

NOISE IMPACT ASSESSMENT PREMDOR, DARTON

VERSION 2

October 2023

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1 INTRODUCTION

Metrica Environmental Consulting Ltd ('Metrica') has been commissioned by Premdor ('the Client') to undertake a Noise Impact Assessment in relation to the proposed expansion ('the Development') of their existing facility at Birthwaite Business Park ('the Site'), located adjacent to the M1 motorway on the northern outskirts of Darton, Barnsley.

The aim of this assessment is to assess the noise generated by the Development against relevant guidance, and incorporating mitigation measures as necessary to ensure the amenity of residents surrounding the Development is not unreasonably impacted.

2 DEVELOPOMENT OVERVIEW

The purpose of the Development is to increase the capacity of the existing Premdor facility through the construction of two additional workshop / warehouse buildings. These buildings are to be located to the south and southeast of the existing buildings as shown on the Development layout in Appendix A1.

At this stage, the final use of the Development buildings is yet to be confirmed. As such, this assessment considers a worst case of either a warehouse or workshop, for both HGV traffic and fixed plant.

3 RELAVANT GUIDANCE

The following guidance and standards are pertinent to the assessment:

- ◆ The National Planning Policy Framework (NPPF);
- ◆ The Noise Policy Statement for England (NPSE); and
- ◆ BS 4142:2014+A1:2019 Methods for Rating and Assessing Industrial and Commercial Sound.

3.1 The National Planning Policy Framework

The NPPF sets out the Government's planning policies for England, providing a framework within which local policies can be developed. The key principle of the NPPF is a presumption in favour of sustainable development. With regards to noise, the NPPF states that sustainable development can be achieved by:

- ◆ Avoiding noise from giving rise to significant adverse impacts on health and quality of life as a result of new development;
- ◆ Mitigating and reducing to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions;
- ◆ Recognising 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; and
- ◆ Identifying and protecting areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.

3.2 The Noise Policy Statement For England

The NPSE sets out the role and purpose of noise policy, together with the Government's noise policy vision and aims, consistent with the NPPF.

The aims of the NPSE require that:

- ◆ Significant adverse effects on health and quality of life are avoided, while taking into account the guiding principles of sustainable development;
- ◆ Adverse impacts on health and quality of life are mitigated or minimised; and
- ◆ Where possible, noise management should seek to improve health and quality of life within the context of Government policy on sustainable development.

Paragraph 2.24 of the NPSE states that in relation to minimising and mitigating adverse impacts:

“...all reasonable steps should be taken to mitigate and minimise adverse effects on health and quality of life while also taking into account the guiding principles of sustainable development. This does not mean that such adverse effects cannot occur.”

The NPSE introduces the following concepts with regard to noise impacts:

- ◆ NOEL – No Observed Effect Level

This is the level below which no effect can be detected. In simple terms, below this level, there is no detectable effect on health and quality of life due to the noise.

- ◆ LOAEL – Lowest Observed Adverse Effect Level

This is the level above which adverse effects on health and quality of life can be detected, but is not necessarily significant.

- ◆ SOAEL – Significant Observed Adverse Effect Level

This is the level above which significant adverse effects on health and quality of life occur.

The NPSE recognises that it is not possible to have a single set of noise levels relating to the above categories which are applicable to all sources of noise in all situations, and it is acknowledged that further research is required to increase the understanding of what may constitute a significant adverse impact on health and quality of life from noise. It is considered appropriate in this instance to assess noise impact in terms of BS 4142:2014, as discussed in Section 3.3.

3.3 Bs 4142:2014+A1:2019

BS 4142:2014+A1:2019 ('BS 4142') describes methods for rating and assessing industrial and / or commercial noise to provide an indication of its likely impact upon nearby noise-sensitive receptors (NSRs).

The Specific¹ noise emitted from the Development (dB, L_{Aeq}) is rated by considering both the level and character (i.e. tonal elements, impulsivity, intermittency, and distinctiveness) of the sound. This is achieved by applying appropriate corrections to the Specific noise level externally at the NSR location, which gives the Rating level of the noise in question. This is then assessed against the existing prevailing background noise level (dB, L_{A90}) at that location to determine a likely level of impact.

The level by which the Rating level exceeds the prevailing background noise level indicates the following potential impacts:

¹ The sound level produced by a source, without corrections for acoustic features.

- ◆ A difference of 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; and
- ◆ Where the rating level does not exceed the background level, this is an indication of the specific sound source having a low impact, depending on the context.

4 CONSULTATION AND ASSESSMENT CRITERIA

Consultation was carried out with Barnsley Council's ('the Council') Environmental Health Officer (EHO) to agree the scope, methodology, and assessment criteria for the Development.

It was confirmed that the methodology described in BS 4142 should be followed, and that background noise monitoring would be undertaken at two locations. Due to access and security concerns, The use of alternative proxy locations was agreed with the Council's EHO, and have been selected to conservatively represent the level of background noise at the respective NSR. This was primarily achieved by monitoring at the same or greater distance from both the A637 and the M1, as the respective NSR location.

It was requested that the background noise environment at the closest NSRs was investigated to confirm that selected NMLs were indeed representative, as discussed in Section 5. With regard to suitable noise limits, it was agreed with the EHO that the BS 4142 Rating level of noise due to the Development should be limited to no more than 5 dB above the prevailing background noise level during both daytime and night-time hours.

5 BACKGROUND SOUND SURVEY

To establish the background sound environment in the locality of the Development, background noise monitoring was undertaken from the 31st May to the 2nd June 2023 at the two NMLs shown in Figure 1.

