

RPS

RPS
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cc: Veronique Bensadou, Grundon Waste Management Ltd

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Date: 9th May 2014

GRUNDON FORD SITE: REPONSES TO FURTHER COMMENTS RAISED BY ACOUSTIC ASSOCIATES SUSSEX LTD

- 1 In your e-mail dated 6th May 2014, you made a comment regarding the operational traffic on Rollaston Park, as reproduced below:

'A quick dB subtraction in order to derive the noise effect of the construction traffic provides a level of around L_{Aeq} 54dBA. Of course, this is only for a peak hour. Comparisons between this level and quieter daytime hours on Rollaston Park would show a greater noise change. As we discussed on the telephone, this is not included in the assessment provided in the above table and so must elicit query'

As has previously been discussed and hence you are aware, traffic data was only provided, and is only available, for the two peak hour periods (morning and afternoon) and, therefore, an assessment of a full day period cannot be provided on the basis of traffic data. However, as ambient noise levels are available for an appropriate location on Rollaston Park, an assessment has been carried out using existing ambient noise levels over the periods specified. The average daytime noise level from 07:00 to 23:00 hours considered in the ES for properties on Rollaston Park is 54 dB $L_{Aeq,16hr}$. This has been used in the assessment of noise from the site, including HGV movements accessing and egressing the site. However, traffic movements have only been considered for 10 hours between 07:00 hrs and 17:00 hrs as this is in line with the Transport ES. Solely considering noise levels from this period, the predicted noise level would be 55 dB $L_{Aeq,10hr}$.

From the transport statement, the number of HGVs expected over this period is 60 during the operational period and 30 during the construction period. The number of cars expected over this period during the operational phase are 47 and the number of cars during the construction period are minimal and have not been included in the transport statement. The predicted noise levels from construction and operational traffic in a typical hour have been determined from the method for road traffic noise described in the Noise Advisory Council's 'A Guide to Measurement and Prediction of the Equivalent Continuous Sound Level L_{eq} '. A speed of 32 km/h has been assumed for the calculation. Levels have been calculated at a distance of 8 m which is the closest façade of properties on Rollaston Park to the carriageway.

Noise change assessments for operational and construction vehicles on Rollaston Park is provided for the operational and construction hours using the average baseline noise level between 07:00 and 17:00. These are provided in Tables 1 and 2 below:

Table 1: Construction Noise Change Assessment at Properties on Rollaston Park

	Baseline Noise Level L_{Aeq} dB	Predicted Road Traffic Noise Level from Construction Traffic L_{Aeq} dB	Combined Noise Level L_{Aeq} dB	Noise Change dB
Time period				
07:00 - 17:00	55	53	57	2

Table 2: Operational Noise Change Assessment at Properties on Rollaston Park

	Baseline Noise Level L_{Aeq} dB	Predicted Road Traffic Noise Level from Construction Traffic L_{Aeq} dB	Combined Noise Level L_{Aeq} dB	Noise Change dB
Time period				
07:00 - 17:00	55	56	58	3

The assessment above indicates that, during the construction phase, the noise change is less than 2 dB(A) which is below the threshold at which a road traffic noise change becomes significant. During the operational phase, the noise change is 3 dB(A), which is at the threshold at which a road traffic noise change becomes significant. On this basis the significance of noise from vehicles on Rollaston Park would be at most be of minor adverse significance.