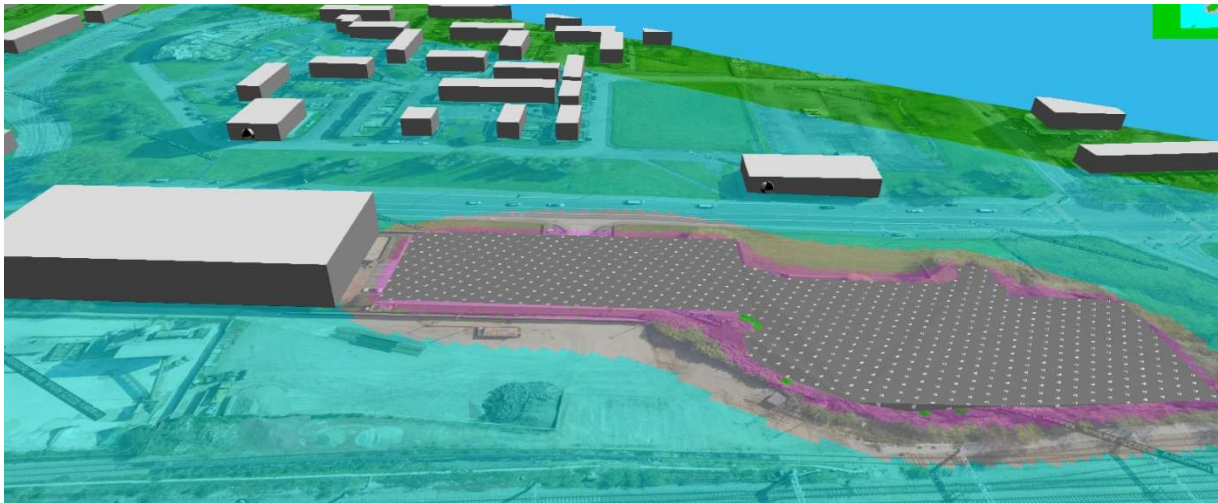
An acoustic model of the Site and environs was generated using Datakustik CadnaA® acoustic modelling software. The model was generated to determine sound levels emanating from the Site, using the CadnaA software's car park source object.

The modelling assumptions and input information for the acoustic model is as follows:

- Lidar Digital Terrain Model 1m (Environment Agency, downloaded on 19th August 2025);
- Open Street Map data (publicly available);
- Global ground absorption set to 0 (hard ground, chosen as a worst-case scenario in lieu of a detailed understanding of the surrounding landscape);
- Building heights derived from estimations whilst onsite, as well as from architectural drawings provided by Client with respect to buildings at the Site;
- First order reflections included in the modelling;
- Temperature set to 10°C; and
- Relative humidity set to 70%.

An image of the acoustic model is shown in Figure 3.1.

Figure 3.1 Image of Acoustic Model



4. Assessment

4.1. Assessment

The Site will not operate during night-time hours, so only a daytime assessment is presented herein. No adjustment has been made for extraneous noise occurring during measurements, and so this assessment can be considered worst case.

Table 3 shows the predicted noise levels at the façade of the nearest residential receptors, as well as a comparison between that impact and the existing ambient noise levels. Due to the proximity to nearby A-roads, ambient noise levels are high, and so residents at these receptors are not necessarily likely to employ an open-window for the sake of ventilation

Table 4.1 Predicted Noise Levels

Receptor	Predicted Noise Impact	Excess Over Ambient
NSR 1	37 dB $L_{Aeq,1hr}$	-20 dB
NSR 2	28 dB $L_{Aeq,1hr}$	-29 dB
NSR 3	21 dB $L_{Aeq,1hr}$	-41 dB

The predicted noise levels indicate no relative change to the ambient noise levels at the façades of any nearby residential receptor. For indoor noise levels, considering a robust estimate for screening through an open window of 10 dB, each receptor will be subject to internal noise levels significantly beneath the internal noise criteria outlined in BS 8233. In summary, these predictions indicate a negligible impact to these receptors based on the IEMA guidelines for environmental noise assessment impact.

Whilst this is not advised to be considered in the IEMA guidelines, it is also worth consideration that at each receptor, predicted noise levels are predicted to be beneath the background sound levels dB $L_{A90,15mins}$ shown in Table 2.2. This can be taken as an indication that noise from the car park will unlikely to be audible.

5. Conclusions

Peninsular Acoustics have been commissioned by Mr Barry Winterbottom to undertake an acoustic assessment for the conversion of a disused ground floor unit at 371 Oldham Road, Manchester to a food hall, with the possibility for use as an events space further to the completion of development proposals.

An unattended environmental sound survey has been undertaken to determine prevailing background sound levels at a representative level within the Site.

An acoustic model has been created using a transport statement provided by the Client to predict impact at nearby residential receptors from the Site's car park.

The results of the assessment have predicted no change in the ambient sound level dB $L_{Aeq,1hr}$ at nearby residential receptors. Therefore, it can be concluded in accordance with IEMA guidance that proposals at the Site do not pose a risk of an adverse noise impact on nearby residential amenity.

