AMERESCO

METRODOME LEISURE COMPLEX, BARNSLEY

NOISE ASSESSMENT FOR PLANNING PURPOSES

19 February 2020

AEC REPORT: P4054/R1/MR

Acoustic & Engineering Consultants Limited
Lockside 1 Stockport Road Marple Stockport Cheshire SK6 6BD
Telephone 0161 449 5900 mail@aecltd.co.uk www.aecltd.co.uk

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DOCUMENT STATUS

Prepared by:  M F Ridley BMus(Hons) AMIOA

Revision	Date	Document Details	Author	Checked By
-	19-02-2020	Original Document	MR	DMT

1.0 INTRODUCTION

1.1 Acoustic & Engineering Consultants Limited (AEC) has been instructed by Ameresco to undertake a noise assessment in relation to the proposed installation of new Combined Heat and Power (CHP) engine plant at the Metrodome Leisure Complex, Barnsley.

1.2 This report details AEC's measured noise levels and provides an assessment of the potential impact of noise emitted from the CHP engine, on the nearest residential properties. This report takes into account the relevant guidance relating to this type of noise source.

1.3 AEC understands that the CHP engine could operate at the same duty for 24 hours a day, 7 days a week. As it is expected that the most noise sensitive period of operations would be during the night-time, this assessment is based on achieving a suitable night-time noise level limit only.

1.4 Acoustic terminology is discussed in brief in Appendix A.

2.0 BACKGROUND AND SITE DESCRIPTION

2.1 AEC understand that the CHP engine is to be installed at the ground floor level outside the current coal store on the south façade of the building, as identified on Figure 1.

2.2 Directly to the south and west of the location for the proposed CHP engine is the carpark for the Metrodome. The carpark is slightly raised from the location of the plant and partially screened by a wall.

2.3 The nearest noise sensitive properties to the proposed CHP plant are those on Carey Avenue to the west. There are also properties to the south on Belgrave Road.

2.4 Further to the west is the dual carriageway Harborough Hill Road (A61).

3.0 NOISE MEASUREMENTS

3.1 Unattended noise level surveys were undertaken by AEC on Thursday 23 January 2020 between 1100 and 1930h and between Tuesday 4 February 2020, 1500h to Wednesday 5 February 2020, 1130h. The location of the unattended noise measurements is identified as position L and is identified on the attached Figure 1.

3.2 Attended noise level measurements were undertaken by AEC between approximately 2000 and 2100h on Tuesday 4 February 2020, and 0000h and 0130h on Wednesday 5 February 2020. Measurement locations were chosen to be representative of the nearest noise sensitive properties on Carey Avenue (positions A and C) and Belgrave Road (position B). Positions A, B and C are identified on the attached Figure 1.

3.3 Spot check measurements were also undertaken by the existing plant and during a coal delivery.

3.4 All measurements were undertaken in general accordance with BS7445-1: 2003 '*Description and measurement of environmental noise. Guide to quantities and procedures*'.

3.5 A full measurement procedure is presented in Appendix B and the measured data is presented in Table B1, B2, B3 and Graphs B1 and B2.

3.6 A summary of the typical ambient and background noise levels measured during the night time at locations L, A, B and C are presented in Table 3.1, below.

Table 3.1 – Measured Noise Levels

Location	Noise Level, dB	
	$L_{Aeq,T}$	$L_{A90,T}$
L	59	58
A	41	40
B	37	35
C	45	44

3.7 The background noise climate at Location L was dominated by the existing plant at the Metrodome Complex. The background noise climate at Locations A, B and C was dominated by a combination of existing plant and road traffic on Harborough Hill Road.

3.8 The noise level measured during a coal delivery was 89dB$L_{Aeq,1min}$ at 4m. These deliveries occur once or twice a week and take place during daytime hours only.

4.0 BASIS OF ASSESSMENT

4.1 AEC understands that Barnsley Metropolitan Borough Council (BMBC) require that noise from plant is assessed using guidance presented in BS 4142:2014 *'Methods for rating and assessing industrial and commercial sound'* (BS4142).