Figure 1: Noise Monitoring Locations (NMLs) and NSRs



The monitoring equipment consisted of Class 1 sound level meters, calibrated to traceable standards, and housed in all-weather cases with long-life batteries. The microphone was positioned at a height of 1.4 m above ground level, within a suitable proprietary windshield. The meters were field calibrated at the start and end of the survey period; no significant calibration drift was found.

Weather conditions were suitable for noise monitoring throughout the entire survey period, with wind speeds below 5 m/s and no precipitation.

Survey record sheets, including photographs of the equipment in situ, are presented in Appendix A2.

The local acoustic environment experienced is dominated by the road traffic on Huddersfield Road (A637) and the M1 motorway. Other than occasional HGV traffic, no noise from the Premdor facility was audible during site visits.

As discussed in Section 4, the EHO requested that the background noise environment at the closest NSRs was investigated to confirm that selected NMLs were indeed representative. To this end, both NSR locations were visited, and in both cases, it was found that noise levels were audibly greater at the NSR locations than the respective NML locations. As such, the measurements at NML 1 and NML 2 are a conservative representation of the background levels at NSR 1 and NSR 2 respectively.

5.1 Measurement Results

Charts 1 and 2 provide a summary of the $L_{A90,15min}$ background levels recorded at each NML during the survey period.

Chart 1: Background Noise Survey Time History – NML 1

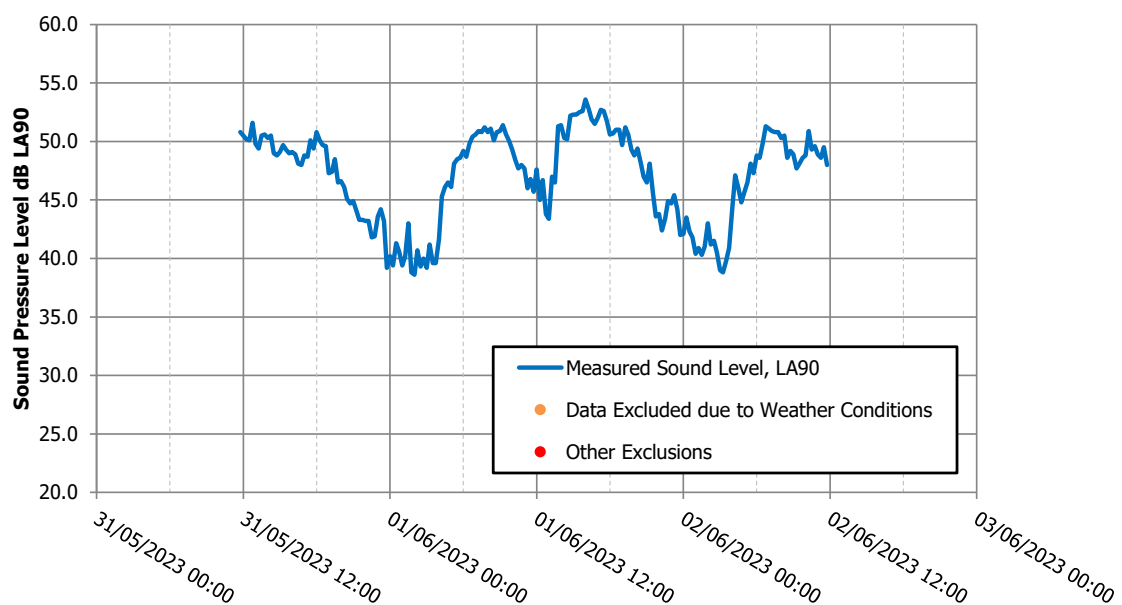
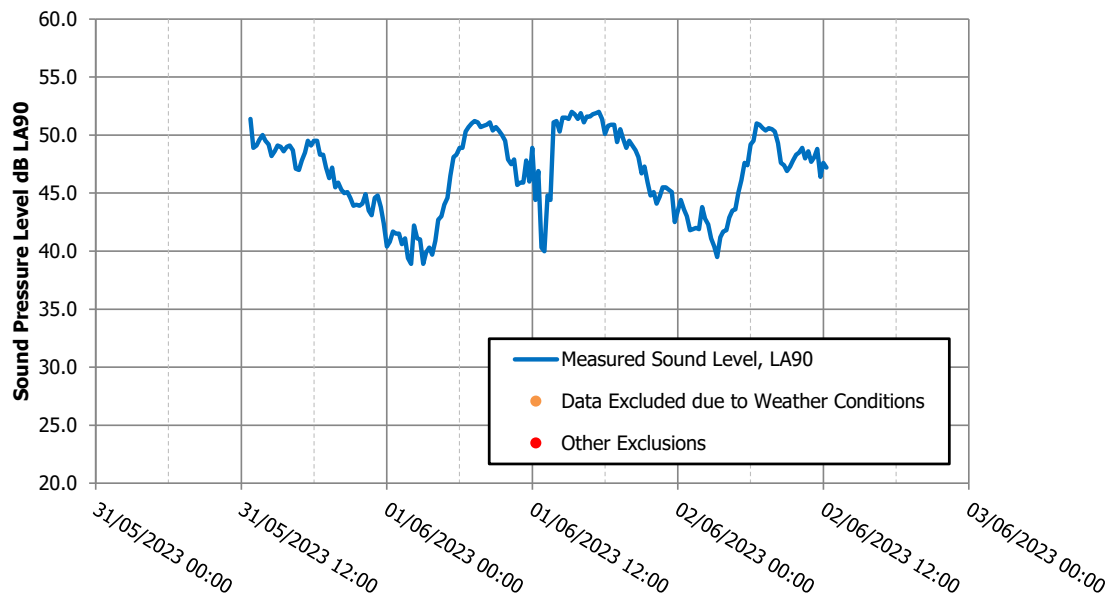


Chart 2: Background Noise Survey Time History – NML 2



Inspection of Charts 1 and 2 indicate that the sound environment at both locations is very similar; the variation in noise levels are diurnal in nature, consistent with road traffic being the dominant source of background noise.

