

## **Sherford – Initial Noise Assessment**

Scott Wilson 6<sup>th</sup> September 2005

### ***Introduction***

Road traffic on the A38 is considered to be the dominant noise contributor at the Sherford site. An initial road traffic noise prediction has been undertaken based on the road traffic data currently available. This assessment does not take topography into account.

### ***Noise Exposure Categories (NECs)***

Planning Policy Guidance Note 24 includes advice to local planning authorities in England on the use of their planning powers to minimise the adverse impact of noise when determining planning applications for new residential developments. It introduces the concept of NECs for residential developments, encourages their use and recommends appropriate levels for exposure to different sources of noise. Table 1 describes the NECs and their proposed influence on the planning determination.

**Table 1 Noise Exposure Categories (NECs)**

<b>NEC</b>	<b>Determination</b>
A	Noise need not be considered as a determining factor in granting planning permission, although the noise level at the high end of the category should not be regarded as a desirable level.
B	Noise should be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise.
C	Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise.
D	Planning permission should normally be refused.

### ***Results***

The results of this initial prediction show that, with a 3.5m high barrier or bund close to the A38, residential properties built at a distance of approximately 50m-70m from the edge of the carriageway, will fall within Noise Exposure Category B.

It is noted that the A38 is not at level along sections of this stretch and therefore when topography is included in the model (see below), it is possible that the mitigation will only be required along appropriate sections. Also, it may be possible to build closer to the road if the receptors are non-residential and therefore not considered to be noise sensitive, for example employment or retail buildings.

### ***Further Work***

As part of the Environmental Impact Assessment (EIA) a more detailed study will be conducted using noise prediction software and geographic contour data (to take into account the topography of the site) together with the finalised traffic flow prediction model. These results will allow a more detailed investigation of the appropriate noise mitigation for the development. An Environmental Statement (ES), which publishes the results of the EIA, will accompany the outline planning application.

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