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Dear Sirs

**NOISE IMPACT ASSESSMENT FOR A PROPOSED NEW BUILD LIDL FOODSTORE  
LAND OFF THE A633 MITCHELLS WAY, WOMBWELL, BARNSELY**

**1.00 INTRODUCTION**

1.01 Environmental Noise Solutions Ltd (ENS) has been commissioned by Lidl UK GmbH to undertake a noise impact assessment for a proposed new build Lidl foodstore at land off the A633 Mitchells Way, Wombwell, Barnsley (hereafter referred to as the application site).

1.02 The objectives of the noise impact assessment were to:

- Measure the baseline noise levels at the application site during representative periods of the evening and night time
- Assess the potential impact of the proposed development with reference to the National Planning Policy Framework and other pertinent guidance
- Provide recommendations for structural and management controls, as necessary, to protect the noise amenity of the nearest residential dwellings

1.03 This report details the methodology and results of the assessment. It has been prepared to accompany a planning application to be submitted to Barnsley Metropolitan Borough Council (BMBC) for the proposed foodstore development.

1.04 This report has been prepared for Lidl UK GmbH for the sole purpose described above and no extended duty of care to any third party is implied or offered. Third parties making reference to the report should consult Lidl UK GmbH, HTA Architects (project architects) and ENS as to the extent to which the findings may be appropriate for their use.

1.05 A glossary of acoustic terms used in the main body of the text is contained in Appendix 1.

**2.00 SITE SETTING AND PROPOSED DEVELOPMENT**

2.01 Roughly rectangular in shape, the application site is located in a mixed use setting to the north west of Wombwell town centre (a site location plan is contained in Appendix 2). It is bound by:

- Bradberry Balk Lane to the north west with Billington Structural Limited (structural steelwork contractors) on the opposite side of the road
- Woodland to the north east and south east
- A633 Mitchells Way to the south west with residential development (under construction) on the opposite side of the road

2.02 During the course of the noise survey, the baseline noise climate in the vicinity of the application site was due to road traffic.

2.03 The nearest noise sensitive receptors are the residential dwellings (under construction) on the opposite side of the A633 Mitchells Way (circa 80 metres from the delivery plate).

### 3.00 BASELINE NOISE SURVEY

- 3.01 In order to determine the baseline noise levels at the application site, a baseline noise survey was undertaken on Tuesday 16<sup>th</sup> June and Wednesday 17<sup>th</sup> June 2015.
- 3.02 For the purpose of the assessment, the following noise monitoring positions were adopted:
- MP1 was located to the south west of the application site on the opposite side of the A633 Mitchells Way (at circa 20 metres to the road, indicative of the residential development footprint (under construction))
  - MP2 was located (some distance) to the north east of the application site on the Trans Pennine Trail
- 3.03 Noise measurements were undertaken using a Bruel & Kjaer 2260 Type 1 integrating sound level meter. Measurements consisted of A-weighted broadband parameters, together with linear octave band  $L_{eq}$  levels. All measurements were made in a free field environment at a height of approximately 1.5 metres above ground level.
- 3.04 The measurement system calibration was verified immediately before the commencement of the measurement sessions and again at the end, using a Bruel & Kjaer Type 4231 calibrator. No drift in calibration level was noted. Weather conditions throughout the survey were appropriate for monitoring.
- 3.05 The following table contains a summary of the measurement data rounded to the nearest decibel.

**Table 3.1 – Summary of Baseline Noise Measurement Data**

Position	Date	Time	$L_{Aeq}$ (dB)	$L_{A90}$ (dB)	$L_{A10}$ (dB)	$L_{AFMax}$ (dB)	Comment
MP1	16/06/15	18:30-19:00	62	48	66	73	A633 Mitchells Way road traffic
MP1	16/06/15	19:00-19:45	62	46	66	76	A633 Mitchells Way road traffic
MP1	16/06/15	21:30-22:00	60	43	64	71	A633 Mitchells Way road traffic
MP1	17/06/15	04:00-05:00	55	40	58	73	A633 Mitchells Way road traffic
<b>Evening ambient and background noise levels 60 to 62 dB <math>L_{Aeq}</math> and 43 to 48 dB <math>L_{A90}</math>, respectively</b>							
<b>Night time ambient and background noise levels 55 dB <math>L_{Aeq}</math> and 40 dB <math>L_{A90}</math>, respectively</b>							
MP2	16/06/15	20:15-21:15	48	42	51	63	Distant road traffic
<b>Evening ambient and background noise levels 48 dB <math>L_{Aeq}</math> and 42 dB <math>L_{A90}</math>, respectively</b>							

