

16th July 2026

Mr Alex Cowling
ASC Planning Consultants Limited
8 Greenfield Mount
Wrenthorpe
Wakefield
WF2 0TJ



Dear Sir,

NOISE IMPACT ASSESSMENT FOR THE PROPOSED CHANGE OF USE TO A MOT STATION AND TYRE FITTING / REPAIR SERVICE (SUI GENERIS) AND A CLASS E RETAIL UNIT

FORMER LUNDWOOD SOCIAL CLUB, 250–252 PONTEFRACT ROAD, BARNSELY, S71 5ND

1.00 INTRODUCTION

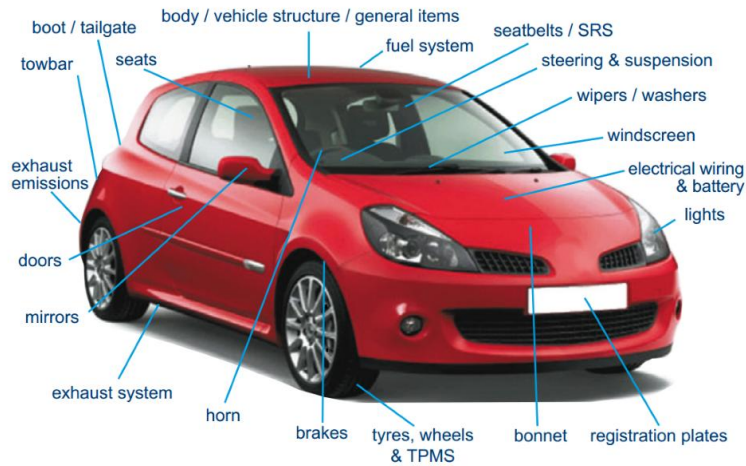
- 1.01 RP Acoustics Limited has been commissioned by Mr Hassan Ahmed to carry out a noise impact assessment for the proposed change of use to a MOT station and tyre fitting / repair service (Sui Generis) and a Class E retail unit at the former Lundwood Social Club, 250–252 Pontefract Road, Barnsley, S71 5ND (hereafter referred to as the application site).
- 1.02 The assessment has been undertaken to accompany a planning application to be submitted to Barnsley Metropolitan Borough Council.
- 1.03 The objectives of the noise impact assessment were to:
- Determine the ambient and background sound level at the neighbouring dwelling
 - Determine the noise from the proposed MOT station and tyre fitting / repair station
 - Assess the noise impact in accordance with planning guidance and British Standards
- 1.04 This report sets out the methodology and findings of the assessment. It has been prepared on behalf of Mr Hassan Ahmed 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 Mr Hassan Ahmed (applicant), ASC Panning Consultants Limited (applicant's agent) and RP Acoustics Limited.
- 1.05 A glossary of acoustic terms is contained in Appendix 1 for reference.

2.00 APPLICATION SITE SETTING AND PROPOSED CHANGE OF USE

- 2.01 The application site is located in a mixed commercial and residential area circa 3 kilometres to the east of Barnsley town centre. The application site location plan is reproduced in Appendix 2 whilst the layout, floor plans and elevations are reproduced in Appendix 3.
- 2.02 The proposed opening hours are 0800 to 1800 Monday to Saturday and 1000 to 1800 Sunday.
- 2.03 The MOT station is to have testing ramp and the tyre fitting / repair service is also to have a ramp (only one vehicle will have an MOT at any time). In terms of an MOT, this is a non-invasive inspection (as explained herein) with only a 1 to 2 second horn test being 'noisy'. The tyre fitting / repair service involves the use of an impact wrench to remove / replace wheel nuts, again the removal / replacement of a wheel nut is 1 to 2 second duration per wheel nut. No repairs and bodywork will occur within the unit.

2.04 As stated, there is to be a single MOT ramp at the application site. As an MOT test takes 45 to 60 minutes, the maximum number of vehicles tested at the application site will be 13 per day Monday to Saturday and 8 per day on a Sunday.

2.05 For reference a MOT test involves inspection of the following items:



- Body, vehicle structure and general items inspected to check that:
 - They are free from excessive corrosion or damage in specific areas
 - There are no sharp edges likely to cause injury
- Towbars will be inspected for:
 - Secureness
 - Condition
 - Inappropriate repairs or modification
 - The 13 pin electrical socket is working correctly
 - The speedometer is in good working order
 - The engine mountings are secure
- The fuel system will be inspected to check that:
 - There are no leaks
 - The pipes and hoses are secure and in a good condition
 - The fuel cap fastens and seals securely
- The vehicle will be inspected, depending on the age and fuel type of the vehicle, to check that it meets the rules for exhaust emissions; the exhaust system will be inspected to check that:
 - It is secure and complete
 - A catalyst isn't missing where one was fitted as standard
 - It is without serious leaks and not too noisy
- The vehicle will be inspected to check that:
 - The mandatory seatbelts are in place
 - They are suitable for the vehicle
 - They are in a good condition
 - They work properly
 - They are attached securely