4.2 BS 4142 was revised in 2019, however, the latest revision has not significantly changed the assessment methodology.

4.3 In summary, BS 4142 states that *"The lower the rating level is relative to the measured background sound level, the less likely it is that the specific sound source will have an adverse impact or a significant adverse impact. Where the rating level does not exceed the background sound level, this is an indication of the specific sound source having a low impact, depending on the context.*"

4.4 A 'rating' noise level (dB$L_{Ar,Tr}$) is obtained by applying a character correction to the 'specific' noise level (dB$_{Aeq,T}$) of a noise source (e.g. plant noise). The correction is applied if the

noise has a defined acoustic character such as being tonal, impulsive, distinctive or intermittent in nature.

4.5 The magnitude of the correction is dependent on the character of the noise source and its level of perceptibility at the receiver.

4.6 A correction of up to +6dB and +9dB can be applied if the noise source is tonal or impulsive. Where the specific sound has characteristics, which are neither tonal nor impulsive but are distinctive against the residual sound climate, a +3dB penalty can be applied. A +3dB penalty can also be applied if the specific sound is intermittent in nature.

4.7 Based on the above, it is proposed that the rating noise level from the CHP engine does not exceed 5dB below the existing background noise level at the nearest noise sensitive receptors.

5.0 ASSESSMENT OF PROPOSED CHP ENGINE PLANT

5.1 As mentioned above, the scheme will include new CHP Engine plant.

5.2 AEC has not been made aware of the exact make and model of the equipment to be installed. However it is understood that a proposed CHP engine acoustic enclosure could achieve either 65dB(A) or 75dB(A) at 1m. Therefore, at this stage a noise level limit has been determined, based 5dB below the measured background noise levels. This limit can be used when specifying plant and any mitigation measures.

5.3 The free-field rating noise level limits to be achieved external to the nearest noise sensitive receptors are presented in Table 5.1, below.

Table 5.1 – Free-Field Rating Noise Levels Limits At Noise Sensitive Receptors

Location	Rating Noise Level Limits, $dBL_{Ar,Tr}$
A (Carey Avenue)	35
B (Belgrave Road)	30

5.4 In order to meet the above noise limits, noise from the CHP Engine plant would need to be controlled to the noise levels presented in Table 5.2, below.

Table 5.2 – Noise Level Limits at 10m from the CHP Engine Plant

Source	Location	Noise Level Limit at 10m dB(A)
CHP Engine	A	54
	B	51

5.5 Based on the noise levels presented above a noise level limit of 51dB(A) at 10m is recommended for the CHP engine. Please note that the noise levels presented in Table 5.2 are dependent on there being no acoustic character associated with the noise sources. If the noise from the source is tonal in nature, then the figures in the table would need to be revised accordingly.

