

# NOVA

## ACOUSTICS

### **Noise Impact Assessment of Aggregate Wash Plant and Associated Operations**

**Client:** Ruttle Plant Hire

**Address:** Common Bank Works,  
Common Bank Lane,  
Chorley,  
Lancashire,  
PR7 1NR

**Date:** 20/11/2020



Version	1	2	3
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Date	20/11/2020	--	--
Project Number	5294JM	--	--

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## Contents

<b>EXECUTIVE SUMMARY .....</b>	<b>4</b>
<b>1. INTRODUCTION.....</b>	<b>5</b>
1.1 Overview.....	5
1.2 Scope & Objectives.....	5
1.3 Legislation, Policy and Guidance.....	5
<b>2. SITE DESCRIPTION &amp; BACKGROUND INFORMATION.....</b>	<b>6</b>
2.1 Site & Surroundings.....	6
2.2 Background .....	6
<b>3. ENVIRONMENTAL NOISE SURVEY.....</b>	<b>7</b>
3.1 Measurement Methodology .....	7
3.2 Measurement Equipment.....	7
3.3 Weather Summary .....	7
3.4 Results.....	8
3.5 Subjective Impression & Context.....	9
3.6 Assumptions .....	9
3.7 Uncertainty.....	9
<b>4. NOISE ASSESSMENT.....</b>	<b>10</b>
4.1 BS4142:2014 Noise Assessment .....	10
4.2 Increase in Ambient Noise Level Assessment .....	17
<b>5. OFFICE BREAK-IN NOISE LEVELS .....</b>	<b>18</b>
<b>6. EXISTING SITE OPERATIONS .....</b>	<b>19</b>
<b>APPENDIX A – ACOUSTIC TERMINOLOGY.....</b>	<b>21</b>
<b>APPENDIX B – LEGISLATION, POLICY AND GUIDANCE .....</b>	<b>24</b>
<b>APPENDIX C – LOCATION PLAN .....</b>	<b>31</b>
<b>APPENDIX D – SITE PLANS .....</b>	<b>32</b>
<b>APPENDIX E – ENVIRONMENTAL SOUND SURVEY .....</b>	<b>34</b>

## APPENDIX F – MANUFACTURERS DATA ..... 35

### Tables

<i>Table 1.0 – Measurement Equipment</i> .....	7
<i>Table 2.0 – Meteorological Data</i> .....	8
<i>Table 3.0 – Sound Survey Summary Results</i> .....	8
<i>Table 4.0 – Background Sound Survey Operational Hours Results</i> .....	8
<i>Table 5.0 – Wash Plant Noise Levels</i> .....	11
<i>Table 6.0 – Plant Vehicle Noise</i> .....	12
<i>Table 7.0 – Specific Sound Level at NSR Summary</i> .....	13
<i>Table 8.0 – Rating Penalty Assessment</i> .....	15
<i>Table 9.0 – Summary of Rating Sound Levels</i> .....	15
<i>Table 10.0 – Summary of Background Sound Levels</i> .....	16
<i>Table 11.0 – BS4142:2014 Assessment</i> .....	16
<i>Table 12.0 – Increase in Ambient Noise Level Assessment</i> .....	17
<i>Table 13.0 – Office Break-In Noise Assessment</i> .....	18
<i>Table 14.0 – Existing Operations</i> .....	19
<i>Table 15.0 – Specific Sound Level at NSR Summary – Existing Vs. Proposed</i> .....	20
<i>Table 16.0 – IEMA Guidelines Effect Descriptors</i> .....	26
<i>Table 17.0 – IEMA Guidelines Noise Effect Level</i> .....	26

### Figures

<i>Figure 1.0 – Site and Surroundings</i> .....	6
<i>Figure 2.0 – Locations of Site Operations</i> .....	10
<i>Figure 3.0 – Example Aggregate Wash Plant</i> .....	11
<i>Figure 4.0 – Specific Sound Level Map – Proposed Operations – 1.5m Grid Height</i> .....	13
<i>Figure 5.0 – Specific Sound Level Map – Existing Operations – 1.5m Grid Height</i> .....	20
<i>Figure 6.0 – Wash Plant - CDE Global Measurement Locations</i> .....	35

## Executive Summary

An environmental noise survey and noise impact assessment have been undertaken to assess the noise emissions from the introduction of aggregate wash plant and associated operations at Common Bank Works, Common Bank Lane, Chorley, Lancashire, PR7 1NR. The measured background and ambient sound levels have allowed BS4142:2014 and IEMA noise assessments to be undertaken.

It is important to note that during the environmental sound survey the existing site operations were not taking place. As such, the measured background sound levels are likely to have been lower than would be typical for the area. It is stated in BS4142:2014 that:

*"...In using the background sound level in the method for rating and assessing industrial and commercial sound it is important to ensure that values are reliable and suitably represent both the particular circumstances and periods of interest. For this purpose, the objective is not simply to ascertain a lowest measured background sound level, but rather to quantify what is typical during particular time periods... Since the intention is to determine a background sound level in the absence of the specific sound that is under consideration, it is necessary to understand that the background sound level can in some circumstances legitimately include industrial and/or commercial sounds that are present as separate to the specific sound."*

We would infer from this statement that a typical background sound level for the area would include noise emissions from the existing operations of the site. As the environmental survey took place when the site was not operational, it is thought the BS4142:2014 assessment is likely to show a higher level of impact than will actually be experienced by the Noise Sensitive Receptors.

For this reason, the existing site operations have been modelled and compared with the predicted noise emissions from the wash plant. The noise levels from the proposed development are predicted to be up to 2.0 dB lower than the existing operations. This is a positive indication that the noise emissions from the site will have a lower impact on the amenity of surrounding NSRs than is predicted with the BS4142:2014 assessment. Further detail is provided in Section 6.0.

The BS4142 rating noise level is predicted to exceed the measured background noise level by 6.0 to 8.0 dB during operational hours at the closest NSRs (Noise Sensitive Receptors). This shows a possibility of adverse impact when assessed with BS4142 and is classed as 'LOAEL' (Lowest Observed Adverse Effect Level) when assessed in conjunction with the NPPF and NPSE.

An IEMA 'Increase in Ambient Noise Level' assessment has also been undertaken. The results show that the ambient noise level at the most affected NSRs is predicted to rise by 0.6 dB due to the operations of the wash plant. This increase is classed as 'Not Significant', which adds further context to the BS4142 assessment discussed above.

Recommendations and mitigation measures can be found in the body of the report. Written approval of the findings of this report is required from the Environment Agency prior to works commencing.

## **1. Introduction**

### **1.1 Overview**

NOVA Acoustics Ltd has been commissioned to prepare a noise assessment for the introduction of aggregate wash plant and associated operations ('the Proposed Development') at Common Bank Works, Common Bank Lane, Chorley, Lancashire, PR7 1NR ('the Site').

The applicant is preparing an application for the variation of their Environmental Permit, ref. EPR/FB3209TQ, to present to the Environment Agency and has received pre-app advice.

Accordingly, the following technical noise assessment has been produced to accompany the Application.

This report details the existing background sound climate at the nearest receptors, as well as the sound emissions associated with the Proposed Development.

This noise assessment is necessarily technical in nature; therefore, a glossary of terms is included in Appendix A to assist the reader.

### **1.2 Scope & Objectives**

The scope of the noise assessment can be summarized as follows:

- Baseline sound monitoring survey to evaluate the prevailing sound levels at the nearest sensitive receptor ('NSR') to Site;
- Detailed sound modelling, acoustic calculation and analysis in accordance with ISO9613 – 1 prediction methodology to predict sound levels at the NSR;
- A detailed assessment of the suitability of the Site, in accordance with relevant standards in respect of sound from the proposed sources; and
- Recommendation of mitigation measures, where necessary, to comply with the requirements of the National Planning Practice Guidance in England and Wales, BS4142:2014 and other relevant standards.

### **1.3 Legislation, Policy and Guidance**

This report is to be primarily based on the following legislation, policy and guidance.

- National Planning Policy Framework (2019)
- Noise Policy Statement for England
- IEMA Guidelines on Noise Impact Assessments
- BS 4142:2014 'Methods for rating and assessing industrial and commercial sound'
- ISO 9613-2 Attenuation of sound during propagation outdoors
- BS EN 12354-4 Building Acoustics
- The Environmental Agency Horizontal Guidance Note – H3 Part 2: Noise assessment and control

## 2. Site Description & Background Information

### 2.1 Site & Surroundings

The site is located on land off Common Bank Lane in Chorley, Lancashire. The immediate surrounding area is a mix of rural and industrial land and the noise environment is of a low to moderate level. The two closest NSRs (Noise Sensitive Receptors) to the site are located approximately 260m and 310m from the western and southern site boundaries respectively. The closest commercial and industrial premises are 'AK Roof Windows Ltd' which operates between 09:00 – 18:00, 'Taylor Transformers' which operates between 08:30 – 17:00, and 'Northwest Waterjet' which operates between 08:00 – 17:00.

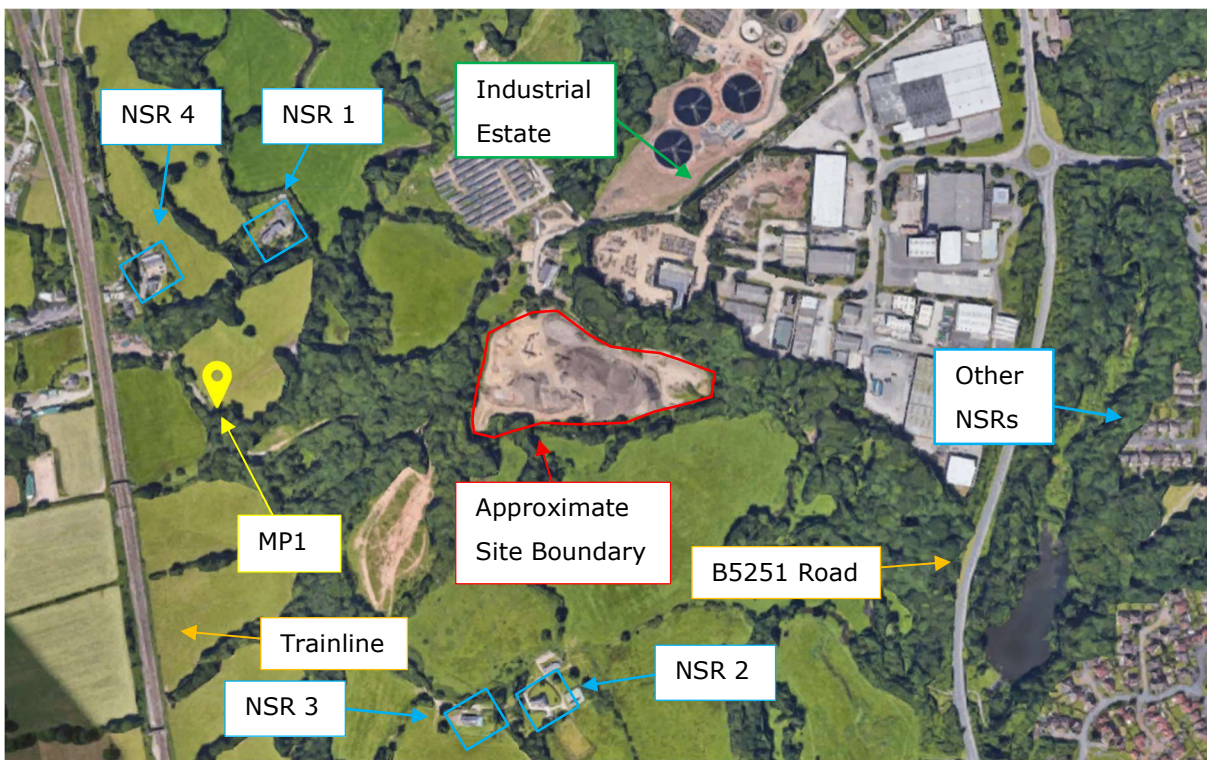


Figure 1.0 – Site and Surroundings

### 2.2 Background

The site is owned and operated by Ruttle Plant Holdings Ltd and is a waste recycling facility accepting up to 250,000 tonnes of non-hazardous construction, demolition, and excavation material per annum. The material is sorted, stored, and treated to produce soil, soil substitute, and aggregate. The operating hours of the site are 07:00 to 18:00, Monday to Saturday.