When determining typical daytime and night-time levels for assessment purposes, BS 4142:2014 advises against assuming that it can be determined using any single approach (e.g., mean, median, mode etc.). To determine the prevailing background noise levels for the purposes of the assessment, Charts 3 to 6 (overleaf) present the range of $L_{A90,15min}$ sound levels recorded, along with the percentage of periods for which they occurred, for daytime (0700-2300) and night-time (2300-0700) periods respectively.

It should be noted that $L_{A90,15min}$ was used for both daytime and night-time periods for consistency and ease of comparison. BS 4142 permits the use of $L_{A90,1hour}$ measurements for daytime periods, however the use of $L_{A90,15min}$ for both daytime and night-time periods is a conservative approach, as $L_{A90,15min}$ values are more sensitive to short-term noise events.

Chart 3: Daytime Background Statistical Analysis – NML 1 (0700 – 2300)

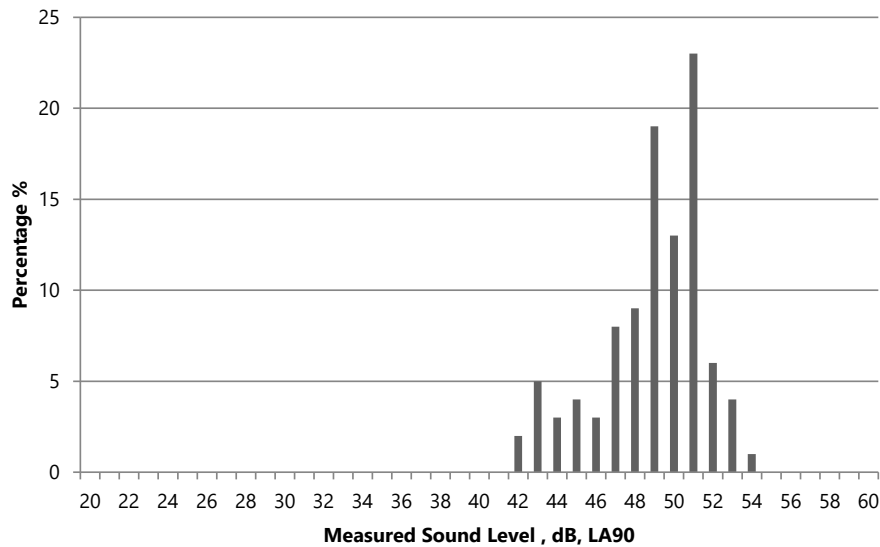


Chart 4: Night-time Background Statistical Analysis – NML 1 (2300 – 0700)

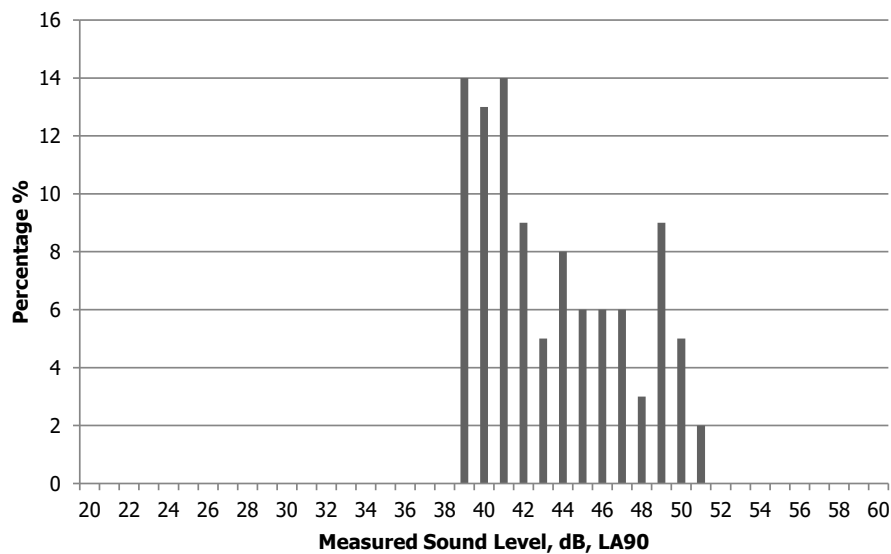


Table 1: Background Sound Survey Results – NML 1

Period	Mode	Median	Mean	Representative
Daytime	51	49	49	49
Night-time	39 / 41	43	44	1

Based upon the results presented in Table 1, along with the spread of data presented in Charts 3 and 4, daytime and night-time background sound levels of 49 dB, L_{A90} and 41dB, L_{A90} are considered representative at NML 1.

Charts 5 to 6 present the range of $L_{A90,15min}$ sound levels recorded, at NML2.