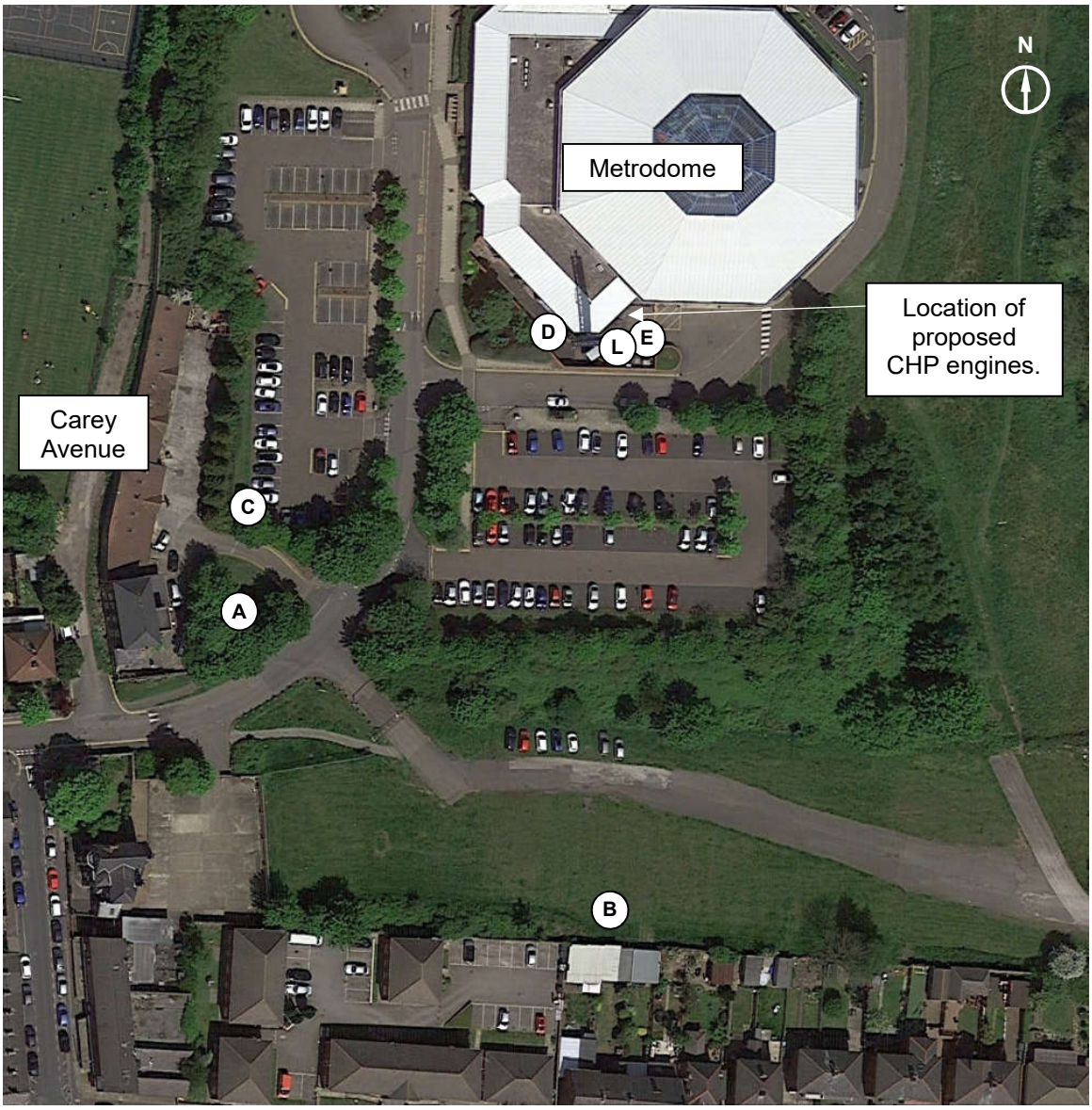
5.6 Dependant on the height of the proposed CHP engine, there will be at least partial acoustic screening provided by the existing brick wall which surrounds the proposed location of the CHP engine. Therefore, allowing for some noise reduction (3-5dB) from the brick wall, it should be possible to meet the limit of 51dB(A) at 10m based on the 65dB(A) at 1m acoustic enclosure, mentioned above. However, full details of the proposed CHP engine noise emissions and mitigation measures should be reviewed by an acoustician prior to installation.

5.7 It should also be noted that by specifying the 65dB(A) at 1m CHP enclosure, this would ensure noise levels from CHP are below the existing noise levels breaking out of the boiler room measured at location D, as seen on Figure 1.

5.8 In summary, at this stage a noise level limit has been set external to the nearest noise sensitive receptors to the proposed CHP engine plant. The determined noise level limits at 10m are not overly onerous, however, mitigation measures are expected to be required.

5.9 Therefore, in relation to any planning permission being sought and based on this assessment, noise should not be considered a determining factor.