The application is to vary the current environmental permit to include aggregate wash plant with associated plant vehicle movements and activities. Due to the proximity of the closest NSRs, the Environment Agency has requested that a Noise Impact Assessment accompany the application.

Given the industrial nature of the surroundings, and the fact that the site is already operating as a recycling facility, it is assumed that the location is suitable for development, provided a 'LOAEL'



(Lowest Observed Adverse Effect Level) or 'NOEL' (No Observed Effect Level) outcome can be achieved at the closest NSRs.

### 3. Environmental Noise Survey

To characterise the sound profile of the area of the proposed development, a long-term environmental sound survey was carried out from the 24<sup>th</sup> July 2020 to the 27<sup>th</sup> July 2020.

#### 3.1 Measurement Methodology

For the long-term sound monitoring, the sound level meter was placed on a lamppost in the vicinity of the closest NSR, approximately 3.5m above ground level with no nearby reflective surfaces. The monitoring position was chosen to collect representative sound levels of the area during the daytime operational periods. This position was also representative of the sound levels at the NSR. The measurement position can be found in Figure 1.0.

#### 3.2 Measurement Equipment

Piece of Equipment	Serial No.	Calibration Deviation
CESVA SC420 Class 1 Sound Level Meter	T246471	≤0.5
CESVA CB006 Class 1 Calibrator	901955	

Table 1.0 – Measurement Equipment

All equipment used during the survey was field calibrated at the start and end of the measurement period with a negligible deviation of ≤0.5 dB. All sound level meters are calibrated every 24 months and all calibrators are calibrated every 12 months, by a third-party calibration laboratory. All microphones were fitted with a protective windshield for the entire measurements period. Calibration certificates can be provided upon request.

#### 3.3 Weather Summary

As the long-term environmental noise survey was carried out over an un-manned period no localised records of weather conditions were taken, however, during the setup and collection of the equipment, the weather was calm with wind speeds less than 5m/s and no precipitation. All measurements have been compared with met office weather data for the area, specifically the closest functioning weather station in Darwen, approximately 13km to the north-east of the site. When reviewing the time history of the noise measurements, any time period that was thought to be affected by the local weather conditions has been omitted. The analysis of the noise data includes statistical and percentile values which aid in the preclusion of any periods of undesirable weather conditions. The weather conditions were deemed suitable for the measurement of environmental noise in accordance with BS7445 Description and Measurement of Environmental Noise. The table below presents the average temperature, wind speed and rainfall range for each period during the entire measurement.



Weather Conditions: 24/07/2020 – 27/07/2020 – Darwen				
Time Period	Mean Air Temp (°C)	Rainfall mm/h	Prevailing Wind Direction	Wind Speed (m/s)
24/07/2020 - 00:00 – 23:59	13.6	0.0 – 2.0	SSW	0.0 – 1.3
25/07/2020 - 00:00 – 23:59	13.6	0.0 – 2.5	SW	0.0 – 2.2
26/07/2020 - 00:00 – 23:59	14.7	0.0 – 3.3	SW	0.0 – 3.5
27/07/2020 - 00:00 – 23:59	13.8	0.0 – 3.3	WSW	0.0 – 3.1

Table 2.0 – Meteorological Data

### 3.4 Results

#### 3.4.1 Summary Results

The following table shows a summary of the sound survey results;  $L_{Aeq}$ ,  $L_{Amax}$ ,  $L_{A90}$  and the  $L_{A10}$  for the measurement period.

Measurement Position MP1				
Measurement Time Period ('t')	$L_{Aeq,t}$	$L_{Amax,t}$	$L_{A90,t}$	$L_{A10,t}$
Day 1 – 24/07/2020 – 10:25 – 23:00	53.0	81.0	49.0	55.0
Night 1 – 24/07/2020 – 23:00 – 07:00	50.0	76.0	39.0	54.0
Day 2 – 25/07/2020 – 07:00 – 23:00	55.0	95.0	50.0	57.0
Night 2 – 25/07/2020 – 23:00 – 07:00	44.0	78.0	40.0	47.0
Day 3 – 26/07/2020 – 07:00 – 23:00	54.0	93.0	46.0	56.0
Night 3 – 26/07/2020 – 23:00 – 07:00	49.0	76.0	39.0	53.0
Day 4 – 27/07/2020 – 07:00 – 09:25	55.0	81.0	53.0	56.0

Table 3.0 – Sound Survey Summary Results

#### 3.4.2 Background Sound Level Summary Results

The following table shows a summary of the background sound levels during the operational periods.

Measurement Position MP1				
Operational Hours ('t')	$L_{A90,t}$	Statistically most Repeated $L_{A90,t}$	Min. $L_{A90,t}$	Max. $L_{A90,t}$
Day 1 – 24/07/2020 – 10:25 – 18:00	41.0	42.0	37.0	45.0
Day 2 – 25/07/2020 – 07:00 – 18:00	45.0	45.0	42.0	48.0
Day 4 – 27/07/2020 – 07:00 – 09:25	48.0	49.0	47.0	50.0

Table 4.0 – Background Sound Survey Operational Hours Results

### **3.5 Subjective Impression & Context**

Whilst on the site, it was noted that the acoustic environment surrounding the NSRs was of a low to moderate level. The dominant noise sources were found to be noise from nature and the surrounding farmland, and intermittent train pass-bys. The noise emissions from the operations at the Ruttle site were not audible at the measurement position, however, the traffic noise from the A49 was faintly perceptible.

The client has stated that the existing site operations were not taking place during the environmental sound survey. This means that the measured background sound levels are likely to be lower than is typical for the area.

### **3.6 Assumptions**

- It is assumed that all plant vehicles will perform each task for a maximum of 30 minutes per 1-hour assessment period (50% on-time).
- It is assumed the aggregate wash plant will run for the full 1-hour assessment period (100% on-time).

### **3.7 Uncertainty**

BS4142:2014 section 10.0 states that uncertainty in the calculation of sound levels during the assessment process can arise from both the measured values and calculation methods.

To ensure the accuracy of the assessment consideration has been taken for the level of uncertainty in the measured data and associated calculations in the proposed methodology used to undertake the assessment. Where the level of uncertainty could affect the conclusion, reasonably practicable steps have been taken to minimise the level of uncertainty. Where the level of uncertainty is excessive, additional measurements and site visits have been conducted to increase the confidence in the results. In all instances the following steps have been taken to address the uncertainty;

- 1) Measured Values; A detailed understanding of the source of noise under investigation has been conducted including consideration for the complexity, variability over time and location, the character and effect of the residual sound level in comparison with the source, the measurement location, quantity of measurements and distance/intervening ground conditions, measurement time interval and the range of times measurement were taken, the suitability of weather conditions, the level of rounding and the classification of the instrumentation used to conduct the assessment.
- 2) Calculation Methods; Consideration has been taken for the accuracy of the measured sound levels, the character of the sound emissions in question, the calculation method and the simplification of the real situation to "fit" the modelled situation. Recognised standards and validated methods and processes have been used to establish accurate values during the calculation process.

For the avoidance of doubt, the level of uncertainty will not be quantified. If appropriate consideration is taken for points 1 and 2 during the collection of data and analysis thereof, then the influence of uncertainty in the final result is at its lowest practical value.

## 4. Noise Assessment

### 4.1 BS4142:2014 Noise Assessment

In the following section of the report, the noise emissions from the aggregate wash plant and associated operations are assessed. The proposed locations of the wash plant and aggregate storage can be seen in the figure below, however, the proposed configuration of the wash plant varies slightly from the figure shown.

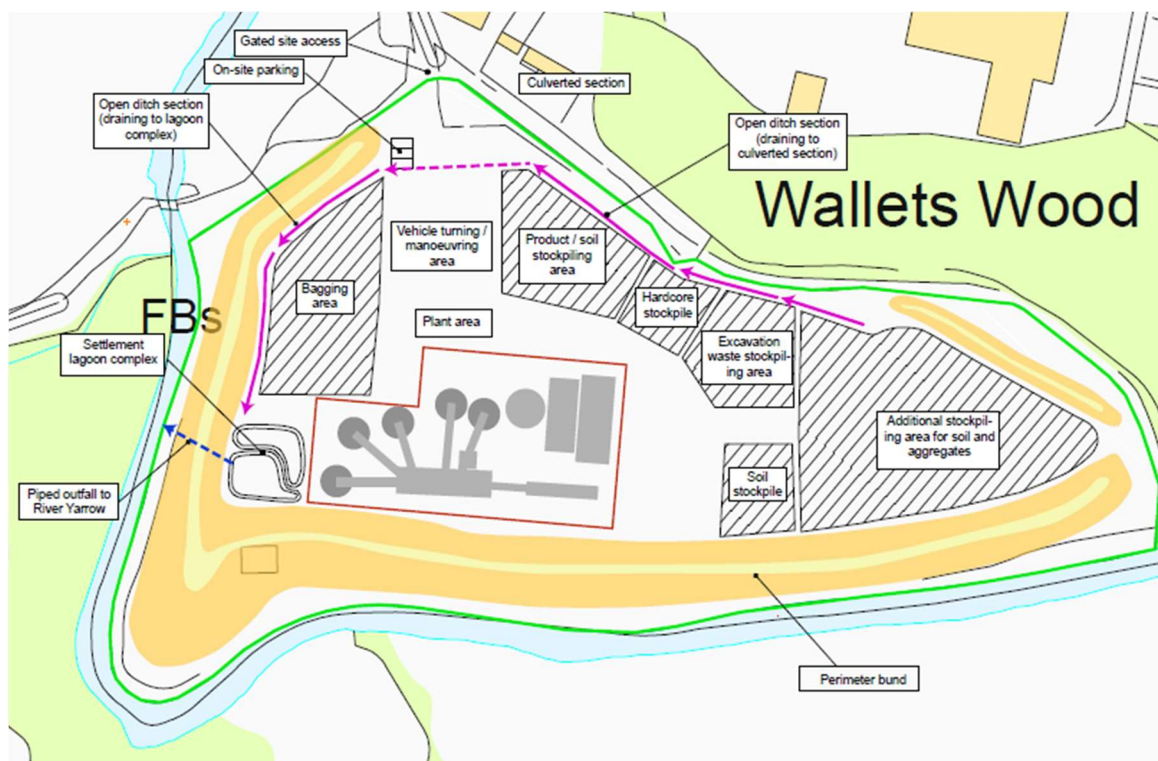


Figure 2.0 – Locations of Site Operations

#### 4.1.1 Specific Sound Level

The main sources of noise associated with the proposed development are as follows:

- 1no. CDE Aggregate Wash Plant
- 1no. Wheeled Loader – Loading the Wash Plant
- 1no. Wheeled Loader – Stockpiling Aggregate Material
- 1no. Rubble Master RM100 Crusher (Used for approximately 2 days per month)

#### **Aggregate Wash Plant**

The aggregate wash plant is used to wash and separate aggregate material. A picture of an example CDE Global aggregate wash plant unit can be seen in the figure below.



Figure 3.0 – Example Aggregate Wash Plant

Noise measurements of the wash plant were taken by CDE Global in 2013. The measurements were taken whilst the wash plant was operational and intermittently loaded with aggregate. The average noise emissions for the conveyor belts, Aggmax plant unit, and Evowash system can be seen in the table below. In the absence of specific noise data for the Evowash system, it is assumed that it is a similar noise level to the Aggmax unit. The full measurements taken by CDE Global are shown in Appendix F.

Description	L <sub>Aeq,t</sub> at 1m (dB, L <sub>Aeq,t</sub> )	Calculated L <sub>wA</sub> (dB)
Conveyer Belt	80.0	91.0
Aggmax Unit	83.0	--
Evowash Unit	83.0	--

Table 5.0 – Wash Plant Noise Levels

### **Plant Vehicle Operations**

To load the wash plant and stockpile the aggregate material, the client has specified 2no. wheeled loader plant vehicles will be used. The site will also include a Rubble Master RM100 crusher. The sound data for the plant units have been taken from manufacturers data and BS5228:2009. The sound power levels, corrected for predicted usage per hour, can be seen in the table below.

Description	L <sub>p</sub> at 10m (dB, L <sub>Aeq,t</sub> )	L <sub>p</sub> at 1m (dB, L <sub>Aeq,t</sub> )	Calculated L <sub>wA</sub> (dB)	On-Time (mins/hour)	Corrected L <sub>wA</sub> (dB)
Wheeled Loader (Loading Hopper)	75.0	95.0	103.0	30	100.0
Wheeled Loader (Stockpiling)	78.0	98.0	106.0	30	103.0
Wheeled Loader (Movement)	76.0	96.0	104.0	30	101.0
Rubble Master RM100 Crusher	81.0	101.0	109.0	60	109.0

Table 6.0 – Plant Vehicle Noise

The positions of the sources can be seen in Appendix F.

The specific sound levels at the NSRs have been calculated using SoundPlan 8.2, which undertakes its calculations in accordance with the guidance given in IS09613 – 1:1993 and ISO9613 – 2:1996.

The following assumptions have been made within the calculation software:

- To accurately model the land surrounding the development the topographical data has been taken from Google Maps, it is assumed this has an accuracy within the last 3 years.
- The ground between the source and the receiver is considered to be mostly acoustically 'soft' (0.8).
- The sound levels for the plant vehicles presented above have been inputted into the software.
- The client has specified that 5m and 2m tall earth bunds have been erected to the southern and western perimeters of the site respectively. The slopes of the earth bunds have been to set 2m in width per 1m in height for the 2m tall section, and 1.5m in width per 1m in height for the 5m tall section (as per the site plan provided by the client).
- The wash plant has been modelled at heights varying from 0.5m – 9.5m.
- The main body of the Aggmax unit is approximately 4m tall, the main body of the Evowash system is 6m tall.
- The facades of the Aggmax and Evowash units are thought to behave as area noise sources. This is calculated within the SoundPlan software based on the façade noise level assuming  $L_w = L_p + 10 \log(S)$ .
- Each section of the wash plant has been modelled as either a line source or an area source depending on its type.
- The noise emissions at 10m have been calibrated to 73.0 dB as specified by CDE Global.
- It is assumed the Water Tank, Sludge Tank, and Filter Press do not constructively add to the overall noise level.
- The vehicle plant noise emissions have been modelled as line sources at heights of 1.5m.
- The wheeled loader loading material into the hopper is modelled at a height of 6m.
- The grid height of the noise map is set to 1.5m.

The sound map showing the specific sound level emissions from the proposed development during the operational period can be seen in the figure below.

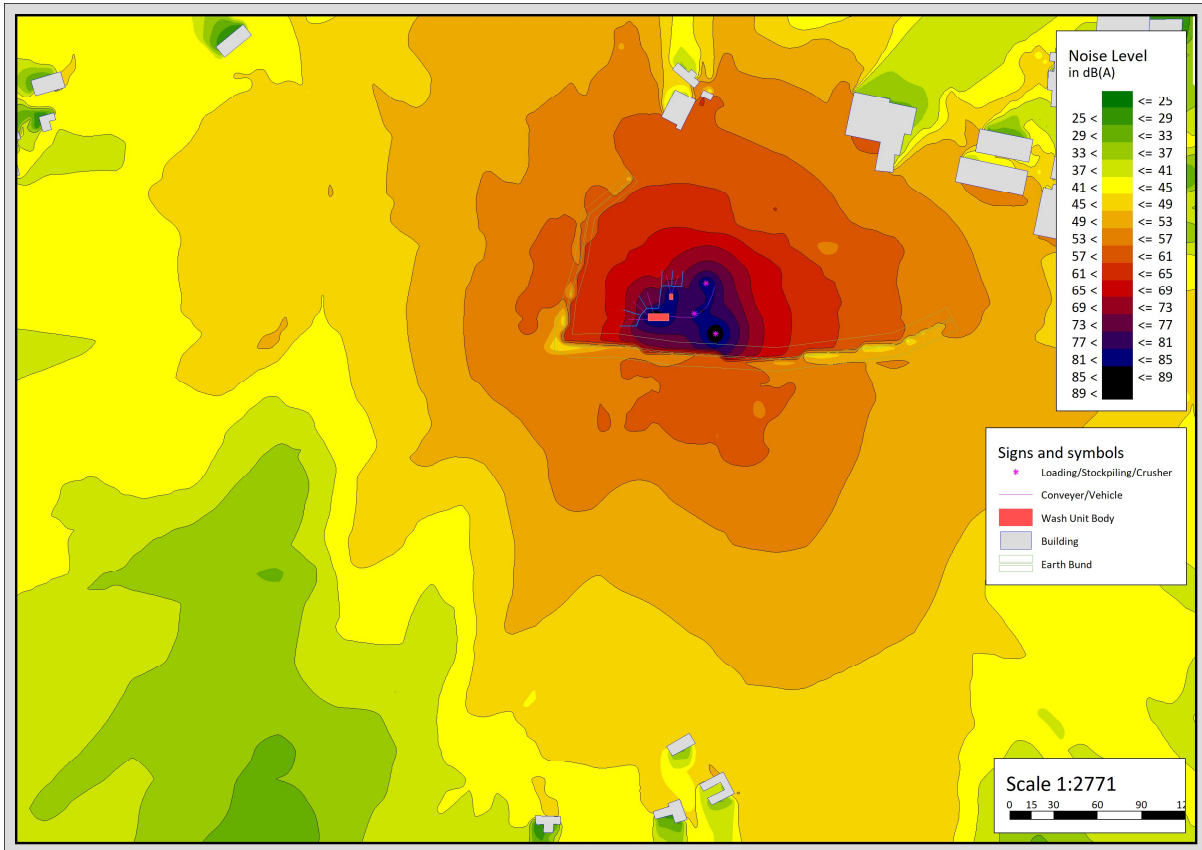


Figure 4.0 – Specific Sound Level Map – Proposed Operations – 1.5m Grid Height

A summary of the specific sound levels at the NSRs based on the sound map shown in the figure above can be seen in the following table.

NSR	Specific Sound Level (dBA)
1	43.0
2	45.0
3	44.0
4	43.0
5 – Closest Unassociated Commercial Office	52.0

Table 7.0 – Specific Sound Level at NSR Summary

#### 4.1.2 Rating Level

##### Rating Penalty

Section 9 of BS4142:2014 describes how the rating sound level should be derived from the specific sound level, by deriving a rating penalty.

BS4142:2014 states:



*"Certain acoustic features can increase the significance of impact over that expected from a basic comparison between the specific sound level and the background sound level. Where such features are present at the assessment location, add a character correction to the specific sound level to obtain the rating level. This can be approached in three ways:*

- a) subjective method;*
- b) objective method for tonality;*
- c) reference method."*

Due to the nature of the development the subjective method has been adopted to derive the rating sound level from the specific sound level. This is discussed in Section 9.2 of BS4142:2014, which states:

*"Where appropriate, establish a rating penalty for sound based on a subjective assessment of its characteristics. This would also be appropriate where a new source cannot be measured because it is only proposed at that time, but the characteristics of similar sources can subjectively be assessed. Correct the specific sound level if a tone, impulse or other characteristics occurs, or is expected to be present, for new or modified sound sources."*

BS4142:2014 defines four characteristics that should be considered when deriving a rating penalty, namely; tonality; impulsivity; intermittency; and other sound characteristics, which are defined as:

*a) Tonality*

A rating penalty of +2 dB is applicable for a tone which is "just perceptible", +4 dB where a tone is "clearly perceptible", and +6 dB where a tone is "highly perceptible".

*b) Impulsivity*

A rating penalty of +3 dB is applicable for impulsivity which is "just perceptible", +6 dB where it is "clearly perceptible", and +9 dB where it is "highly perceptible".

*c) Other Sound Characteristics*

BS4142:2014 states that where "the specific sound features characteristics that are neither tonal nor impulsive, though otherwise are readily distinct against the residual acoustic environment, a penalty of +3 dB can be applied."