Chart 5: Daytime Background Statistical Analysis – NML 2 (0700 – 2300)

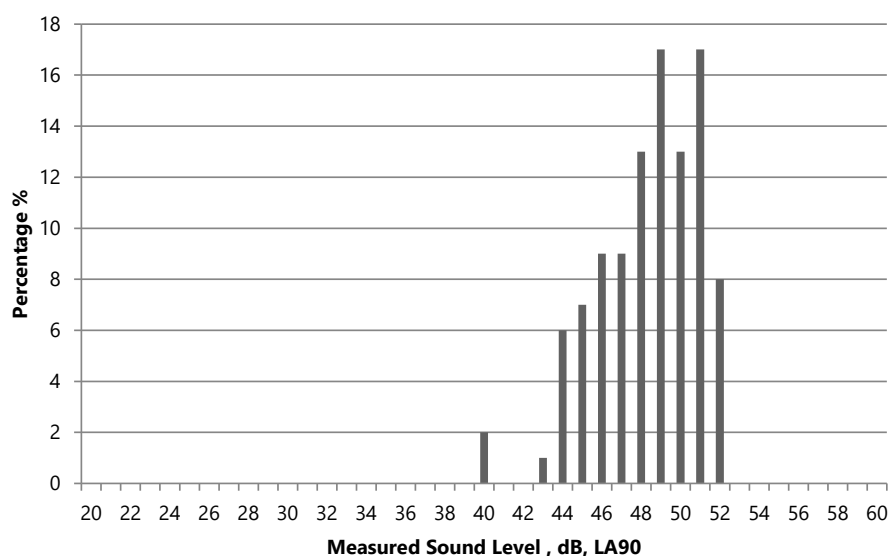


Chart 6: Night-time Background Statistical Analysis – NML 2 (2300 – 0700)

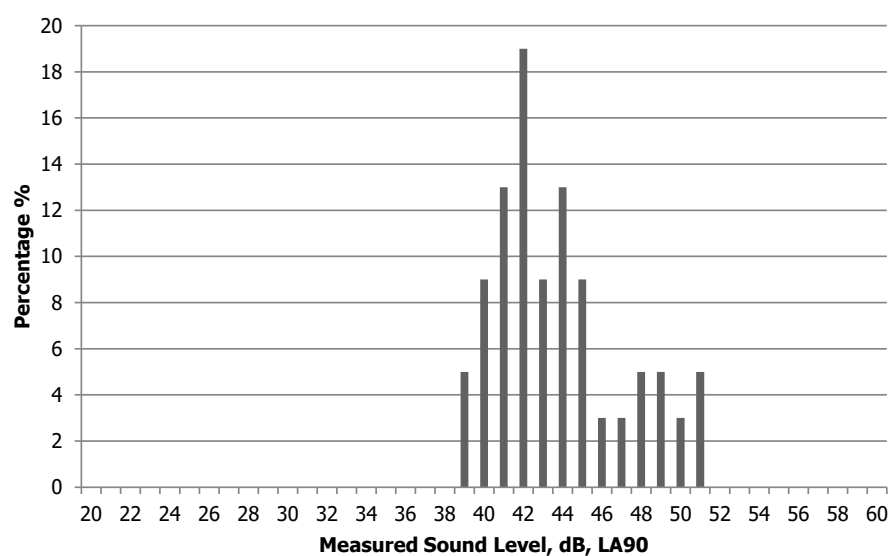


Table 2: Background Sound Survey Results – NML 2

Period	Mode	Median	Mean	Representative
Daytime	49 / 51	49	48	48
Night-time	42	43	44	42

Based upon the results presented in Table 1, along with the spread of data presented in Charts 3 and 4, daytime and night-time background sound levels of 48 dB, L_{A90} and 42 dB, L_{A90} are considered representative at NML 2.

6 MODELLING

The Specific sound level at the nearest noise-sensitive receptors has been calculated in SoundPlan 9.0, using the environmental noise propagation model ISO 9613 2:1996 *Attenuation of sound during propagation outdoors – Part 2: General method of calculation*. In accordance with BS4142, predictions have been made at a height of 1.5 m, equivalent to head height in the NSRs external amenity area closest to the Development.

The potential noise sources associated with the Development are as follows:

- ◆ Increased HGV traffic on Huddersfield Road;
- ◆ Increased HGV traffic on the existing access road;
- ◆ 2 No. HGV loading bays associated with each new building; and
- ◆ 3 No. External extract fans per new building (workshop only).

At this stage, the final use of the Development buildings is yet to be confirmed. As such, this assessment considers a worst case of either a warehouse or workshop, for each of the elements listed above.

6.1 HGV Movements

Traffic data for both Huddersfield Road and the Site access track has been provided by the Client's transport consultant. The consideration of noise from Development-related road traffic is limited to HGV movements, as these will have the greatest impact on future noise levels and are a major aspect of the operation of the Development.

6.1.1 Huddersfield Road (A637)

Inspection of the traffic data provided predicts that the existing total 2023 Annual Average Daily Traffic (AADT) flow on Huddersfield Road of 9172 is predicted to increase to 9850 by 2028 as a worst case, due to both natural growth and contribution of the Development; an increase of 7 %. In order for the change in traffic flow to result in a perceptible change in noise level, the traffic flow would need to increase by a minimum of 100 %². Given that the predicted increase in traffic flow is substantially less than 100 %, the change in noise level due to the Development on Huddersfield Road has not been considered further, as there is no reasonable prospect of an adverse impact occurring.

6.1.2 Access Road

It is predicted that the flow of HGV movements on the site access road due to the Development will increase by 173 % under worst-case conditions (i.e., with all Development buildings being used as warehousing); there is therefore the potential for an adverse impact to occur. The standard assessment methodology for road traffic noise (The Calculation of Road Traffic Noise³) is based upon daily traffic flows of at least 1000 movements per day. Given that the predicted HGV traffic flow on the access road is to be 144 vehicles per day (12 per hour over a 12-hour day), an alternative assessment methodology has therefore been applied. In order to assess the noise contribution from HGV movements on the access road, a typical

² A doubling of the traffic flow would increase the noise level by 3 dB, widely defined as the minimum perceptible change in real-world conditions.