The limitations of this report are presented in Appendix C.



Appendix A

Technical Terminology

Free-Field Level	A measured sound pressure level that is independent of any contributions due to reflections from nearby surfaces and is therefore representative of the direct path only.
Sound Pressure	Sound, or sound pressure, is a fluctuation in air pressure over the static ambient pressure.
Sound Pressure Level	The sound level is the sound pressure relative to a standard reference pressure of $20\mu\text{Pa}$ (20×10^{-6} Pascals) on a decibel scale.
Decibel (dB)	A scale for comparing the ratios of two quantities, including sound pressure and sound power. The difference in level between two sounds s_1 and s_2 is given by $20 \log_{10} (s_1 / s_2)$. The decibel can also be used to measure absolute quantities by specifying a reference value that fixes one point on the scale. For sound pressure, the reference value is $20\mu\text{Pa}$.
A-weighting, dB(A)	The unit of sound level, weighted according to the A-scale, which takes into account the increased sensitivity of the human ear at some frequencies.
$L_{eq,T}$	A noise level index called the equivalent continuous noise level over the time period T. This is the level of a notional steady sound that would contain the same amount of sound energy as the actual, possibly fluctuating, sound that was recorded.
$L_{AFmax,T}$	A noise level index defined as the maximum noise level during the period T. L_{Max} is sometimes used for the assessment of occasional loud noises, 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.
$L_{90,T}$	A noise level index. The noise level exceeded for 90% of the time over the period T. L_{90} can be considered to be the "average minimum" noise level and is often used to describe the background noise.
$L_{Aeq,Tr}$	Specific noise level. The equivalent continuous A-weighted sound pressure level at the assessment position produced by the specific noise source over a given reference time interval.
$L_{Ar,Tr}$	Rating noise level. The specific noise level plus any adjustments for characteristic features of the noise.
Free-Field	Far from the presence of sound reflecting objects (except the ground), usually taken to mean at least 3.5m.

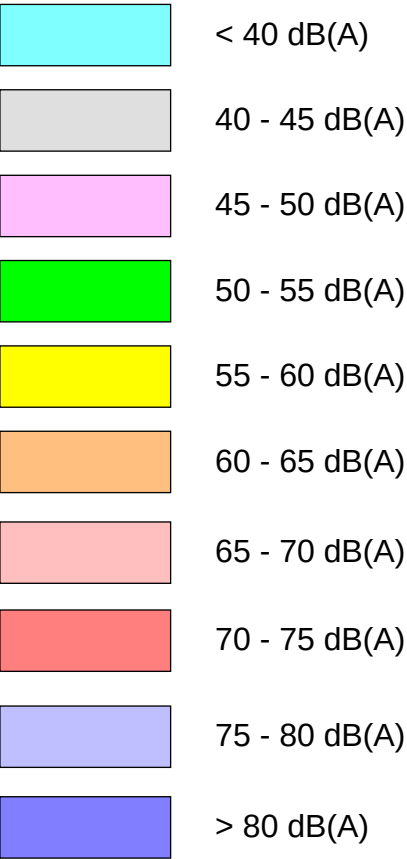


Appendix B

Sound Level Contour Map



Sound Level Contour Maps



20/08/25	P01	For Planning	GM
DATE	REV	COMMENTS	BY

Project: The Sheridan, Manchester
Ref: Car Park Sound Levels
DWG: PA0916-ACO-002-P01



Notes
1. Do not scale this drawing.
2. Sound levels presented as $L_{Aeq, 1hr}$ values. Receiver height set to 1.5m.

Appendix C

Report Limitations

This report has been prepared for the titled project or named part thereof and should not be used in whole or part and relied upon for any other project without the written authorisation of Peninsular Acoustics Limited. Peninsular Acoustics Limited accept no responsibility or liability for the consequences of this document if it is used for a purpose other than that for which it was commissioned. Persons wishing to use or rely upon this report for other purposes must seek written authority to do so from the owner of this report and/ or Peninsular Acoustics Limited and agree to indemnify Peninsular Acoustics Limited for any and all loss or damage resulting therefrom. Peninsular Acoustics Limited accepts no responsibility or liability for this document to any other party other than the person by whom it was commissioned.

The findings and opinions expressed are relevant to the dates of the site works and design drawings/specifications and should not be relied upon to represent conditions at substantially later dates. Opinions included therein are based on information gathered during the study and from our experience. If additional information becomes available which may affect our comments, conclusions or recommendations Peninsular Acoustics Limited reserve the right to review the information, reassess any new potential concerns and modify our opinions accordingly.



Peninsular Acoustics

Liverpool: Office 14 Clock Tower Building, Clock Tower Park, Liverpool, England, L10 1LD

Birmingham: Studio 214, Scott House, Custard Factory, Gibb Street, Birmingham, B9 4AA

London: 16 Upper Woburn Pl, London, WC1H 0AF

Website: www.peninsularacoustics.co.uk