*d) Intermittency*

BS4142:2014 states that when the "specific sound has identifiable on/off conditions, the specific sound level ought to be representative of the time period of length equal to the reference time interval which contains the greatest total amount of on time. if the intermittency is readily distinctive against the residual acoustic environment, a penalty of +3 dB can be applied."

### **Rating Penalty Assessment**

Considering the requirements of the rating penalty, an assessment of the various sound sources associated with the Proposed Development, in terms of whether any rating penalties are applicable, and has been detailed in the following table.



Time Period	Tonality	Impulsivity	Intermittency	Other Sound Characteristics	Discussion
Day Time	+2	+3	--	--	Impulsive characteristics likely to be perceptible at the NSRs. Possible tonal features of plant and vehicle engines audible at the NSRs.

Table 8.0 – Rating Penalty Assessment

**Rating Level**

Incorporating the rating penalties with the specific sound levels, the rating sound levels have been derived and have been detailed in the following table.

NSR	Rating Sound Level (dBA)
1	48.0
2	50.0
3	49.0
4	48.0

Table 9.0 – Summary of Rating Sound Levels

**4.1.3 Background Sound Level**

The background sound level is the underlying level of sound over a period, T, and is indicative of the relative quietness at a given location. It does not reflect the occurrence of transient and/or higher sound level events and is generally governed by continuous or semi-continuous sounds.

To ensure the background sound level values used within the assessment are reliable and suitably represent both the particular circumstance and periods of interest, efforts have been made to quantify a ‘typical’ background sound level for a given period. The purpose has not been to simply select the lowest measured value. Diurnal patterns have also been considered as they can have a major influence on background sound levels, for example, the middle of the night can be distinctly different (and potentially of lesser importance) compared to the start or end of the night time period for sleep purposes.

Since the intention is to determine a background sound level in the absence of the specific sound that is under consideration, it is necessary to understand that the background sound level can in some circumstances legitimately include industrial and/or commercial sounds that are present as separate to the specific sound.

The table below outlines a summary of the lowest statically most repeated background sound levels of the area measured during the proposed operational period.

Operational Hours ('t')	L <sub>A90,t</sub>	Statistical L <sub>A90,t</sub>	Min. L <sub>A90,t</sub>	Max. L <sub>A90,t</sub>
Day 1 – 24/07/2020 – 10:25 – 18:00	41.0	42.0	37.0	45.0

Table 10.0 – Summary of Background Sound Levels

**Discussion:**

According to the statistical analysis, the lowest statistically most repeated L<sub>A90,t</sub> value during the operational period was 42.0 dBA. As can be seen, the range of L<sub>A90,t</sub> during this period is relatively low, and the statistical value sits towards the middle of the range, thus it is deemed to be 'typical' and will be used in the following assessment.

**4.1.4 BS4142 Assessment**

The rating sound level has been assessed in accordance with BS4142:2014 at the most exposed NSRs. The BS4142:2014 assessment can be seen in the table below.

Results	Noise Level – NSR1 (dBA)	Noise Level – NSR2 (dBA)	Noise Level – NSR3 (dBA)	Noise Level – NSR4 (dBA)	Notes
Rating Sound Level	48.0	50.0	49.0	48.0	As shown in Table 9.0
Operational Period Background Sound Level	42.0	42.0	42.0	42.0	As shown in Table 10.0
Exceedance of Rating over Background Sound Level	+6.0	+8.0	+7.0	+6.0	Assessment Indicates a Possibility Adverse Impact.

Table 11.0 – BS4142:2014 Assessment

**Discussion**

As can be seen in the assessment above the rating levels at the NSRs exceed the background sound level by up to 8.0 dB during the operational period. This indicates the potential for 'Adverse Impact' at the most affected NSRs and is classed as 'LOAEL' (Lowest Observed Adverse Effect Level) when assessed in conjunction with the NPPF and NPSE.

It is important to note that it is stated in BS4142:2014 that when assessing the impact of any noise source it is essential that the context of the assessment and wider area is taken into account. Given the site is already operational the installation of the wash plant does not represent the introduction of a new sound source, as it is thought to generate similar noise to that of existing operations. Given this, the proposed development presents at worst a slight intensification of already existing noise types. Therefore, it can be assumed that the development will cause a lower impact than stated.

#### 4.2 Increase in Ambient Noise Level Assessment

To provide further context to the BS4142 assessment above, the expected increase in ambient noise level is also assessed. The specific sound levels associated with the proposed development are logarithmically added to the residual sound level at the NSR. The higher the increase in noise level, the higher the impact.

Increase in Ambient Noise Level Assessment	
Description	Day Time (dB)
Operational Period Ambient Noise Level	53.0
Specific Noise Level	45.0
Resulting Noise Level	53.6
Increase in Noise Level	+0.6
Expected Impact	None/Not Significant

Table 12.0 – Increase in Ambient Noise Level Assessment

#### Discussion

As can be seen in the assessment above the increase in ambient noise level due to the operations at the site is predicted to be approximately 0.6 dB. According to the IEMA 'Guidelines on Noise Impact', this level of increase is 'Not Significant' and indicates a low impact.

## 5. Office Break-In Noise Levels

There are non-associated commercial offices to the north-east of the site, and as such, the predicted break-in noise levels will be assessed. It is assumed that the office may have open windows, which are stated in BS8233:2014 as providing approximately 15 dB of attenuation. An appropriate internal noise level of 40 dB for offices has also been taken from BS8233:2014. The predicted internal noise levels in the offices are shown in the table below.

Increase in Ambient Noise Level Assessment	
Description	Day Time (dB)
Façade Noise Level	52.0
Open Window Attenuation	-15.0
Predicted Internal Noise Level	37.0
BS8233:2014 Criteria	40.0
Level Above Criteria	-3.0

*Table 13.0 – Office Break-In Noise Assessment*

### **Discussion**

As can be seen in the table above, the specific noise emissions from the proposed development are predicted to be below the BS8233:2014 criteria. This is a positive indication that the noise emissions from the site will not negatively affect the surrounding commercial NSRs.

## 6. Existing Site Operations

The client has stated that during the long-term measurement period the existing site operations were not taking place. This is expected to have meant that the measured background sound levels were lower than is typical for the area.

In the following section of the report, the predicted noise levels from the previous site operations are compared with the noise emissions from the proposed wash plant operations.

The existing site operations include:

- Compacting (by loading shovel / 360 excavator)
- Sorting (with loading shovel / 360 excavator or by hand)
- Screening (by using appropriate mechanical screening plant and equipment)
- Separation (by using appropriate magnetic and mechanical screening plant and equipment)
- Crushing (by Crusher)
- Blending (by loading shovel / 360 tracked excavator)

The equipment used and corresponding noise levels are shown in the table below. The noise levels have been taken from manufacturer's datasheets, BS5228:2009, or datasheets for comparable equipment models. It is assumed that all equipment and machinery is used for a minimum of 30 minutes per hour with the exception of the Rubble Master Crusher which is expected to be used for full 1-hour periods.

Description	L <sub>p</sub> at 10m (dB, L <sub>Aeq,t</sub> )	L <sub>p</sub> at 1m (dB, L <sub>Aeq,t</sub> )	L <sub>wA</sub> (dB)	On-Time (mins/hour)	Corrected L <sub>w</sub> (dB)
Caterpillar D6 Bulldozer	--	--	111.0	30	108.0
Wheeled Loader	76.0*	96.0	104.0	30	101.0
Hyundai R330 Tracked Excavator	79.0*	99.0	107.0	30	104.0
2no. Case 210D Tracked Excavator	--	--	101.0	30	98.0
Powertrak R400X Jaw Crusher	--	--	103.0**	30	100.0
Rubble Master RM100GO Impact Crusher	81.0	101.0	109.0	60	109.0
Maximus 522 Screener	--	--	98.0**	30	95.0

Table 14.0 – Existing Operations

\*Noise levels taken BS5228:2009.

\*\*Noise levels taken from datasheets for similar machinery.

The figure below shows the predicted noise emissions for the existing operations on site. Again, the height of the noise map is set to 1.5m.

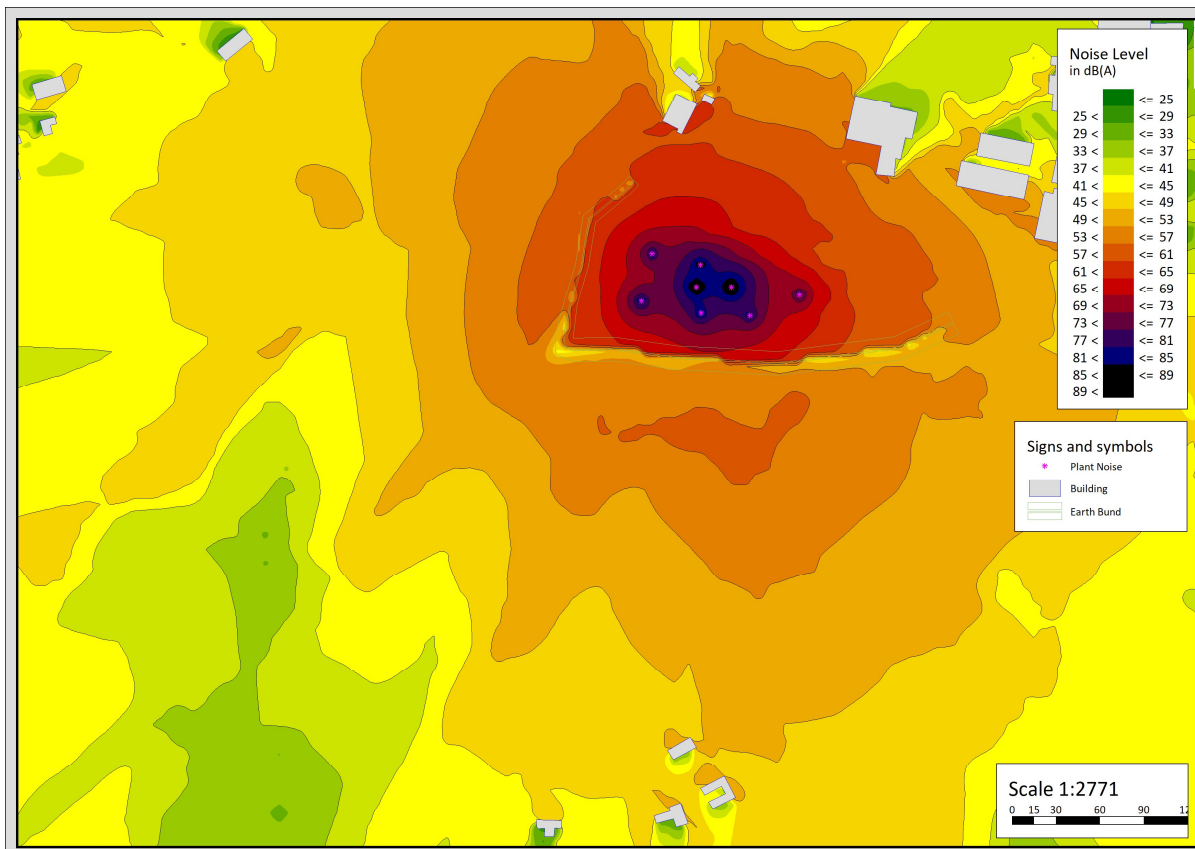


Figure 5.0 – Specific Sound Level Map – Existing Operations – 1.5m Grid Height

The noise emissions from the previous operations are compared with the predicted noise emissions from the wash plant in the table below.