- The malfunction indicator lamps (MILs) or dashboard warning lights will be checked for the:
 - Air bags
 - Seatbelt pretensioners (which remove the slack from a seatbelt in the event of a collision)
 - Seatbelt load limiters (which release a small amount of belt when it's too tight)
- Seats will be inspected to check that:
 - The driver's seat can be adjusted
 - All seats are securely fitted and that seat backs can be fixed in the upright position
- Doors will be inspected to check that:
 - The latch is secure in the closed position
 - The front doors open from inside and outside the vehicle
 - The rear doors open from outside the vehicle
 - Hinges and catches are secure and in a good condition
- The vehicle will be inspected to check for the minimum number of mirrors, their condition and security. Indirect vision devices will also be inspected.
- The vehicle will be inspected to check that the boot or tailgate can be closed properly.
- Brakes will be inspected to check:
 - Their condition, including inappropriate repairs or modifications
 - Their operation and performance (the efficiency test) - the wheels and trims are not removed as part of the test
 - The anti-lock braking system (ABS) and electronic stability control (ESC)
 - The MILs or dashboard warning lights will also be checked for the ABS, ESC, electronic park brake and brake fluid warning lights.
- Tyres and wheels will be inspected to check for:
 - Condition
 - Security
 - Tyre size and type
 - Tread depth
 - Vehicles first used on or after 1 January 2012 will be checked to make sure the tyre pressure monitoring system (TPMS) MIL is working.
- Registration plates will be inspected to check for:
 - Condition
 - Secure attachment
 - Colour
 - Characters correctly formed and spaced
- Lights will be inspected to check:
 - Their condition
 - Operation, including high intensity discharge (HID) and light emitting diode (LED)
 - The headlamps for cleaning, self-levelling and security
 - Headlamp aim
 - Main beam warning light working

- The bonnet will be inspected to check that it closes securely.
- Wipers and washers will be inspected to check that they work properly so the driver has a clear view of the road.
- The windscreen will be inspected to check for condition and the driver's view of the road
- The horn will be inspected to check that it works properly and is suitable for the vehicle
- The steering and suspension will be inspected to check:
 - Their condition
 - Steering oil level
 - They work correctly
 - For inappropriate repairs or modification including corrosion to power steering pipes or hoses
 - That the steering lock mechanism works properly
 - The MILs or dashboard warning lights will also be checked for the electronic power steering and steering lock.
- The vehicle will be inspected to check that a Vehicle Identification Number (VIN) is displayed
- Visible electrical wiring and the battery will be checked.

- 2.07 The MOT test is not a particularly 'noisy' activity. A measurement at the open roller shutter doors (5 metres from the vehicle) at a garage during a MOT test illustrated the noise level to be no greater than 57 dB $L_{Aeq\ 1\ hour}$.
- 2.08 The neighbouring property (façade) is located 14 metres from the roller shutter doors. Based on point source propagation, the resultant MOT noise level is calculated at 42 dB $L_{Aeq\ 1\ hour}$ ($57 - 20 \cdot \log((3+14)/3)$) in the absence of any screening.
- 2.09 In terms of impact wrench use associated with the tyre fitting / repair service, as a worst case scenario that a full set of tyres are replaced in any hour, the impact wrench would be used up to 32 times in any hour (4 nuts per wheel, 4 wheels, off and back on).
- 2.10 In order to measure the noise associated with the impact wrench, the proposed tenant of the unit brought equipment to the unit and removed and replaced a series of wheel nuts. The noise associated with wheel nut removal and replacement ranged 63 to 67 dB $L_{Aeq\ 1\ second}$ with a logarithmic average of 65 dB $L_{Aeq\ 1\ second}$ at NMP1 (note: - 3 dB façade enhancement correction has been applied due to the reflection from the circa 2 metre high solid boundary fence).
- 2.11 The overall noise level associated with 32 uses of the impact wrench is therefore calculated at 44 dB $L_{Aeq\ 1\ hour}$ ($65 - 10 \cdot \log(32/3600)$ on-time correction). In accordance with BS 4142 Paragraph 9.2. a + 3 dB 'intermittency' penalty is applied to give a rating level of 47 dB $L_{Ar\ 1\ hour}$.
- 2.12 The resultant cumulative rating noise level due to an MOT and a simultaneous tyre fitting / service is therefore 48 dB $L_{Ar\ 1\ hour}$. It should be noted that this rating level is without any allowance for the screening effect of the circa 2 metre high solid boundary fence. This fence will obscure a line of sight to vehicles and thus further reduce noise levels by circa 10 decibels to provide a **rating level of 38 dB $L_{Ar\ 1\ hour}$ within the garden of the neighbouring property.**

3.00 BASELINE NOISE SURVEY

- 3.01 Baseline noise surveys were undertaken on Thursday 7th May 2026, Saturday 23rd May 2026 and Sunday 24th May 2026. For the purpose of the assessment the following noise monitoring positions were adopted (see Appendix 4):
- NMP1 at the boundary between application site and the neighbouring residential property
 - NMP2 at the palisade gates of the application site (as access into the site restricted)
- 3.02 Baseline noise measurements were undertaken using NTi Audio XL2 Type 1 integrating sound level meters with a 90 mm windshield. The measurement system calibration was verified before and after measurement sessions with no drift in level noted.
- 3.03 The following table contains a summary of the baseline noise measurement data rounded to the nearest decibel.