- 3.06 During the course of the noise survey, the baseline noise climate was noted to be attributable to road traffic noise from the A633 Mitchells Way.
- 3.07 Background noise levels at the nearest noise sensitive receptors (residential dwellings (under construction) on the opposite side of the A633 Mitchells Way were 43 to 48 dB  $L_{A90}$  during the late evening period and 40 dB  $L_{A90}$  during the night time period. These levels are considered commensurate with the application site setting.

#### 4.00 NOISE IMPACT ASSESSMENT CRITERIA

- 4.01 In terms of noise impact assessment criteria, Paragraph 123 of 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*'.
- 4.02 Planning Practice Guidance specifically dealing with noise was uploaded to the Government's Planning Portal in March 2014 as an accompaniment to the National Planning Policy Framework. This guidance is summarised herein.
- 4.03 The guidance states that noise needs to be considered when new developments may create additional noise. Whilst noise can override other planning concerns, neither the Noise Policy Statement for England nor the National Planning Policy Framework (which reflects the Noise Policy Statement for England) expects noise to be considered in isolation, separately from the economic, social and other environmental dimensions of proposed development.
- 4.04 In order to determine noise impact, local planning authorities' plan-making and decision taking should take account of the acoustic environment and in doing so consider:
- Whether or not a significant adverse effect is occurring or likely to occur
  - Whether or not an adverse effect is occurring or likely to occur, and
  - Whether or not a good standard of amenity can be achieved
- 4.05 In line with the Explanatory Note of the Noise Policy Statement for England, this would include identifying whether the overall effect of the noise exposure is, or would be, above or below the significant observed adverse effect level and the lowest observed adverse effect level for the given situation.
- 4.06 In terms of Observed Effect Levels:
- No Observed Adverse Effect Level (NOAEL) – This is the level of noise exposure below which no effect at all on health or quality of life can be detected
  - Lowest Observed Adverse Effect Level (LOAEL) – This is the level of noise exposure above which adverse effects on health and quality of life can be detected, and
  - Significant Observed Adverse Effect Level (SOAEL) – This is the level of noise exposure above which significant adverse effects on health and quality of life occur
- 4.07 At the lowest extreme, when noise is not noticeable, there is by definition no effect. As the noise exposure increases, it will cross the no observed effect level as it becomes noticeable. However, the noise has no adverse effect so long as the exposure is such that it does not cause any change in behaviour or attitude. The noise can slightly affect the acoustic character of an area but not to the extent there is a perceived change in quality of life. If the noise exposure is at this level no specific measures are required to manage the acoustic environment.
- 4.08 As the exposure increases further, it crosses the lowest observed adverse effect level boundary above which the noise starts to cause small changes in behaviour and attitude, for example, having to turn up the volume on the television or needing to speak more loudly to be heard. The noise therefore starts to have an adverse effect and consideration needs to be given to mitigating and minimising those effects (taking account of the economic and social benefits being derived from the activity causing the noise).
- 4.09 Increasing noise exposure will at some point cause the significant observed adverse effect level boundary to be crossed. Above this level the noise causes a material change in behaviour such as keeping windows closed for most of the time or avoiding certain activities during periods when the noise is present. If the exposure is above this level the planning process should be used to avoid this effect occurring, by use of appropriate mitigation such as by altering the design and layout. Such decisions must be made taking account of the economic and social benefit of the activity causing the noise, but it is undesirable for such exposure to be caused.

4.10 At the highest extreme, noise exposure would cause extensive and sustained changes in behaviour without an ability to mitigate the effect of noise. The impacts on health and quality of life are such that regardless of the benefits of the activity causing the noise, this situation should be prevented from occurring.