NSR	Previous Sound Level (dBA)	Proposed Sound Level (dBA)	Change in Sound Level (dB)
1	45.0	43.0	-2.0
2	47.0	45.0	-2.0
3	45.0	44.0	-1.0
4	44.0	43.0	-1.0
5 – Closest Unassociated Commercial Office	52.0	52.0	0.0

Table 15.0 – Specific Sound Level at NSR Summary – Existing Vs. Proposed

**Discussion**

As can be seen in the table above, the noise levels are predicted to decrease at the majority of NSRs considering the proposed operations. This is a positive indication that the noise emissions from the proposed usage of the site will have a lower impact on the amenity of surrounding NSRs than is predicted with the BS4142:2014 assessment.

## Appendix A – Acoustic Terminology

Sound Pressure	Sound, or sound pressure, is a fluctuation in air pressure over the static ambient pressure.
Sound Pressure Level (Sound Level)	The sound level is the sound pressure relative to a standard reference pressure of 20 $\mu$ Pa (20x10 <sup>-6</sup> Pascals) on a decibel scale.
Decibel (dB)	A scale for comparing the ratios of two quantities, including sound pressure and sound power. The difference in level between two sounds s <sub>1</sub> and s <sub>2</sub> is given by 20 log <sub>10</sub> (s <sub>1</sub> / s <sub>2</sub> ). The decibel can also be used to measure absolute quantities by specifying a reference value that fixes one point on the scale. For sound pressure, the reference value is 20 $\mu$ Pa.
A-weighting, dB(A)	The unit of sound level, weighted according to the A-scale, which takes into account the increased sensitivity of the human ear at some frequencies.
Noise Level Indices	Noise levels usually fluctuate over time, so it is often necessary to consider an average or statistical noise level. This can be done in several ways, so a number of different noise indices have been defined, according to how the averaging or statistics are carried out.
L <sub>eq,T</sub>	A noise level index called the equivalent continuous noise level over the time period T. This is the level of a notional steady sound that would contain the same amount of sound energy as the actual, possibly fluctuating, sound that was recorded.
L <sub>max,T</sub>	A noise level index defined as the maximum noise level during the period T. L <sub>max</sub> is sometimes used for the assessment of occasional loud noises, which may have little effect on the overall L <sub>eq</sub> noise level but will still affect the noise environment. Unless described otherwise, it is measured using the 'fast' sound level meter response.
L <sub>90,T</sub>	A noise level index. The noise level exceeded for 90% of the time over the period T. L <sub>90</sub> can be considered to be the "average minimum" noise level and is often used to describe the background noise.
L <sub>10,T</sub>	A noise level index. The noise level exceeded for 10% of the time over the period T. L <sub>10</sub> can be considered to be the "average maximum" noise level. Generally used to describe road traffic noise.
Free-Field	Far from the presence of sound reflecting objects (except the ground), usually taken to mean at least 3.5m
Facade	At a distance of 1m in front of a large sound reflecting object such as a building façade.
Fast Time Weighting	An averaging time used in sound level meters. Defined in BS 5969.



In order to assist the understanding of acoustic terminology and the relative change in noise, the following background information is provided. The human ear can detect a very wide range of pressure fluctuations, which are perceived as sound. In order to express these fluctuations in a manageable way, a logarithmic scale called the decibel, or dB scale is used. The decibel scale typically ranges from 0 dB (the threshold of hearing) to over 120 dB. An indication of the range of sound levels commonly found in the environment is given in the following table.

Sound Level	Location
0dB(A)	Threshold of hearing
20 to 30dB(A)	Quiet bedroom at night
30 to 40dB(A)	Living room during the day
40 to 50dB(A)	Typical office
50 to 60dB(A)	Inside a car
60 to 70dB(A)	Typical high street
70 to 90dB(A)	Inside factory
100 to 110dB(A)	Burglar alarm at 1m away
110 to 130dB(A)	Jet aircraft on take off
140dB(A)	Threshold of Pain

The ear is less sensitive to some frequencies than to others. The A-weighting scale is used to approximate the frequency response of the ear. Levels weighted using this scale are commonly identified by the notation dB(A).

In accordance with logarithmic addition, combining two sources with equal noise levels would result in an increase of 3 dB(A) in the noise level from a single source. A change of 3 dB(A) is generally regarded as the smallest change in broadband continuous noise which the human ear can detect (although in certain controlled circumstances a change of 1 dB(A) is just perceptible). Therefore, a 2 dB(A) increase would not normally be perceptible. A 10 dB(A) increase in noise represents a subjective doubling of loudness.

A noise impact on a community is deemed to occur when a new noise is introduced that is out of character with the area, or when a significant increase above the pre-existing ambient noise level occurs.

For levels of noise that vary with time, it is necessary to employ a statistical index that allows for this variation. These statistical indices are expressed as the sound level that is exceeded for a percentage of the time period of interest. In the UK, traffic noise is measured as the  $L_{A10}$ , the noise level exceeded for 10% of the measurement period. The  $L_{A90}$  is the level exceeded for 90% of the

time and has been adopted to represent the background noise level in the absence of discrete events. An alternative way of assessing the time varying noise levels is to use the equivalent continuous sound level,  $L_{Aeq}$ .

This is a notional steady level that would, over a given period of time, deliver the same sound energy as the actual fluctuating sound. To put these quantities into context, where a receiver is predominantly affected by continuous flows of road traffic, a doubling or halving of the flows would result in a just perceptible change of 3 dB, while an increase of more than 25%, or a decrease of more than 20%, in traffic flows represent changes of 1 dB in traffic noise levels (assuming no alteration in the mix of traffic or flow speeds).

Note that the time constant and the period of the noise measurement should be specified. For example, BS4142:2014 specifies background noise measurement periods of 1 hour during the day and 15 minutes during the night. The noise levels are commonly symbolised as  $L_{A90,1hour}$  dB and  $L_{A90,15mins}$  dB. The noise measurement should be recorded using a 'FAST' time response equivalent to 0.125ms.

## Appendix B – Legislation, Policy and Guidance

This report is to be primarily based on the following legislation, policy and guidance.

### National Planning Policy Framework (2019)

Government policy on noise is set out in the National Planning Policy Framework (NPPF), published in 2019. This replaced all earlier guidance on noise and places an emphasis on sustainability. In section 15, Conserving and enhancing the natural and local environment, paragraph 170e, it states:

*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. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans;*

Paragraph 180 states:

*Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:*

- a) Mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;*
- b) Identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and*
- c) Limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.*

### Noise Policy Statement for England

Paragraph 180 of the NPPF also refers to advice on adverse effects of noise given in the Noise Policy Statement for England (NPSE). This document sets out a policy vision to:

*Promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development.*

To achieve this vision the Statement identifies the following three aims:

*Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:*

- Avoid significant adverse impacts on health and quality of life;*
- Mitigate and minimise adverse impacts on health and quality of life;*
- Where possible, contribute to the improvement of health and quality of life.*

In achieving these aims the document introduces significance criteria as follows:

### **SOAEL – Significant Observed Adverse Effect Level**

This is the level above which significant adverse effects on health and quality of life occur. It is stated that “significant adverse effects on health and quality of life should be avoided while also considering the guiding principles of sustainable development”.

### **LOAEL – Lowest Observed Adverse Effect Level**

This is the level above which adverse effects on health and quality of life can be detected. It is stated that the second aim above lies somewhere between LOAEL and SOAEL and requires that: “all reasonable steps should be taken to mitigate and minimise adverse effects on health and quality of life while also considering the guiding principles of sustainable development. This does not mean that such adverse effects cannot occur.”

### **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. This can be related to the third aim above, which seeks: “where possible, positively to improve health and quality of life through the pro-active management of noise while also considering the guiding principles of sustainable development, recognising that there will be opportunities for such measures to be taken and that they will deliver potential benefits to society. The protection of quiet places and quiet times as well as the enhancement of the acoustic environment will assist with delivering this aim.”

The NPSE recognises that it is not possible to have a single objective noise-based measure that is mandatory and applicable to all sources of noise in all situations and provides no guidance as to how these criteria should be interpreted. It is clear, however, that there is no requirement to achieve noise levels where there are no observable adverse impacts but that reasonable and practicable steps to reduce adverse noise impacts should be taken in the context of sustainable development and ensure a balance between noise sensitive and the need for noise generating developments.

Any scheme of noise mitigation outlined in this report will, therefore, aim to abide by the above principles of the NPPF and NPSE whilst recognizing the constraints of the site.

### **IEMA Guidelines on Noise Impact Assessments**

The IEMA Guidelines for Environmental Noise Assessment address the key principles of noise impact assessment and are applicable to all development proposals where noise effects may occur. The guidelines set out key principles for noise impact assessment relevant to all types of project regardless of size. The guidance provides advice with regards to the collection of baseline noise data, prediction of noise levels and how noise should be assessed. The guidance recognizes that the effect associated with a noise impact will be dependent on a number of factors including but not limited to the sensitivity of the receptor, frequency and duration of the noise source and time of day. The Guidelines accept that a simple change in noise levels using a single noise indicator may fail to adequately reveal the actual noise impact of the proposal. The character of the noise must be considered and the Guidelines suggest comparing several noise indicators such as the LAeq, LMax and LA90 as a more rigorous approach.

Absolute levels such as those set out in WHO Guidelines are also considered and the Guidelines suggest that a change in noise levels in an area where the existing levels are above WHO Guidelines should be considered as having more of an adverse effect than a change in noise levels in an area where existing levels are well below.

The Guidelines stop short of providing specific assessment criteria which developments should achieve but instead suggests that the methodology adopted should be selected on a site by site basis regarding relevant national and local standards.