³ Department of Transport, Welsh Office (1988), Calculation of Road Traffic Noise.

hourly sound power level has been derived using noise data from BS 5228⁴ with a correction for "on-time" applied to account for the number of HGV movements per hour. It is understood that HGV movements during the night will be infrequent, and on an ad-hoc basis. As a worst case, it is assumed that during night-time hours, one HGV movement will occur every hour.

The loading / unloading of the HGVs at each proposed new building will be carried out under an open sided canopy with the main source of sound being the coupling / uncoupling of the HGVs and their trailers. Noise emissions for this activity have been taken from Metrica's internal data library, based upon previous measurements.

The resulting sound power level noise emission data for the HGV loading bays and HGV movements on the access road are presented in Table 3.

Table 3: Sound Power Levels and Spectra for Proposed Sound Sources

Noise Source	Octave Sound Power Level, dB, L _{WA}								Total
	63 Hz	125 Hz	250 Hz	500 Hz	1000 Hz	2000 Hz	4000 Hz	8000 Hz	dB(A)
HGV Coupling	56	63	71	80	84	85	86	72	90
HGVs on access road (daytime)	91	84	88	97	103	103	94	87	107
HGVs on access road (night-time)	80	73	77	86	92	92	83	76	96

6.2 Workshop Plant

In order to represent a worst case for either warehousing or workshop use, the Development buildings have been assumed to use the same external plant as that used for the existing workshop buildings and would operate 24 hours a day, in line with the current operational hours of the existing facility).

Measured noise data for the external fans has been taken from a noise survey supplied by the Client. It was noted in the assessment that the fans were within acoustic enclosures and it is has been confirmed by the Client that any new fans associated with the Development would also be acoustically housed. As a worst case, the highest measured noise level from the fan units has been used in the model.

The exact location of the extract fans within the proposed external plant areas associated with each new building are unknown at this stage. As a worst case, the extract fans have therefore been modelled at the closest point of the external plant area to the nearest NSR.

The resulting sound power level noise emission data for the sound emitting plant is presented in Table 4.

⁴ BSI (2014), BS 5228-1:2009+A1:2014 "Code of practice for noise and vibration control on construction and open sites – Part 1: Noise".

Table 4: Sound Power Levels and Spectra for Fixed Plant

Noise source	Octave Sound Power Level, dB, L _{WA}								Total
	63 Hz	125 Hz	250 Hz	500 Hz	1000 Hz	2000 Hz	4000 Hz	8000 Hz	dB(A)
External extraction fan units (each)	72	79	84	85	81	83	81	75	91

6.3 Rating Level Corrections

BS 4142 states that corrections should be applied to account for certain acoustic features which have the potential to increase the level of noise impact at nearby dwellings.

The four acoustic features to be considered in the application of rating corrections are as follows:

- ◆ Impulsivity: Whilst the Development is to operate in the same manner as the existing facility, and no novel noise characteristics will be introduced to the existing acoustic environment, the location of HGV coupling / uncoupling areas would be closer to the nearest NSRs. As a worst case, a +3 dB penalty for impulsivity has been applied to the resulting sound pressure level at the NSRs from the coupling / uncoupling of HGVs
- ◆ Tonal Elements: No identifiably tonal sound will be emitted by the Development as all sound emitted during operation will be broadband in nature, with the external extraction fans also acoustically attenuated. As such, no tonal penalty is required;
- ◆ Intermittency: Given that the proposed additional buildings are to operate in a similar manner to those already present, the Development is highly unlikely to have “identifiable on / off conditions” in terms of BS 4142:2014; no correction for intermittency is therefore required; and
- ◆ Distinctiveness: As the Development is located immediately adjacent to the existing facility, any noise due to the Development will not be distinctive in the local context.

Based on the above, +3 dB correction has been applied to HGV coupling / uncoupling activities only. This has been accounted for by increasing the sound power level of this activity by 3 dB to a daytime level of 93 dB L_{WA};

7 ASSESSMENT OF IMPACT

An assessment of the likely impact has been made based upon the difference between the Rating Levels and prevailing background levels for daytime and night-time periods, as detailed in Section 5. As a worst case, the modelling assumes all extraction fans are operating at maximum power, with HGV movements on the Access track, and coupling / uncoupling of the HGVs in the loading bays happening simultaneously. In reality, the Development will consist of either warehousing, (in which case HGVs will be the primary noise source) or workshops (which will require the extraction plant). As such, the noise levels presented in Table 5 (overleaf) will be lower in practice, whichever building use is ultimately selected. A noise map presenting worst case (daytime) noise levels is presented in Appendix 3 for reference.

Table 5: Assessment of Impact – Daytime

Receptor Location	Rating Level, dB(A)	Background Sound Level, dB, L _{A90}	Difference, dB
NSR 1	44	49	-5
NSR 2	31	48	-17

Table 6: Assessment of Impact – Night-time

Receptor Location	Rating Level, dB(A)	Background Sound Level, dB, L _{A90}	Difference, dB
NSR 1	44	41	+3
NSR 2	31	42	-11

7.1 Contextual Factors

The Development is to be an expansion of the existing Premdor facility and will be located immediately south and southeast of the existing buildings. Given that the operation of the proposed Development will involve the same activities as the current facility, it will not introduce any novel acoustic characteristics; the Development will therefore sit comfortably within the area's existing acoustic environment.

7.2 Determination Of Impact

As Tables 5 and 6 show, Rating Levels do not exceed the agreed noise limit at any time at the closest, and therefore all NSRs. In addition, given the local context and the highly conservative approach to noise modelling, the overall level of impact is considered to be Low in accordance with BS4142.