4.11 The following table summarises noise exposure hierarchy, based on likely average response.

**Table 4.1 – 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; where there is no alternative ventilation, having to close windows for some of the time because of the noise. 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; where there is no alternative ventilation, having to keep windows closed most of the time because of the noise. 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 Adverse 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, e.g. auditory and non-auditory	Unacceptable Adverse Effect	Prevent

4.12 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 particular situation. These factors include:

- The source and absolute level of the noise together with the time of day it occurs
- For non-continuous sources of noise, the number of noise events, and the frequency and pattern of occurrence of the noise
- The spectral content of the noise (i.e. whether or not the noise contains particular high or low frequency content) and the general character of the noise (i.e. whether or not the noise contains particular tonal characteristics or other particular features)
- The local acoustic character of the area

- 4.13 In addition, further useful contextual guidance is provided in British Standard 4142:2014 'Methods for Rating and Assessing Industrial and Commercial Sound' (BS 4142).
- 4.14 With respect to sound from fixed installations which comprise mechanical and electrical plant and equipment, BS 4142 states:

*The significance of sound of an industrial and/or commercial nature depends upon both the margin by which the rating level of the specific sound source exceeds the background sound level and the context in which the sound occurs'.*

*Typically, the greater this difference, the greater the magnitude of the impact. For example:*

- *A difference of around +10 dB or more is likely to be an indication of a significant adverse impact, depending on the context*
- *A difference of around +5 dB is likely to be an indication of an adverse impact, depending on the context*
- *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*

*Adverse impacts include, but are not limited to, annoyance and sleep disturbance. Not all adverse impacts will lead to complaints and not every complaint is proof of an adverse impact.*

*Where the initial estimate of the impact needs to be modified due to the context, take all pertinent factors into consideration, including the absolute level of sound. For a given difference between the rating level and the background sound level, the magnitude of the overall impact might be greater for an acoustic environment where the residual sound level is high than for an acoustic environment where the residual sound level is low. Where background sound levels and rating levels are low, absolute levels might be as, or more, relevant than the margin by which the rating level exceeds the background. This is especially true at night.*

- 4.15 The World Health Organisation's Guidelines for Community Noise (1999) state '*At night, sound pressure levels at the outside façades of the living spaces should not exceed 45 dB  $L_{Aeq}$  and 60 dB  $L_{AFMax}$ , so that people may sleep with bedroom windows open. These values have been obtained by assuming that the noise reduction from outside to inside with the window partly open is 15 decibels.*'
- 4.16 The World Health Organisation's Night Noise Guidelines Europe (2009) state '*an external noise level of 40 dB  $L_{Aeq}$  (2300–0700) represents the Lowest Observed Adverse Effect Level.*'

## **5.00 NOISE IMPACT OF THE PROPOSED NEW LIDL FOODSTORE**

- 5.01 The proposed new build Lidl foodstore consists of a circa 2,470 m<sup>2</sup> gross internal area (including circa 1,424 m<sup>2</sup> sales area) and circa 2,345 m<sup>2</sup> gross external area (including 133 car parking spaces). The proposed layout plan is contained in Appendix 2 for reference.
- 5.02 The proposed opening hours are understood to be 07:00 to 22:00 hours on Mondays to Saturdays (inclusive) and for any 6 consecutive hours between 10:00 to 18:00 hours (typically 10:00 to 16:00 hours) on Sundays.
- 5.03 The flexibility for unrestricted delivery hours is required to allow for factors such as: replenishment of stock during non-trading periods (i.e. when the store is closed), regional logistical constraints, traffic delays etc. The noise impact assessment has therefore been undertaken on the basis of 24/7 deliveries. It should be noted that there will typically be one HGV delivery per day (and up to two during peak periods).

