

784-B048969: SOVEREIGN INDUSTRIAL PARK, HUYTON, EHO COMMENT RESPONSE

1.1 INTRODUCTION

This response document has been prepared in response to comments raised by Helen Bradshawe (Environmental Health & Consumer Protection, Knowsley Council) on 22nd May 2024, in response to a previous Tetra Tech response on 3rd May 2024 regarding the following noise assessment:

- 784-B048969 Sovereign Industrial Estate Noise Assessment by Tetra Tech, dated 10th Oct 2023

Comments raised by Environmental Health are reproduced in *italics* below, with Tetra Tech responses presented in [blue](#).

1.2 ENVIRONMENTAL HEALTH COMMENTS

Comment 1

A query was made in relation to the building identified on google maps (as detailed below) and whether with the building being present, could of had an impact on the background noise conditions when they were monitored and whether they would be the same with it being removed.

Response 1

While it is considered that the ambient and background noise levels may be affected at the receptors due to the removal of building structure, it is considered that these changes will be minimal due to the distance from the dwellings to the newly visible road (over 200m), the remaining structure significantly limiting the window of visibility to the road, and the existing 3m fence surrounding the dwellings. It is therefore considered that the assessment of absolute noise levels provides the most robust assessment of noise impact from the proposed development.

Comment 2

The response acknowledges that a new noise source will be added to the dwellings to the rear of the site, and whilst mitigation is proposed we do not believe that this will adequately protect the residents and the introduction of this haulage road will negatively impact the residents.

Response 2

It is considered that the assessment presented is robust and demonstrates that relevant noise criteria are met both internally and externally at adjacent sensitive receptors. However to ensure that any potential impacts are further minimized, additional mitigation is proposed in the form of an additional acoustic barrier adjoining the HGV access route to the north of the site. Full details of this barrier (and associated assessment results inclusive of the barrier) have been provided within the submitted updated noise assessment dated 31st May 2024.

Comment 3

The noise report stated the worst-case scenario was 8 vehicle movements per hour along the haul road both of a day and a night. Environmental Health equated this to potentially 192 HGV movements a day passing a residential garden less than 10 metres away, not equating for vans / cars that would be using the site. The noise consultant states that this figure should not be extrapolated to represent a full day, stating that the value is significantly lower, however does not estimate what the figure will be, therefore we need to consider the worst-case assessment for a 24-hour period.

Response 3

While it is agreed that a worst-case approach is reasonable to be taken in this instance to protect residential amenity, it is considered that the full extrapolation of the worst-case hourly figure over a 24-hour period does not present a wholly realistic scenario for the proposed development. It is considered that a meeting (either virtual or in-person) to discuss the proposals in greater detail may serve to further discuss the Officer's concerns.

Comment 4

The calculation provided by the consultant for the assessment through an open window is noted, and agreed for a partially open window, however with the potential for residents to have a fully open window (very likely in the summer) the reduction would only be around 5dB; therefore, this will have a negative impact on residents during the night.

Response 4

The assessment undertaken was based upon window opening exceeding Building Regulations Part F requirements for purge ventilation, and so is considered to be robustly representative of a fully open window in overheating conditions. As noted within the AVO Guidance published by the Association of Noise Consultants and Institute of Acoustics, the typical range for sound reduction through an open window is 10-15.8dB, and so an assumed reduction of 5dB is considered to be unrepresentative of even a worst-case scenario. It is considered that this matter may be resolved through a meeting as proposed within Response 3.

Comment 5

The internal noise level through an open window was assessed as 39.9dB (15dB reduction), however this is above the WHO guidance for internal nighttime noise. This will be noticeable to residents on Bridgewater Way.

Response 5

It should be noted that this assessment was specifically relating to instantaneous maximum noise ($L_{A_{Max}}$) levels from HGV movements, and so was undertaken to demonstrate compliance with the maximum internal noise criterion of 45dB $L_{A_{Max}}$ only. This calculation methodology may be extrapolated to daytime and nighttime $L_{A_{eq}}$ noise levels, however this may be expediated through a meeting with the Officer as considered within response 3.

End of Document

David Fink

Environmental Consultant

Nigel Mann

Director