FIGURE 1 – Existing Site Showing Monitoring Locations



Map data @2020 Google United Kingdom

APPENDIX A – Acoustic Terminology in Brief

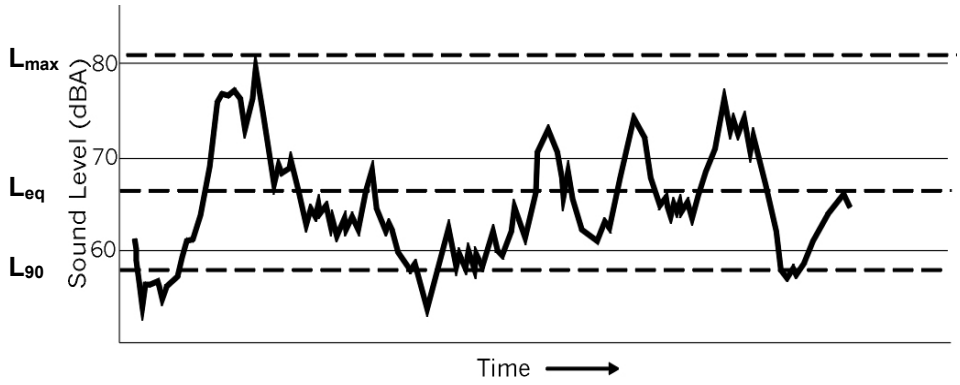
Sound is produced by mechanical vibration of a surface, which sets up rapid pressure fluctuations in the surrounding air. The rate at which the pressure fluctuations occur determines the pitch or *frequency* of the sound. The frequency is expressed in Hertz *(Hz)*, that is, cycles per second. The human ear is sensitive to sounds from about 20 Hertz to 20,000 Hertz. Although sound can be of one discreet frequency - a 'pure tone' - most sound is made up of many different frequencies.

The human ear is more sensitive to some frequencies than others, and modern instruments can measure sound in the same subjective way. This is the basis of the A-weighted sound pressure level *dBA,* normally used to assess the effect of noise on people. The dBA weighting emphasises or reduces the importance of certain frequencies within the audible range.

Sound Units

In order to assess environmental noise, measurements are carried out by sampling over specific periods of time, such as fifteen minutes or one hour, the statistically determined results being used to quantify various aspects of the sound.

The figure below shows an example of sound level varying with time. Because of this time variation the same period of sound can be described by several different levels. The most common of these are described below. It should be noted that in many instances in the main body of text, the unit will be proceeded by a dB descriptor in the report e.g. $L_{Aeq,T}$ could be written $dBL_{Aeq,\ T}$



Example of Sound Level Varying With Time

$L_{Aeq,T}$ The equivalent continuous (A-weighted) sound level. It may be thought of as the "average" sound level over a given time, T. It is used for assessing noise from various sources: industrial and commercial premises, construction sites, railways and other intermittent noises and can be considered as the "ambient" noise level.

$L_{A1,T}$ The (A-weighted) sound level exceeded for 1% of a measurement period. It is the value generally used to indicate a 'typical' maximum noise level.

$L_{A10,T}$ The (A-weighted) sound level exceeded for 10% of a measurement period. It is the value often used to describe traffic noise.

$L_{A90,T}$	The (A-weighted) sound level exceeded for 90% of a measurement period. It is the value often used to describe background noise.
L_{Amax}	The maximum (A-weighted) sound level measured during a given time. 'Fast' or 'Slow' meter response should be cited.
L_{AE}	The sound exposure level is a notional noise level and describes the average L_{Aeq} noise level of an event over a given time period as if it occurred during a one second period. This allows the L_{Aeq} to be determined over a time period with a number of distinct events.
Free-field Level	This refers to the sound level measured outside, away from reflecting surfaces.
Façade Level	This refers to the sound level measured outside, at 1m from a hard reflecting surface, typically 3dB greater than the free-field level.