8 UNCERTAINTY

Background noise monitoring was undertaken at locations conservatively representative of nearby receptors, and for an extended period of time in order to minimise uncertainty.

Modelling of the proposed plant has been undertaken on a worst-case basis, taking the worst-case elements of both the warehousing and workshop options. In addition, all plant and HGV operations and movements have been assumed to occur simultaneously. Noise levels during operation will therefore be lower than those presented, whichever building use is ultimately selected.

Given this highly conservative approach, the uncertainties inherent in the assessment will not have a significant impact on the outcome.

9 SUMMARY AND CONCLUSION

Metrica was commissioned by Premdor Ltd to undertake a noise assessment in relation to the expansion of their existing facility at Birthwaite Business Park, Darton.

An assessment of noise impact has been undertaken in accordance with BS 4142, as required by the Council. It has been found that regardless of which building use is ultimately selected (i.e., warehousing or workshops), Rating Levels due to noise from the Development will not

exceed the criteria of no more than 5 dB over the respective background sound levels at any noise-sensitive receptors, and the overall level of impact is Low in terms of BS4142.

The Development is therefore considered to be acceptable in terms of noise.

10 GLOSSARY OF TERMS

Background Sound: The background sound level is the underlying level of noise present at a particular location for the majority (usually 90%) of a period of time.

Decibel (dB): The decibel is the basic unit of noise measurement. It relates to the cyclical changes in pressure created by the sound and operates on a logarithmic scale, ranging upwards from 0 dB. 0 dB is equivalent to the normal threshold of hearing at a frequency of 1000 Hertz (Hz). Each increase of 3 dB on the scale represents a doubling of the Sound Pressure, and is typically the minimum noticeable change in sound level under typical listening conditions.

dB(A): Environmental noise levels are usually discussed in terms of dB(A). This is known as the A-weighted sound pressure level, and indicates that a correction factor has been applied, which corresponds to the human ear's response to sound across the range of audible frequencies. The ear is most sensitive in the middle range of frequencies (around 1000-3000 Hz), and less sensitive at lower and higher frequencies. The A weighted noise level is derived by analysing the level of a sound at a range of frequencies and applying a specific correction factor for each frequency before calculating the overall level. In practice this is carried out automatically within noise measuring equipment by the use of electronic filters, which adjust the frequency response of the instrument to mimic that of the ear.

Frequency: The frequency of a sound is equivalent to its pitch in musical terms. The units of frequency are Hertz (Hz), which represents the number of cycles (vibrations) per second.

$L_{A90,t}$: This term is used to represent the A-weighted sound pressure level that is exceeded for 90% of a period of time, t. This is used as a measure of the background noise level.

$L_{Aeq,t}$: This term is known as the A-weighted equivalent continuous sound pressure level for a period of time, t. It is similar to an average, and represents the sound pressure level of a steady sound that has, over a given period, the same energy as the fluctuating sound in question.

Noise sensitive receptors: Locations that may potentially be adversely affected by the addition of a new source of noise, such as residential properties.

Sound power level (L_w): Sound power measured on the decibel scale, relative to a reference value (W_0) of 10^{-12} W.

Rating Level: Sound levels which have been corrected for certain acoustic features, as required under BS 4142 methodology.

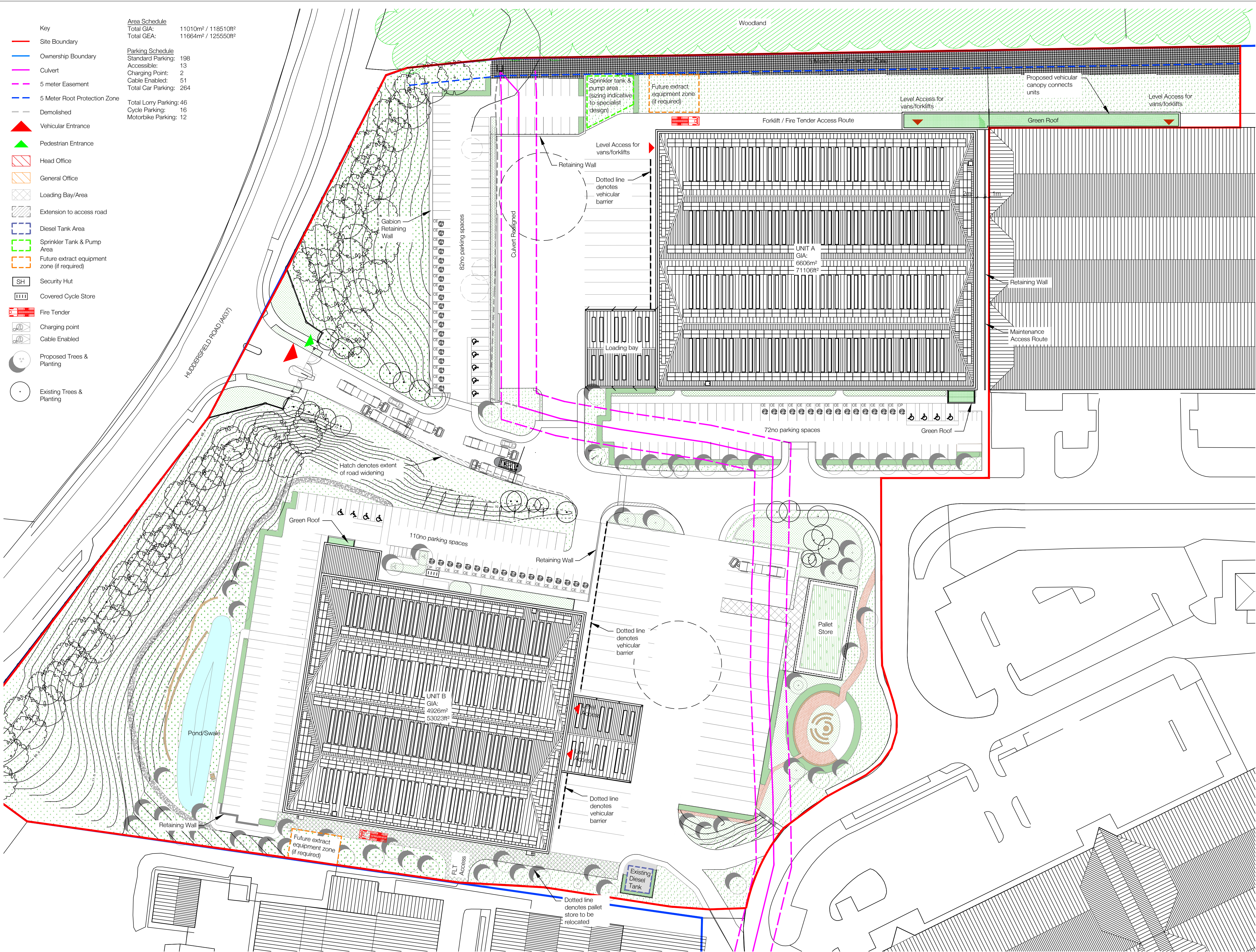
Sound pressure (P): The fluctuations in pressure relative to atmospheric pressure, measured in Pascals (Pa).