The Guidelines contain effect descriptors for changes in noise levels and for noise effect levels. These are summarized below:

Effect Descriptors	
Very substantial	Greater than 10 dB $L_{Aeq}$ change in sound level perceived at a receptor of great sensitivity to noise
Substantial	Greater than 5 dB $L_{Aeq}$ change in sound level at a noise sensitive receptor, or a 5 to 9.9 dB $L_{Aeq}$ change in sound level at a receptor of great sensitivity to noise
Moderate	A 3 to 4.9 dB $L_{Aeq}$ change in sound level at a sensitive or highly sensitive noise receptor, or a greater than 5dB $L_{Aeq}$ change in sound level at a receptor of some sensitivity
Slight	A 3 to 4.9 dB $L_{Aeq}$ change in sound level at a receptor of some sensitivity
None/Not Significant	Less than 2.9 dB $L_{Aeq}$ change in sound level and/or all receptors are of negligible sensitivity to noise or marginal to the zone of influence of the proposals

Table 16.0 – IEMA Guidelines Effect Descriptors

Noise Effect Level		
Time	Lowest Observed Adverse Effect Level	Significant Observed Adverse Effect Level
07:00 - 23:00	50 dB $L_{Aeq,16\text{ hour}}$	60 dB $L_{Aeq,16\text{ hour}}$
23:00 - 07:00	40 dB $L_{Aeq,8\text{ hour}}$	55 dB $L_{Aeq,8\text{ hour}}$
	60 dB $L_{AFMax}$ (at the facade)	80 dB $L_{AFMax}$ (at the facade)

Table 17.0 – IEMA Guidelines Noise Effect Level

The Guidelines are not prescriptive as to how a noise impact assessment should be carried out, and allow assessors to consider factors such as frequency spectra, days and times of operation, frequency of operation and any other factor which allows the noise to be assessed in context.

## **BS 4142:2014 'Methods for rating and assessing industrial and commercial sound'**

BS4142:2014 sets out a method to assess the likely effect of sound from factories, industrial premises or fixed installations and sources of an industrial nature in commercial premises, on people who might be inside or outside a dwelling or premises used for residential purposes in the vicinity.

The procedure contained in BS4142:2014 for assessing the effect of sound on residential receptors is to compare the measured or predicted sound level from the source in question, the  $L_{Aeq,T}$  'specific sound level', immediately outside the dwelling with the  $L_{A90,T}$  background sound level.

Where the sound contains a tonality, impulsivity, intermittency and other sound characteristics, then a correction depending on the grade of the aforementioned characteristics of the sound is added to the specific sound level to obtain the  $L_{Ar,Tr}$  'rating sound level'. A correction to include the consideration of a level of uncertainty in sound measurements, data and calculations can also be applied when necessary.

BS4142:2014 states: "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 estimation of the impact of the specific sound can be obtained by the difference of the rating sound level and the background sound level and considering the following:

- "Typically, the greater this difference, the greater the magnitude of the impact."
- "A difference of around +10dB or more is likely to be an indication of a significant adverse impact, depending on the context."
- "A difference of around +5dB 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 negligible impact, depending on the context."

Interpreting the guidance given in BS4142:2014, with consideration of the guidance given in the NPSE and NPPG Noise, an estimation of the impact of the rating sound is summarised in the following text:

- A rating sound level that is +10 dB above the background sound level is likely to be an indication of a Significant Observed Adverse Effect Level;
- A rating sound level that is +5 dB above the background sound level is likely to be an indication of a Lowest Observed Adverse Effect Level;
- The lower the rating sound 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 sound level does not exceed the background sound level, this is an indication of the specific sound source having a negligible impact, and would therefore classified as a No Observed Adverse Effect Level.

During the daytime, the assessment is carried out over a reference time period of 1-hour. The periods associated with day or night, for the purposes of the Standard, are 07.00 to 23.00 and 23.00 to 07.00, respectively.

### **ISO 9613-2 Attenuation of sound during propagation outdoors**

The ISO 1996 series of standards specifies methods for the description of noise outdoors in community environments. Part 2 of ISO 9613 is intended to enable noise levels in the community to be predicted from sources of known sound emission. The method is general in the sense that it may be applied to a wide variety of noise sources, and cover most of the major mechanisms of attenuation.

This standard provides guidance on the outdoor propagation of sound. It is widely used to establish the different attenuations that occur during the transmission of the sound from the sources to the receivers. The total attenuation is the sum of the following: geometrical divergence, atmospheric absorption, ground effect, barriers, and miscellaneous other effects.

### **BS EN 12354-4 Building Acoustics**

*Estimation of acoustic performance of buildings from the performance of elements – Transmission of indoor sound to the outside*

This European Standard describes a calculation model for the sound power level radiated by the envelope of a building due to airborne sound inside that building, primarily by means of measured sound pressure levels inside the building and measured data which characterize the sound transmission by the relevant elements and openings in the building envelope. These sound power levels, together with those of other sound sources in or in front of the building envelope, form the basis for the calculation of the sound pressure level at a chosen distance from a building as a measure for the acoustic performance of buildings.

### **Environment Agency Horizontal Guidance Note – H3 Part 2 Noise Assessment and Control**

This guidance has been produced by the Environment Agency for England and Wales in collaboration with the Scottish Environment Protection Agency (SEPA) and the Northern Ireland Environment and Heritage Service (EHS). Together these are referred to as “the Agency” or “the Regulator” throughout this document.

Integrated Pollution Prevention and Control (IPPC) is a regulatory system that employs an integrated approach to control the environmental impacts of certain industrial activities. It involves determining the appropriate controls for industry to protect the environment through a single Permitting process. To gain a Permit, Operators will have to show that they have systematically developed proposals to apply the Best Available Techniques (BATs) and meet certain other requirements, taking account of relevant local factors.

The Regulators intend to implement IPPC to:

- Protect the environment as a whole



- Promote the use of “clean technology” to minimise waste at source
- Encourage innovation, by leaving significant responsibility for developing satisfactory solutions to environmental issues with industrial operators
- Provide a “one-stop shop” for administering applications for Permits to operate.

The purpose of this IPPC Horizontal Guidance Note for Noise Assessment and Control is to provide supplementary information, relevant to all sectors, to assist Applicants in preventing and minimising emissions of noise and vibration as described in the IPPC Sector Guidance Notes (or the General Sector Guidance Note).

H3 suggests that an initial assessment of the risk to sensitive receptors be undertaken and, if shown to be necessary by the level of risk, a more detailed assessment of the impact should be undertaken. It states that the amount of detail and effort expended should be proportionate to the degree of risk involved.

For Industrial noise it is preferable to use those following the principles of ISO9613-2 1996, which contains methods for the prediction of acoustic propagation outdoors.

H3 acknowledged that community reaction to noise is complex to assess and affected by multiple factors both noise and non-noise related. It suggests that people are generally less tolerant of industrial and neighbour noise than transportation noise and that some factors affecting community response are:

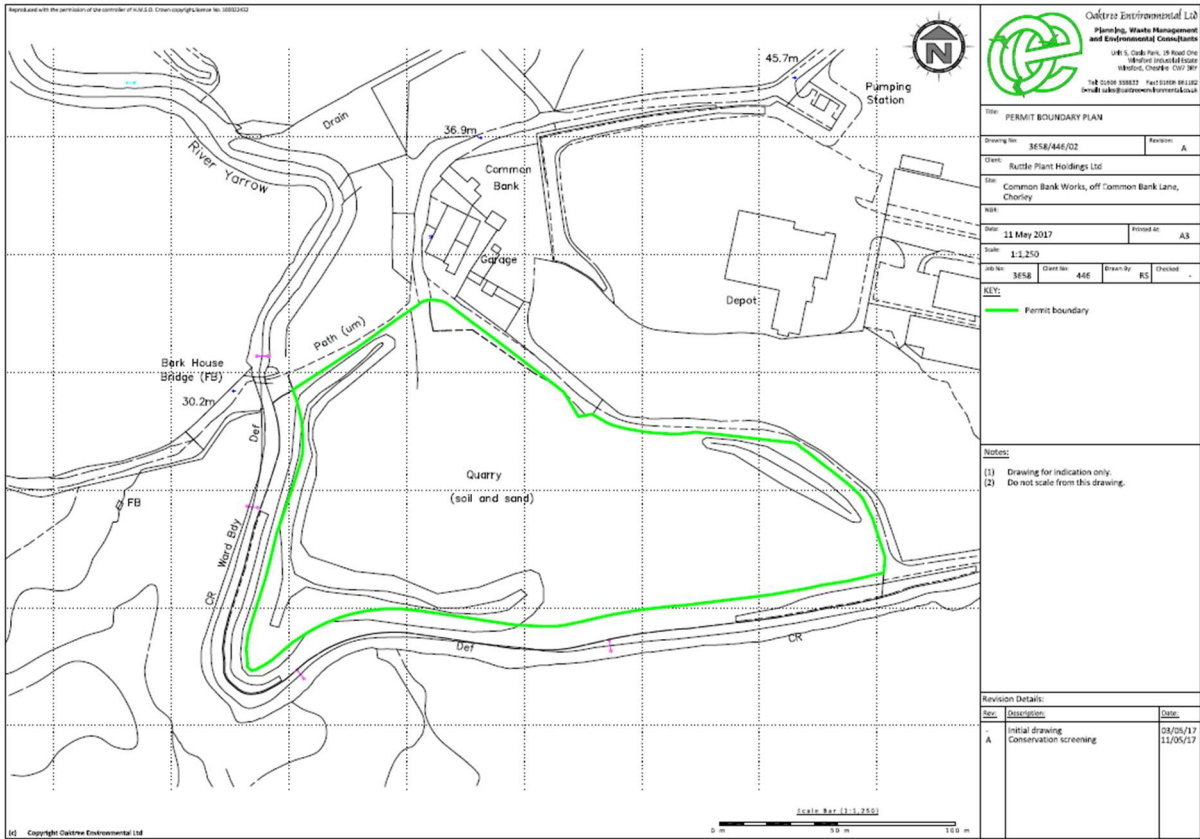
- Hours of operation (day, night, 24hour, 7day)
- Continuous or intermittent
- Nature of the noise (intermittent or tonal)
- Whether or not it is “avoidable” as perceived by the community
- Community standing of the operator
- Response to complaints and other problems
- Odour/litter/traffic or other adverse environmental effects
- Good/bad employer
- Nature of the area

H3 does not contain recommendations for noise limits or criteria. H3 refers to process or sector specific guidance for determination of BAT in a general sense or sector level. This document references the British standards and other guidance used to carry out the present noise impact assessment.