Table 3.1 – Baseline Noise Measurement Data

Position	Date	Time	L _{Aeq} (dB)	L _{A90} (dB)	L _{A10} (dB)	L _{A1} (dB)	L _{AFMax} (dB)	Comments
NMP1	07/05/26	1130–1230	58	50	61	65	71	Pontefract Road traffic dominant
Background sound level 50 dB L _{A90}								
NMP2	07/05/26	1130–1230	66	57	69	73	83	Pontefract Road dominant traffic as shown by L _{A10} 3 dB higher than L _{Aeq} (note: 1,300 to 1,400 vehicles/hour)
	08/05/26	1230–1330	66	58	69	72	77	
	09/05/26	1000–1100	65	57	68	72	81	
Background sound level 57 dB L _{A90} (7 dB higher than NMP1 based on simultaneous measurement on 07/05/26)								

- 3.04 The ambient and background sound levels were consistent with the application site setting. Lundwood Road traffic was dominant at a moderate noise level.

4.00 GOVERNMENT POLICY, ACOUSTIC STANDARDS AND GUIDANCE

National Planning Policy Framework

- 4.01 The National Planning Policy Framework (NPPF), which was revised in July 2021, states in Paragraph 174 that '*Planning policies and decisions should contribute to and enhance the natural and local environment by: ... e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or **noise pollution** or land instability.*'

National Planning Policy Framework: Planning Practice Guidance on Noise

- 4.02 The National Planning Policy Framework Planning Practice Guidance on Noise (NPPF-PPGN) states that 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.
- 4.03 These factors include:
- The source and the absolute level of noise
 - The content of the noise
 - The general character of the noise
 - The frequency and duration of the noise
 - The time of day the noise occurs (i.e. daytime or night time)

- 4.04 The NPPF-PPGN presents a table of noise exposure hierarchy, which relates the NOAEL, LOAEL and SOAEL to the subjective perception of noise and examples of outcomes (see below).

Table 4.1 – Summary of Noise Exposure Hierarchy

Perception	Examples of Outcomes	Increasing Effect Level	Action
No Observed Adverse Effect Level (NOAEL)			
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 (LOAEL)			
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 (SOAEL)			
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

- 4.05 In accordance with the National Planning Policy Framework Planning Practice Guidance on Noise (NPPF-PPGN), the noise associated with the proposed MOT station and tyre fitting / repair service is categorised as being at a No Observed Adverse Effect Level (NOAEL) as *‘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’*.

BS 4142:2014 Methods for Rating and Assessing Industrial and Commercial Sound

- 4.06 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. An effective assessment cannot be conducted without an understanding of the reason(s) for the assessment and the context in which the sound occurs/will occur. When making assessments and arriving at decisions, therefore, it is essential to place the sound in context.

- 4.07 Typically, the greater this difference, the greater the magnitude of the impact. 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.
- 4.08 In accordance with BS 4142, within the garden of the neighbouring property the noise associated with the proposed MOT station and tyre fitting / repair service will have no adverse effect as (although occasionally audible) the rating level will be significantly below the background sound level.
- 4.09 **In conclusion, noise does not pose a material constraint to the granting of planning permission.**

We trust the foregoing is to your satisfaction. Should you have any queries, please do not hesitate to contact us.

Yours sincerely

Jonathan Rigg
Associate Member of the Institute of Acoustics
For and on behalf of RP Acoustics Ltd

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 μPa 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 μPa).

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.

$L_{AF \max}$

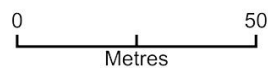
The maximum A-weighted noise level recorded during the measurement period. The subscript 'F' denotes fast time weighting, slow time weighting 'S' is also used.

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 that occur over different lengths of time.

APPENDIX 2 APPLICATION SITE LOCATION PLAN

Site Location Plan - Lundwood Social Club, S71 5ND



Plan Produced for: Develop Ltd
Date Produced: 10 Nov 2025
Plan Reference Number: TQRQM25314151337718
Scale: 1:1250 @ A4

DIMENSIONS IN mm - DO NOT SCALE FROM DRAWING - REFER TO ANNOTATION



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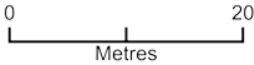


PROJECT MANAGEMENT & ARCHITECTURAL SERVICES
Web: www.promanconsultancy.co.uk Email: info@promanconsultancy.co.uk

Project Lundwood Social Club, Pontefract Road, Lundwood, Barnsley, S71 5PN		
Drawing Title Proposed Elevations		
Drawn: DK	Date: May 26	Scale: 1/100 @ A
Project No: 1066	Drawing No: 1066-04	Revision: 1

APPENDIX 4
NOISE MONITORING POSITIONS

Site Plan - Lundwood Social Club, S71 5ND



Plan Produced for: Dewelop Ltd
Date Produced: 10 Nov 2025
Plan Reference Number: TQRQM25314151853636
Scale: 1:500 @ A4