Sound pressure level (L_p): Sound pressure measured on the decibel scale, relative to a sound pressure of 2×10^{-5} Pa.

Specific Level: In terms of BS 4142 methodology, the specific level is the sound level produced by a source, without corrections for acoustic features.

APPENDIX 1: DEVELOPMENT LAYOUT

Location: S:\2023\23005 - PREMIDOR - BARNSLEY\2 - DRAWINGS\DRAW\00 - BASE BUILD\23005-A-CJCT-ZZ-XX-PL-00-0003.dwg
Last Saved: 10.10.23 Joseph.ewen



00-0003 Proposed Site Plan
Scale - 1:500

Notes

Contractor must verify all dimensions on site before commencing any work or shop drawings. If this drawing exceeds the quantities taken in any way the Architects are to be informed before the work is initiated.
Only figured dimensions to be taken from this drawing. Do not scale off this drawing. Drawings based on Ordnance Survey and / or existing record drawings - design and drawing content subject to Site Survey, Structural Survey, Site Investigations, Planning and Statutory Requirements and Approvals. Authorised reproduction from Ordnance Survey Map with permission of the Controller of Her Majesty's Stationary Office. Crown Copyright reserved.
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Location Plan

P10	Green roofs to canopies & retaining walls indicated, stepped access to Unit B fire escapes indicated after civil's coordination	JOE	09.10.23	AAH
P09	PV's indicated & Drawing Coordinated with landscape architect's design	EMTJ	29.09.23	JOE
P08	FLT & Fire tender access combined	JOE	11.09.23	AAH
P07	Coordinated with landscape architects plan	JOE	08.09.23	AAH
P06	Coordinated with landscape architects plan, 5 meter root protection buffer indicated at arboriculturalists request	JOE	01.09.23	AAH
P05	Unit B Roof Plan Updated	JOE	14.08.23	AAH
P04	Unit A Roof Plans Updated & position of Unit realigned following Structural workshop, Existing tree removed.	JOE	07.08.23	AAH
P03	Future Extract Equipment zone indicated at client request	JOE	24.07.23	AAH
P02	Drawing naming amended to ISO convention formerly (00)003. Culvert realigned, entrance road amended, vehicular barriers indicated, entrance canopy indicated, 2.5 meter service access between units indicated, FLT access indicated, security hut relocated following DTM	JOE	07.07.23	AAH

P01

Rev. Des.

By

Date

Ch.

Client:

Premidor

Project:

JUGGERNAUT Barnsley

Title:

Proposed Site Plan

Scale:	Status:	Drawn by:	Checked by:	Date:
1:500 @A1		JOE	AAH	Sep 2023

Job No:	Drawing No:	Rev No:
23005	-A-CJCT-ZZ-XX-PL-00-0003	P10

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PLANNING

APPENDIX 2: SURVEY RECORD SHEETS

Project No.	0199	Project Name:	Premdor
Location Number	1	Installed By:	AM
Grid Reference	430363, 410372	Location Name	Site
Start Date	31/5/23	Start Time	11:45

Equipment Details	Make/Model	Serial No.
Sound Level Meter:	NL-52	00721025
Calibrator:	SV36	137970
Source of Equipment:	Metrica	
Meter Timestamp (Start/End, GMT/BST):	Start BST	

Description of Location	On site, same distance from Huddersfield Road and M1 as nearby houses
Distance from Façade	>10m
Noise Sources Observed	Traffic noise from Huddersfield Road and M1. No industrial noise audible
Weather Conditions	Dry, light breeze, light cloud, 13deg

Set-Up / Visit 1

Date	31/5/23	Time	11:45
Filename	0101	Calibration Level	94.0
Range	20-130	Measurement Index	L90
Frequency Weighting	A	Weather Monitoring?	Yes
Lp Logging?	Yes Leq 1 sec	Audio / Octave Bands?	No
Additional Notes	As requested by EHO, spot measurement at Sike Close 52 dB LAeq. Spot measurement at monitoring location, 48 dB LAeq		

Visit 2

Date	02/06/23	Time	12:00
Visited by	AM	Calibration Level	94.0
Level Pre-Calibration	94.1	Batteries Replaced?	N/A
Equipment Removed?	Y		
Additional Notes			