- PPG24 Planning and Noise
- British Standard 4142:2014-Methods for rating and assessing industrial and commercial sound
- British Standard 5228: Noise and vibration control on construction and open sites.
- British Standard 7445:1991-Description and measurement of environmental noise
- Minerals Planning Guidance MPG11
- Noise Emission in the Environment by Equipment for use Outdoor Regulations

- World Health Organisation Guidelines for Community Noise

### Appendix C – Location Plan



**PERMIT BOUNDARY PLAN**

Drawing No: 3658/446/02 Revision: A

Client: Ruttle Plant Holdings Ltd

Title: Common Bank Works, off Common Bank Lane, Chorley

Ref:

Date: 11 May 2017 Printed at: AS

Scale: 1:1,250

Job No: 3658 Client No: 446 Drawn by: RS Checked: -

**KEY:**

Permit boundary

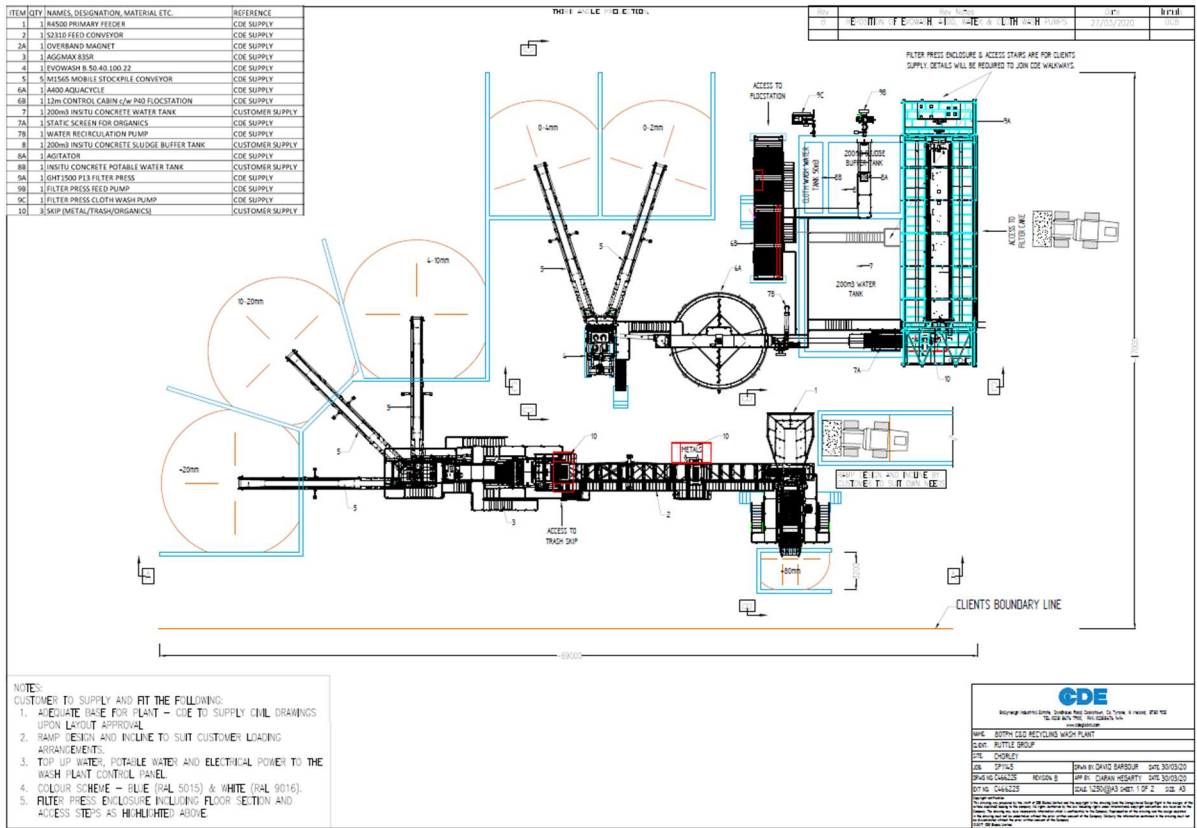
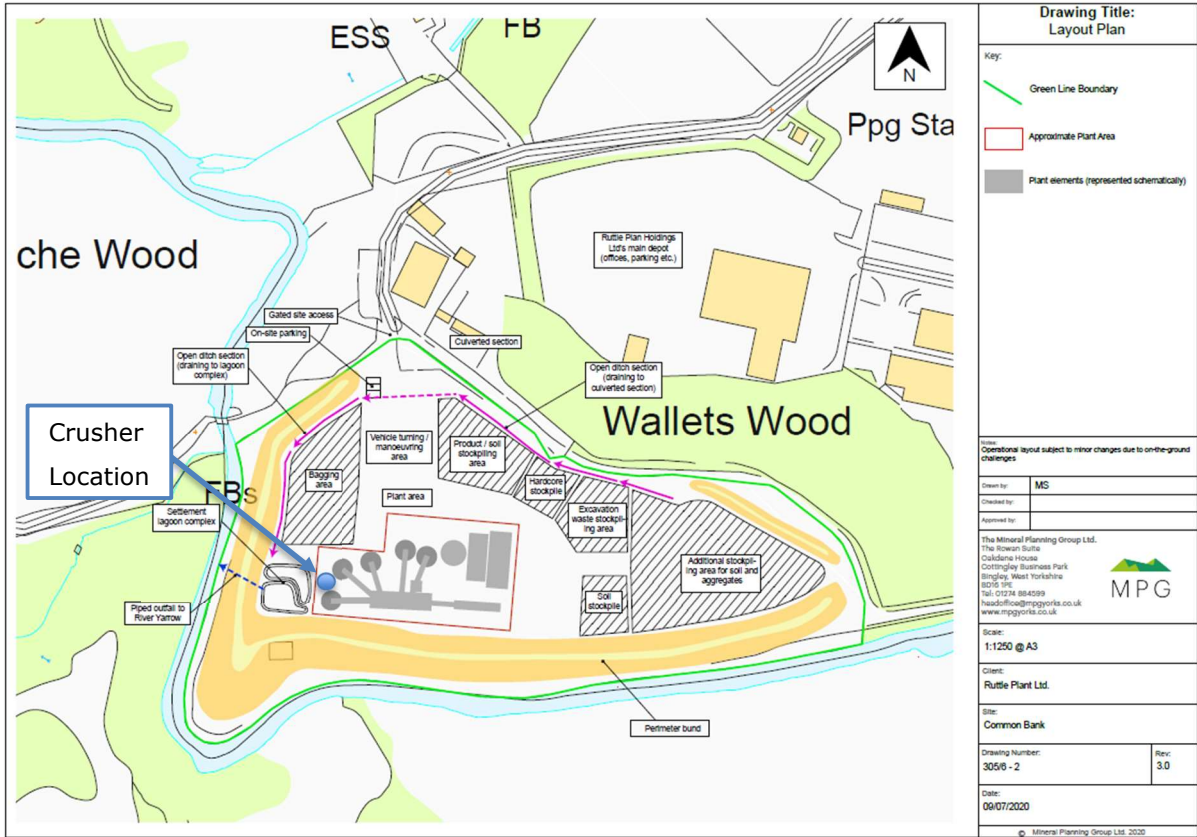
**Notes:**

(1) Drawing for indication only.  
 (2) Do not scale from this drawing.

**Revision Details:**

Rev.	Description	Date
-	Initial drawing	08/05/17
A	Conservation screening	11/05/17

**Appendix D – Site Plans**



ITEM QTY	NAME, DESIGNATION, MATERIAL ETC.	REFERENCE
1	18000 PRIMARY FEEDER	CDE SUPPLY
2	15230 FEED CONVEYOR	CDE SUPPLY
2A	1 OVERBAND MAGNET	CDE SUPPLY
3	1 AGOMAX BEM	CDE SUPPLY
4	1 FVOWASER 80-40 100 32	CDE SUPPLY
5	5 M1565 MOBILE STOCKPILE CONVEYOR	CDE SUPPLY
6A	1 A400 AGOJACYLE	CDE SUPPLY
6B	1 12m CONTROL CABIN c/w P40 FDCSTATION	CDE SUPPLY
7	1 200m3 INSTU CONCRETE WATER TANK	CUSTOMER SUPPLY
7A	1 STATIC SCREEN FOR ORGANICS	CDE SUPPLY
7B	1 WATER RECIRCULATION PUMP	CDE SUPPLY
8	1 200m3 INSTU CONCRETE SLUDGE BUFFER TANK	CUSTOMER SUPPLY
8A	1 AGITATOR	CDE SUPPLY
8B	1 INSTU CONCRETE POTABLE WATER TANK	CUSTOMER SUPPLY
9A	1 GHT1500 P13 FILTER PRESS	CDE SUPPLY
9B	1 FILTER PRESS FEED PUMP	CDE SUPPLY
9C	1 FILTER PRESS CLOTH WASH PUMP	CDE SUPPLY
10	1 SEP (METAL/ORGANICS)	CUSTOMER SUPPLY

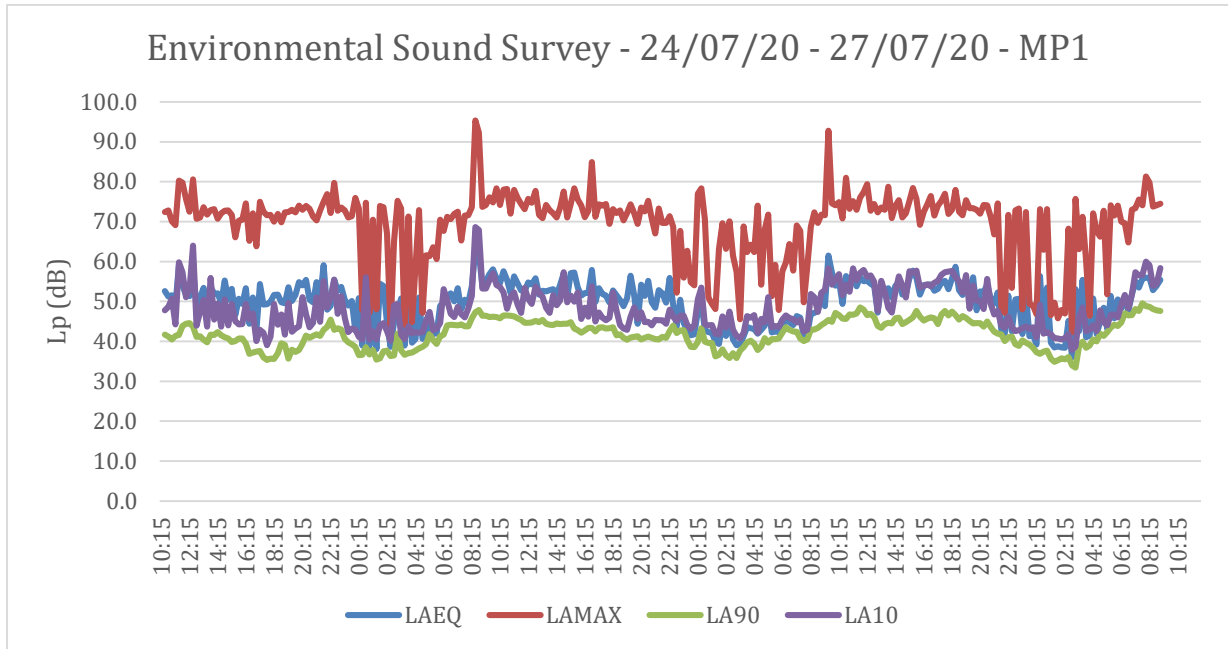
NOTE:  
CUSTOMER TO SUPPLY AND FIT THE FOLLOWING:  
1. ACQUAIRE BAZE FOR PLANT - CDE TO SUPPLY CIVIL DRAWINGS UPON LAYOUT APPROVAL  
2. RAMP DESIGN AND INCLINE TO SUIT CUSTOMER LOADING ARRANGEMENTS.  
3. TOP UP WATER, POTABLE WATER AND ELECTRICAL POWER TO THE WASH PLANT CONTROL PANEL  
4. COLOUR SCHEME - BLUE (RAL 5015) & WHITE (RAL 9016).  
5. FILTER PRESS ENCLOSURE INCLUDING FLOOR SECTION AND ACCESS STEPS AS HIGHLIGHTED ABOVE

DATE	27/03/2020
BY	...
CHECKED BY	...