APPENDIX B – Noise Survey Details

<table>
<tr><td>Date & Time of Survey:</td><td colspan="6">Unattended: Thursday 23 January 2020, 1100 to 1930h, Tuesday 4 February 2020, 1500h to Wednesday 5 February 2020, 1130h</td></tr>
<tr><td></td><td colspan="6">Attended: Tuesday 4 February 2020, 2000 to 2100h and Wednesday 5 February 0000 to 0130h</td></tr>
<tr><td>Personnel:</td><td colspan="6">Michael Ridley (AEC).</td></tr>
<tr><td>Equipment Used:</td><td colspan="6">Unattended: Cirrus CR:171B Real Time Analyser (AEC Kit 5)</td></tr>
<tr><td></td><td colspan="6">Attended: Cirrus CR:171B Real Time Analyser (AEC Kit 3)</td></tr>
<tr><td>Calibration:</td><td colspan="6">The sound level analysers, which conforms to BS EN 61672-1: 2003 ‘Electro acoustics – sound level meters - Part 1 Specifications’ for Class 1 Type Z meters, was in calibration and check calibrated before and after the measurement periods using a Brüel & Kjær type 4231 (94dB) calibrator. There was no significant drift of calibration. Calibration certificates are available on request.</td></tr>
<tr><td>Weather Conditions:</td><td colspan="6">Unattended:</td></tr>
<tr><td></td><td>Date</td><td>Period</td><td>Wet/Dry</td><td>Temp°C</td><td>Wind Speed & Direction</td><td>Cloud Cover</td></tr>
<tr><td></td><td>23 Jan 2020</td><td>Day</td><td>Dry</td><td>5°C</td><td>Southerly and 4m/s</td><td>30%</td></tr>
<tr><td></td><td>4 Feb 2020</td><td>Day</td><td>Dry</td><td>1°C</td><td>Westerly and 2m/s</td><td>50%</td></tr>
<tr><td></td><td>4/5 Feb 2020</td><td>Night</td><td>Dry</td><td>0°C</td><td>Westerly and 1m/s</td><td>20%</td></tr>
<tr><td></td><td>5 Feb 2020</td><td>Day</td><td>Dry</td><td>4°C</td><td>Southerly 4m/s</td><td>50%</td></tr>
<tr><td></td><td colspan="6">Attended:</td></tr>
<tr><td></td><td>Date</td><td>Period</td><td>Wet/Dry</td><td>Temp°C</td><td>Wind Speed & Direction</td><td>Cloud Cover</td></tr>
<tr><td></td><td>4 Feb 2020</td><td>Day</td><td>Dry</td><td>1°C</td><td>Westerly and 2m/s</td><td>50%</td></tr>
<tr><td></td><td>5 Feb 2020</td><td>Night</td><td>Dry</td><td>0°C</td><td>Westerly and 1m/s</td><td>20%</td></tr>
<tr><td>Measurement Locations:</td><td colspan="6">Unattended: The microphone was connected via an extension cable and fixed externally at a location 3m from the Metrodome, at first floor level, identified as L on Figure 1.</td></tr>
<tr><td></td><td colspan="6">Attended: Measurements were undertaken at 5 locations around the development site. Identified as A to D on Figure 1 and described below.

A – 85m from the Metrodome plant
B – 110m from the Metrodome plant
C – 70m from the Metrodome plant
D – 2m from the Metrodome plant
E – 4m from coal delivery</td></tr>
</table>

Measurement Details:	***Unattended:*** Measurements were logged continuously over 1s for post processing and assessment. This location was selected to represent the worst-case affected façade of the development that would be affected by mechanical plant noise.
	Attended*:* Measurements were undertaken over various periods in terms of L_{eq}, L_{10}, $L_{90,}$ and L_{max}.
Façade / Free-Field:	***Unattended:*** Free-Field
	Attended: A, B & C - free-field. D – façade
	Full results for the attended measurements are given in Tables B1 B2 and B3. The measured daytime and night-time periods for the unattended survey is presented on Graph B1 and B2.
Measured Data:	Full 1/3rd octave band centre frequency data was obtained for all measurements.