### HGV Deliveries

- 5.04 The delivery yard is located at the south eastern corner of the proposed new build Lidl foodstore. In order to mitigate the propagation of delivery noise to the south (note: the principal noise source is that of palleted goods being moved over the delivery plate), it is recommended that a circa 2 metre high solid timber fence be provided on top of the retaining wall to the south east of the foodstore alongside the delivery bay.
- 5.05 The delivery process involves an HGV reversing into the delivery bay, where it is automatically guided into a docking enclosure and a delivery plate is lowered into the rear of the HGV. The unloading of the HGV then takes place without the need for ramps or lifts, due to the rear of the trailer being level with the delivery area.
- 5.06 The delivery plate, which connects the delivery store to the HGV (and the movement of palleted goods over the delivery plate is the principal noise source during deliveries), will be screened from the residential dwellings (under construction) on the opposite side of the A633 Mitchells Way to the south west by the HGV itself and the proposed circa 2 metre high solid timber fence to be provided on top of the retaining wall to the south east of the foodstore alongside the delivery bay.
- 5.07 Measurements have previously been undertaken by ENS at numerous similar Lidl foodstores with delivery noise levels of 58 dB  $L_{Aeq}$  and 79 dB  $L_{AFMax}$  measured at a distance of 10 metres to the delivery plate with a direct line of sight to the unloading operations during a HGV delivery. Assuming point source propagation of 6 decibels per doubling of distance, and screening attenuation of 10 decibels (as the delivery plate will not be visible to the residential dwellings (under construction) on the opposite side of the A633 Mitchells Way to the south west during a delivery), the predicted delivery noise levels are calculated at 30 dB  $L_{Aeq,T}$  and 51 dB  $L_{AFMax}$  at 80 metres distance (i.e. the nearest residential dwellings)).
- 5.08 The predicted delivery noise levels are significantly below both the night time background noise levels in the locale and also the WHO guideline levels. It is therefore considered that delivery noise represents a No Observed Adverse Effect Level as: it can be heard, but does not cause any change in behaviour or attitude; and it can slightly affect the acoustic character of the area, but not such that there is a perceived change in the quality of life
- 5.09 In conclusion, the potential noise impact of 24/7 deliveries is considered negligible. Notwithstanding this, in accordance with standard industry practice for 'out-of-hours' deliveries, a Delivery Management Plan (as set out in Appendix 3) is also to be implemented.

### External Plant

- 5.10 External plant servicing the proposed new build foodstore will consist of condensing units for the store air conditioning system and refrigeration plant for the temperature control of produce. It is proposed that external plant is located on the south western façade (and thus screened from the nearest residential dwellings by the proposed foodstore itself).
- 5.11 The control of noise emissions from external plant is considered negligible and is amenable to a planning condition. A suggested planning condition would be '*The cumulative rating level of external plant operating during the night time hours not to exceed 40 dB  $L_{Aeq,T}$  (free field) at the nearest residential dwellings off the A633 Mitchells Way to the south west.*'
- 5.12 It is considered that the above criteria may be readily achieved using judicious selection and location / orientation of plant, together with localised screening as required.

## 6.00 CONCLUSIONS

- 6.01 A noise impact assessment has been undertaken for a proposed new build Lidl foodstore at land off the A633 Mitchells Way, Wombwell, Barnsley.
- 6.02 The ambient noise climate across the application site is due to road traffic on the A633 Mitchells Way.
- 6.03 An assessment of the noise impact of the proposed development has been undertaken, in line with the National Planning Policy Framework guidelines. Mitigation measures have been recommended, as appropriate.
- 6.04 Provided the recommendations contained within this noise impact assessment are implemented, noise is not considered to represent a constraint to the proposed new build Lidl foodstore and associated 24/7 deliveries.

I trust the foregoing is sufficient for your needs. Should you have any queries regarding the above, please do not hesitate to contact me.

Yours sincerely

Jonathan Rigg  
MIOA, Diploma in Acoustics and Noise Control, MEng (Hons)  
Environmental Noise Solutions Limited

cc File

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## Appendix 1 Glossary of Acoustic Terms

### Sound Pressure Level ( $L_p$ )

The basic unit of sound measurement is the sound pressure level. As the pressures to which the human ear responds can range from 20  $\mu\text{Pa}$  to 200 Pa, a linear measurement of sound levels would involve many orders of magnitude. Consequently, the pressures are converted to a logarithmic scale and expressed in decibels (dB) as follows:

$$L_p = 20 \log_{10}(p/p_0)$$

Where  $L_p$  = sound pressure level in dB;  $p$  = rms sound pressure in Pa; and  $p_0$  = reference sound pressure (20  $\mu\text{Pa}$ ).