Project No.	0199	Project Name:	Premdor
Location Number	2	Installed By:	AM
Grid Reference	429996, 410740	Location Name	NML2
Start Date	31/5/23	Start Time	12:45

Equipment Details	Make/Model	Serial No.
Sound Level Meter:	NL-52	00721026
Calibrator:	SV36	137970
Source of Equipment:	Metrica	
Meter Timestamp (Start/End, GMT/BST):	Start BST	

Description of Location	Representative of closest NSR to west of site
Distance from Façade	>10m
Noise Sources Observed	Traffic noise from Huddersfield Road and M1, birds, no industrial noise audible
Weather Conditions	Dry, light breeze, light cloud, 13deg

Set-Up / Visit 1

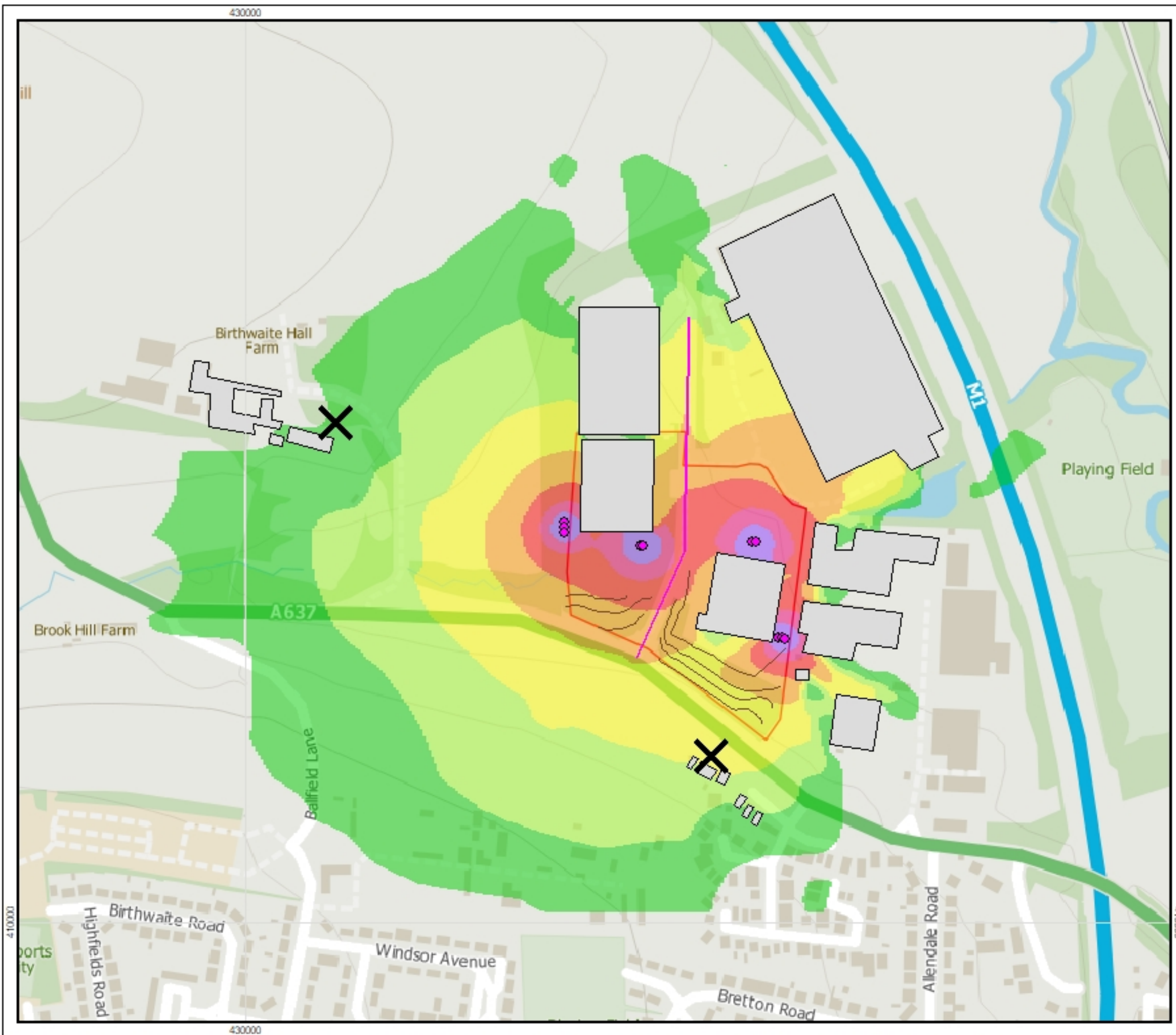
Date	31/5/23	Time	12:45
Filename	0201	Calibration Level	94.0
Range	20-130	Measurement Index	L90
Frequency Weighting	A	Weather Monitoring?	Yes
Lp Logging?	Yes Leq 1 sec	Audio / Octave Bands?	No
Additional Notes			

Visit 2

Date	02/06/23	Time	12:30
Visited by	AM	Calibration Level	94.0
Level Pre-Calibration	94.0	Batteries Replaced?	N/A
Equipment Removed?	Y		
Additional Notes			



APPENDIX 3: NOISE MAP



Customer: Premdor

Project: Premdor

Project-No: 0199

Description

Noise Contour Plot @ 1.5m

-  Building
-  Receptor Location
-  Point source
-  Line source

Rating Level dB(A)

	30 - 35
	35 - 40
	40 - 45
	45 - 50
	50 - 55
	55 - 60
	> 60

1:5000