TABLE B1 – Measured Daytime Noise Levels (4 February 2020)

Location	Period, h	Noise Level, dB			Comments
		L_{Aeq}	L_{A90}	$L_{Amax, F}$	
A	2006 – 2014	45.7	44.3	54.6	Road Traffic and plant noise dominating (all localised traffic in the car park paused out of measurement).
	2015 – 2030	52.2	44.6	69.4	Road Traffic in the car park dominating and distant road traffic and plant noise in the background.
B	2032 – 2038	46.6	42.9	64.0	Road Traffic in the car park dominating and distant road traffic and plant noise in the background.
	2037 – 2041	44.3	43.1	51.0	Road Traffic and plant noise dominating (all localised traffic in the car park paused out of measurement).
D	2002 – 2003	72.1	71.8	73.0	Plant measurement.

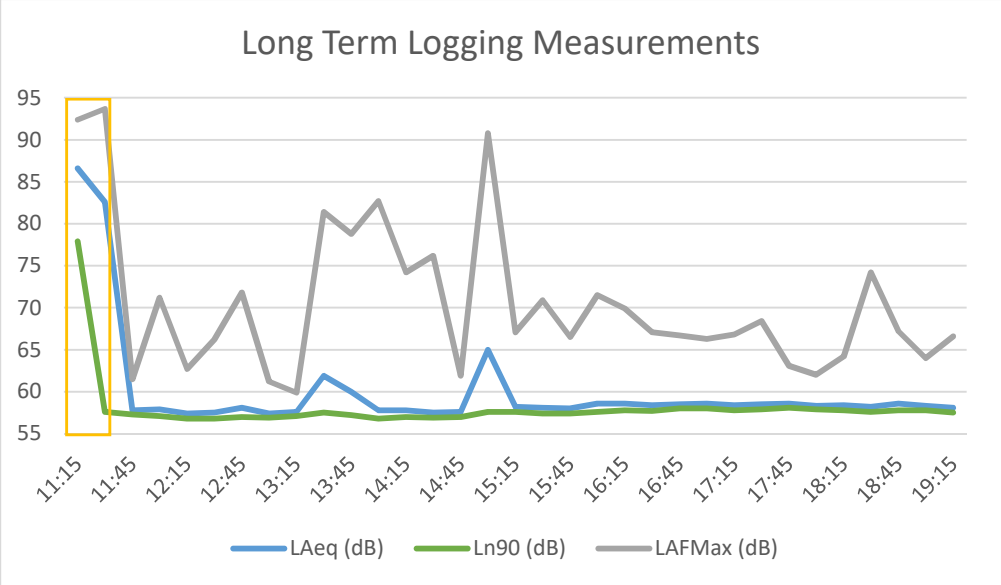
TABLE B2 – Measured Evening and Night-Time Noise Levels

Location	Period, h	Noise Level, dB			Comments
		L_{Aeq}	L_{A90}	$L_{Amax, F}$	
A	0006 – 0016	41.0	40.1	50.5	Noise dominated by plant and distant road traffic.
	0052 – 0057	41.0	40.2	50.0	
	0111 – 0116	41.6	40.7	56.7	
B	0018 – 0028	37.9	36.4	49.4	Noise dominated by plant and distant road traffic.
	0058 – 0103	39.6	37.5	47.4	
	0118 – 0123	36.8	35.4	51.4	
C	0031 – 0038	44.9	44.3	52.1	Noise dominated by plant and distant road traffic.
	0105 – 0110	45.8	45.2	51.2	

TABLE B3 – Measured Daytime Noise Levels (23 January 2020)

Location	Period, h	Noise Level, dB			Comments
		L_{Aeq}	L_{A90}	$L_{Amax, F}$	
E	1104 – 1105	89.0	88.1	91.7	Dominated by Coal Delivery

GRAPH B1 – Long-Term Logging Measurements (23 January 2020)



Coal Delivery

GRAPH B2 – Long-Term Logging Measurements (4 February 2020 – 5 February 2020)