### A-weighting Network

A frequency filtering system in a sound level meter, which approximates under defined conditions the frequency response of the human ear. The A-weighted sound pressure level, expressed in dB(A), has been shown to correlate well with subjective response to noise.

### Equivalent continuous A-weighted sound pressure level, $L_{Aeq, T}$

The value of the A-weighted sound pressure level in decibels of continuous steady sound that within a specified time interval, T, has the same mean-square sound pressure as a sound that varies with time.  $L_{Aeq, 16h}$  (07:00 to 23:00 hours) and  $L_{Aeq, 8h}$  (23:00 to 07:00 hours) are used to qualify daytime and night time noise levels.

### $L_{A10, T}$

The A-weighted sound pressure level in decibels exceeded for 10% of the measurement period, T.  $L_{A10, 18h}$  is the arithmetic mean of the 18 hourly values from 06:00 to 24:00 hours.

### $L_{A90, T}$

The A-weighted sound pressure level of the residual noise in decibels exceeded 90% of a given time interval, T.  $L_{A90}$  is typically taken as representative of background noise.

### $L_{AF \max}$

The maximum A-weighted noise level recorded during the measurement period. The subscript 'F' denotes fast time weighting, slow time weighting 'S' is also used.

### Sound Exposure Level (SEL or $L_{AE}$ )

The energy produced by a discrete noise event averaged over one second, no matter how long the event actually took. This allows for comparison between different noise events which occur over different lengths of time.

### Weighted Sound Reduction Index ( $R_w$ )

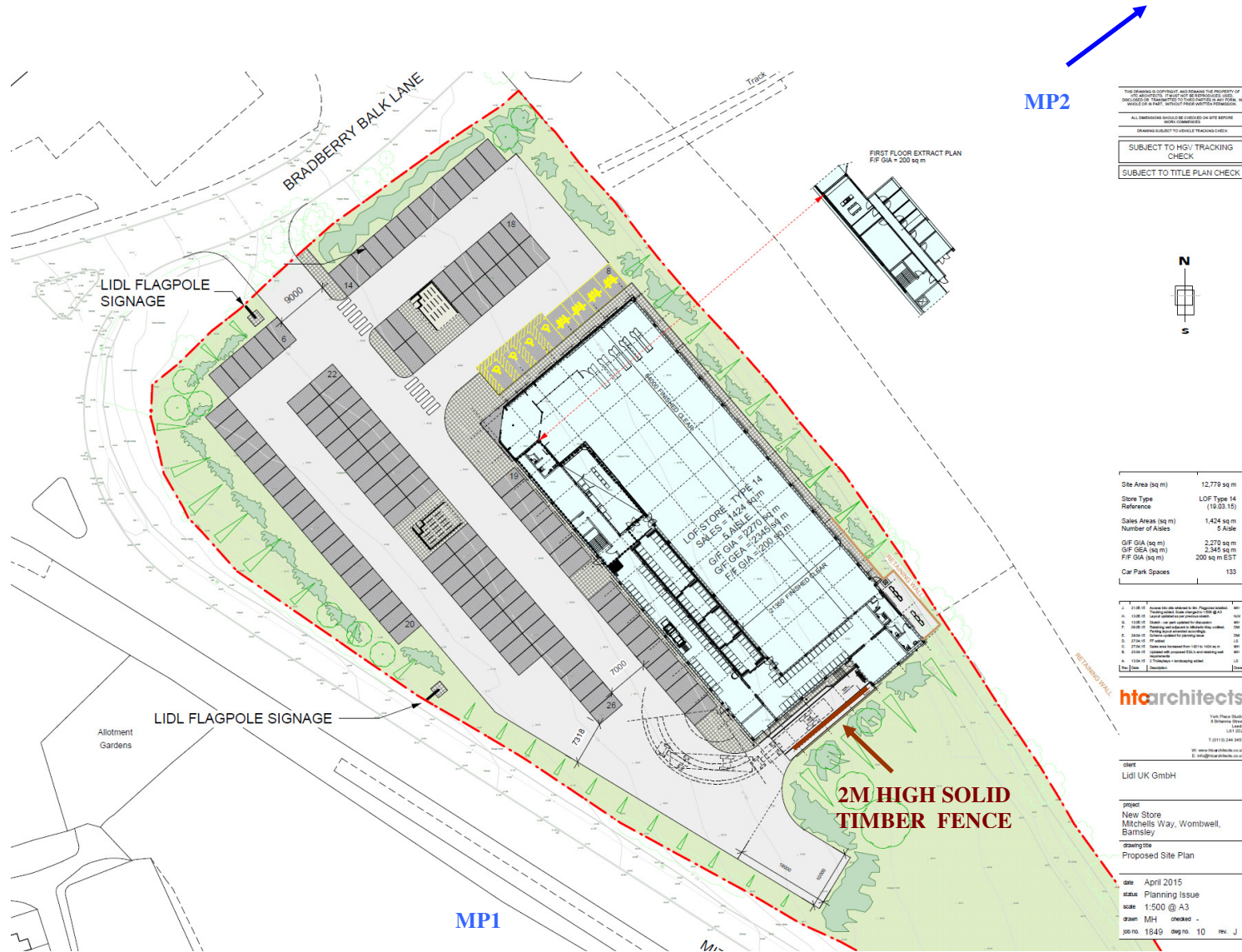
Single number quantity which characterises the airborne sound insulation properties of a material or building element over a defined range of frequencies ( $R_w$  is used to characterise the insulation of a material or product that has been measured in a laboratory).