<b>CDE</b>	
BOTH C&D RECYCLING WASH PLANT	
DATE	27/03/2020
BY	...
CHECKED BY	...

**Appendix E – Environmental Sound Survey**



**Appendix F – Manufacturers Data**

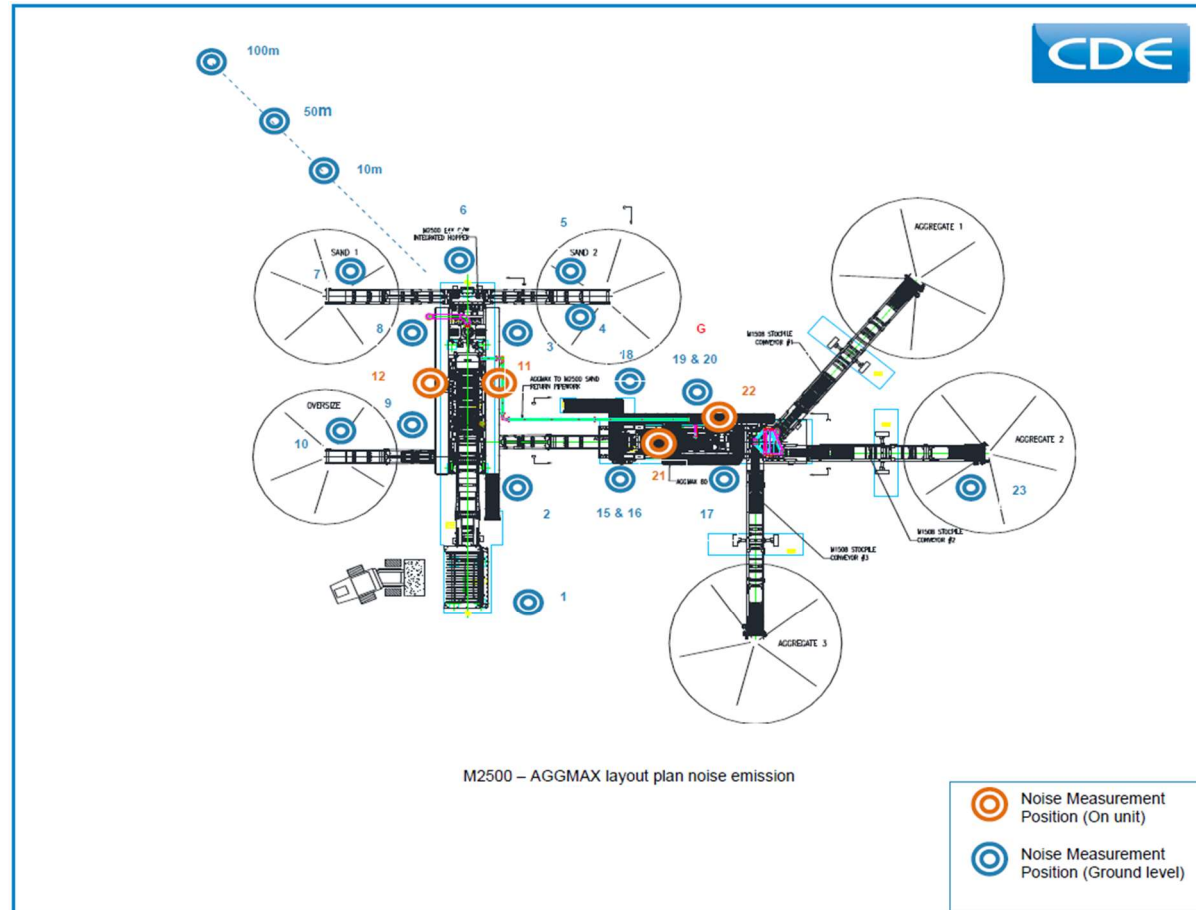


Figure 6.0 – Wash Plant - CDE Global Measurement Locations

Item	Location Number	Position	Distance from Source	Noise Level (dB, L <sub>Aeq,t</sub> )
M2500 E4X	1	Side of Hopper (close to auxiliary hopper)	1m	76.9
M2500 E4X	2	Side Unit	1m	80.6
M2500 E4X	3	Side Unit	1m	81.2
M2500 E4X	4	Conveyor Belt	1m	75.8
M2500 E4X	5	Conveyor Belt	1m	76.6
M2500 E4X	6	End Unit	1m	75.8
M2500 E4X	7	Conveyor Belt	2m	74.6
M2500 E4X	8	Side Unit	1m	84.1
M2500 E4X	9	Side Unit	1m	84.4
M2500 E4X	10	Conveyor Belt	1m	82.3
P2-75	11	On Unit	0.5m	87.1
P2-75	12	On Unit	0.5m	87.7
RX 80	15	Side Unit (non CDE pump operating)	1m	81.9
RX 80	16	Side Unit (without non CDE pump operating)	1m	78.6
RX 80	17	Side Unit	1m	82.4
RX 80	18	Side Unit	1m	82.0



RX 80	19	Side Unit (next to non CDE equipment)	1m	81.8
RX 80	20	Side Unit (next to non CDE equipment)	1m	85.4
RX 80 – Aggregate Screen	21	On Unit	1m	90.8
RX 80 – Aggregate Screen	22	On Unit Side	1m	88.0
M1508	23	Conveyor Belt	1m	81.4

## D6/D6 XE Track-Type Tractors Specifications

### Air Conditioning System

The air conditioning system on this machine contains the fluorinated greenhouse gas refrigerant R134a (Global Warming Potential = 1430). The system contains 1.36 kg of refrigerant which has a CO<sub>2</sub> equivalent of 1.946 metric tonnes.

### Advanced Cabin Filtration

#### Operator Cabin

- Distributed HVAC ducting with automatic temperature control and blower speed provides ultimate operator comfort with less user input.
- Reduced maintenance of the condenser core with automatic reversing fans.
- Cat Advanced Cabin Filtration is standard.

#### Cat Advanced Cabin Filtration

- Operator protection from respirable particulate (0.3-10 micron size).
- Sustainably pressurized cab (US Silica compliant).
- Reduced maintenance with longer life, high efficiency filters.
- Protection for all cabin components: electronics, etc.
- Helps meet U.S. Occupational Safety and Health Administration Silica Rule Table 1 requirements for operator cabs.
- Multi-tiered filter offerings for optional efficiency upgrades. Contact Cat dealer for availability.
  - MERV 16 – Standard Equipment
  - HEPA
  - Activated Carbon + HEPA
  - ABEK1 + HEPA

### Standards

#### Rollover Protective Structure (ROPS)/ Falling Object Protective Structure (FOPS)

- ROPS meets ISO 3471:2008, FOPS meets ISO 3449:2005 Level II.

#### Brakes

- Brakes meet the International Standard ISO 10265:2008.

#### Cab

Meets appropriate standards as listed below.

- The average dynamic spectator sound power level when “ISO 6395:2008” is used to measure the value for a machine is shown below. The measurement was conducted at 70% of the maximum engine cooling fan speed. The sound level may vary at different engine cooling fan speeds.

NOTE: The dynamic sound power level uncertainty is  $\pm 2$  dB(A).

D6	111 dB(A)
D6 XE	109 dB(A)

- The average dynamic operator sound pressure level when “ISO 6396:2008” is used to measure the value for an enclosed cab is shown below. The measurement was conducted at 70% of the maximum engine cooling fan speed. The sound level may vary at different engine cooling fan speeds. The cab was properly installed and maintained. The measurement was conducted with the cab doors and the cab windows closed.

NOTE: The dynamic operator sound pressure level uncertainty is  $\pm 2$  dB(A).

D6	76 dB(A)
D6 XE	73 dB(A)

- Hearing protection may be needed when the machine is operated with an open operator station for extended periods, in a noisy environment, or with a cab that is not properly maintained.
- Sound level information for machines in European Union countries and in countries that adopt the “European Union Directives” is shown below. If equipped, the certification label is used to verify the environmental sound certification of the machine to the requirements of the European Union. The value that is listed on the label indicates the guaranteed exterior sound power level ( $L_{WA}$ ) at the time of manufacture for the conditions that are specified in “2000/14/EC.”

D6	111 dB(A)
D6 XE	111 dB(A)

- PRODUCTS
- YOUR BUSINESS
- SOLUTIONS
- RESOURCES
- INSIDE CASE

**OVERVIEW**

ISO 14396 636 Nm at 1600 min-1

**HYDRAULIC SYSTEM**

Main pumps 2 variable displacement axial piston pumps with regulating system

Max. oil flow 2 x 211 liter/min at 1800 min-1

**Working circuit pressure**

Boom/Arm/Bucket 34.3 MPa - 37.3 MPa with auto power boost

Swing circuit 29.4 MPa

Travel circuit 34.3 MPa

Pilot pump 18 liter/min

Working circuit pressure 3.9 MPa

**Boom Cylinders**

Bore 120 mm

Stroke 1255 mm

**Boom Positioning (2 piece boom only)**

Bore 150 mm

Stroke 1090 mm

**Arm Cylinder**

Bore 140 mm

Stroke 1460 mm

**Bucket Cylinder**

Bore 120 mm

Stroke 1010 mm

Battery 2X12V 128 Ah/5 HR

**UNDERCARRIAGE**

Travel motor Variable displacement axial piston motor

High travel speed (Automatic travel speed shifting) 5.6 km/h

Low travel speed 3.4 km/h

Drawbar pull 188 KN

Number of carrier rollers (each side) 2

Number of track rollers (each side) 8

Number of shoes (each side) 49

Type of shoes Triple grouser shoes

Grade ability 70 % (35°)

**SOUND LEVEL**

External guaranteed sound level (EU Directive 2000/14/EC) LwA 101 dB(A)

Operator cab sound pressure level (ISO 6396) LpA 69 dB(A)

**CIRCUIT AND COMPONENT CAPACITIES**

LC/ NLC

Fuel tank (l) 410/ 320

Hydraulic system (l) 250/ 220

Hydraulic tank (l) 147/ 117

Adblue tank (l) 120/ 85