### Weighted Airborne Sound Insulation ( $D_{nT,w}$ )

Single number quantity which characterises the airborne sound insulation between rooms.

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## Appendix 2 Proposed Layout Plan and Nose Monitoring Locations



THE DRAWING IS FOR INFORMATION ONLY AND IS NOT TO BE USED FOR CONSTRUCTION. IT IS THE RESPONSIBILITY OF THE CLIENT TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS. ALL DIMENSIONS SHOULD BE CHECKED ON SITE BEFORE WORK COMMENCES.

ALL DIMENSIONS SUBJECT TO CHECKING AND CORRECTION.

SUBJECT TO HIS/ TRACKING CHECK

SUBJECT TO TITLE PLAN CHECK



Site Area (sq m)	12,779 sq m
Store Type	LOF Type 14
Reference	(19.03.15)
Sales Area (sq m)	1,424 sq m
Number of Aisles	5 Aisle
G/F GFA (sq m)	2,270 sq m
G/F GSA (sq m)	2,248 sq m
F/F GFA (sq m)	200 sq m EST
Car Park Spaces	133

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## **Appendix 3 Delivery Management Plan**

### **The Journey**

- During the final approach to the store, refrigeration units within vehicles will be switched off and remain switched off during unloading
- When within the delivery yard, vehicles will switch off their engines
- Access into the delivery yard should be unrestricted. However, if entry is restricted, vehicles should stop; switch off engines, radios and headlights, and contact store staff.

### **Within the Delivery Yard**

- Vehicle radios will be switched off
- Vehicle headlights will be switched off when stationary and vehicle lights will be used for vehicle manoeuvring only, to aid safe movement
- The use of external alarms or speakers will be prohibited within the delivery yard
- The internal alarm will be muffled to reduce potential for disturbance
- Noise generation from vehicle manoeuvring into loadings to be kept to a minimum
- Vehicle reversing 'audible warning' to be switched off during night time periods, without compromising safety (i.e. use a banks man if required)
- At all times drivers will be advised to: engage gears within minimal noise; keep engine revs to a minimum; apply brakes gently; and close doors with minimal noise

### **Unloading/Re-loading**

- Drivers should ensure that engine and refrigeration units are switched off once the vehicle is stationary and in the unloading position
- Drivers should seek to: lower loading plates into the correct position with minimal noise; avoid making contact with trailer walls, lift guardrails and other obstructions; and maintain conversation to a minimum.

### **The Return Journey**

- All vehicle doors will be closed with minimal noise
  - Drivers should refrain from starting up vehicle refrigeration units (if required) until the vehicle is a reasonable distance from the store and neighbouring dwellings
  - Drivers should seek to: engage gears within minimal noise; keep engine revs to a minimum; apply brakes gently; and accelerate gently until the vehicle is a reasonable distance from the store
-