Martec Environmental Consultants Ltd.
Waterbrow Wood, Gressingham, LANCASTER LA2 8LX
[redacted]

TECHNICAL NOTE

Land at Albany Drive, Copster Green BB1 9EH

Proposed erection of 26 affordable dwellings with associated access, gardens, parking and landscaping.

Request for Noise Assessment

Date	21st June 2026
Site Visited	N/A
Martec Ref.	20260621 9958 Copster Green TN
RVBC Ref.	3/2026/0214
Prepared by:	[redacted]

[redacted]

1.0 Introduction

1.1 It is understood that the Environmental Health Officer of Ribble Valley Borough Council has requested that a noise impact assessment be prepared in relation to the above scheme.

1.2 Maybern Planning has instructed Martec to investigate whether a noise impact assessment is a reasonable requirement given the proposal and its location. It is understood that no noise issues were included as validation requirements within the council's pre-application response.

1.3 Given the proposal is for residential accommodation, a typical noise assessment would assess the impact of external noise on future residents.

From viewing the site on Google Earth the only noise source in the area appears to be road traffic noise on the A59 to the north.

2.0 Proposed Site Layout

2.1 The proposed site layout plan is shown in Figure 1 and it can be seen that physically the closest proposed properties to the A59 [northwest corner of the site] are some 135m from the A59 and 'face' towards the road, i.e. their outdoor amenity spaces lie behind the properties, and are hence protected from any road noise by the properties themselves and/or the existing properties on Albany Drive. Indeed, for the very 'closest' properties [Plots 1-7] there is no clear line of sight even from the front of the dwellings to the road.

2.2 The closest proposed properties with a clear 'line-of-sight' to the road would be:

- 165m to a front façade [Plot 8 – Fig.1] – gardens behind properties
- 195m to a rear garden and rear facade [Plot 12].

2.3 On sites with a confirmed noise 'issue' it would be common practice to orientate the nearest properties to face towards the noise, placing the rear gardens behind the protection of the properties and any other available features, and providing mechanical ventilation and acoustic glazing, if required, to habitable rooms on the front facades; therefore, whether intentionally of otherwise, the proposed layout of the site would provide protection from any noise from the A59. The nearest Plots not benefiting

from the layout protection would be some 195m from the A59 which is a very significant distance from this road.

3.0 Comparison with Other Nearby Development proposals

3.1 From searches on Ribble Valley's planning website, there are two comparable applications:

A. APP/T2350/A/14/2222255 – A proposal for 32 dwellings that included the northern end of the current proposal site.
B. 3/2012/0745 – A Reserved Matters application (following outline approval 3/2011/0482P) for 18 dwellings on land immediately to the north of the current site, and hence significantly closer to the A59.

3.2 The areas covered by both the above and the current application are shown on a base plan prepared for 'A' above – this and other plans used here were available on the local authority's website and assumed to be within the public domain. The boundary of the 'A' site is shown in red. The boundary of 'B' in magenta and the boundary of the current site in a dashed green line.

3.3 If we first consider 'A' above [red outline Fig.2] which an outline application for 32 dwellings, which was refused on appeal. Figure 3 shows an illustrative layout on that portion of the 'A' site located on the current site. It can be seen that the properties nearest to the A59 would have backed onto the road with their outdoor amenity spaces closest to the road, i.e. offering poorer protection from any road traffic noise. I have looked

through the initial reasons for refusal of the application and through the appeal decision letter and did not find any concerns being raised over road traffic noise.

3.4 For the Brown Leaves site ['B' above], planning consent was granted for the 18 properties and Figure 4 shows the site layout plan as constructed; it can be seen that at 19m from the road, some of the properties are very close to the A59; in addition the 'B' properties along the western boundary including those closest to the current site [Plots 13 to 18 in Figure 4] all back onto the A59, i.e. their outdoor amenity spaces and rear facades face towards the A59. Again, I have looked through the details of the application and through the decision notice and did not find any concerns being raised over road traffic noise.

4.0 Conclusions

4.1 Whilst the nearest dwellings on the current site are already a significant distance from the road [135m], the proposed layout means that the nearest outdoor amenity spaces or rear facades with a line of sight to the A59 would be some 195m from the road, which is a very significant separation distance from this road.

4.2 There are two directly comparable sites considered above, clearly the traffic noise impact is greater on the Brown Leaves site ['B' above] than on the proposed site. No concerns were raised as part of the consent for the

site. Similarly, with the 'A' site, which was refused on appeal, the illustrative layout indicates that the impact of any road traffic noise would have been greater than under the current proposals; however, no concerns over road traffic noise appear to have been raised in relation to 'A'.

4.3 In summary, the separation distance from the A59 and site layout of the current application site, the fact that that noise issues were not included as validation requirements within the council's pre-application response, along with the comparisons with two other similar applications, indicate that a noise impact assessment is not warranted in this instance.

Figure 1: Site Layout [MCK Drwng 24-133/PL01]

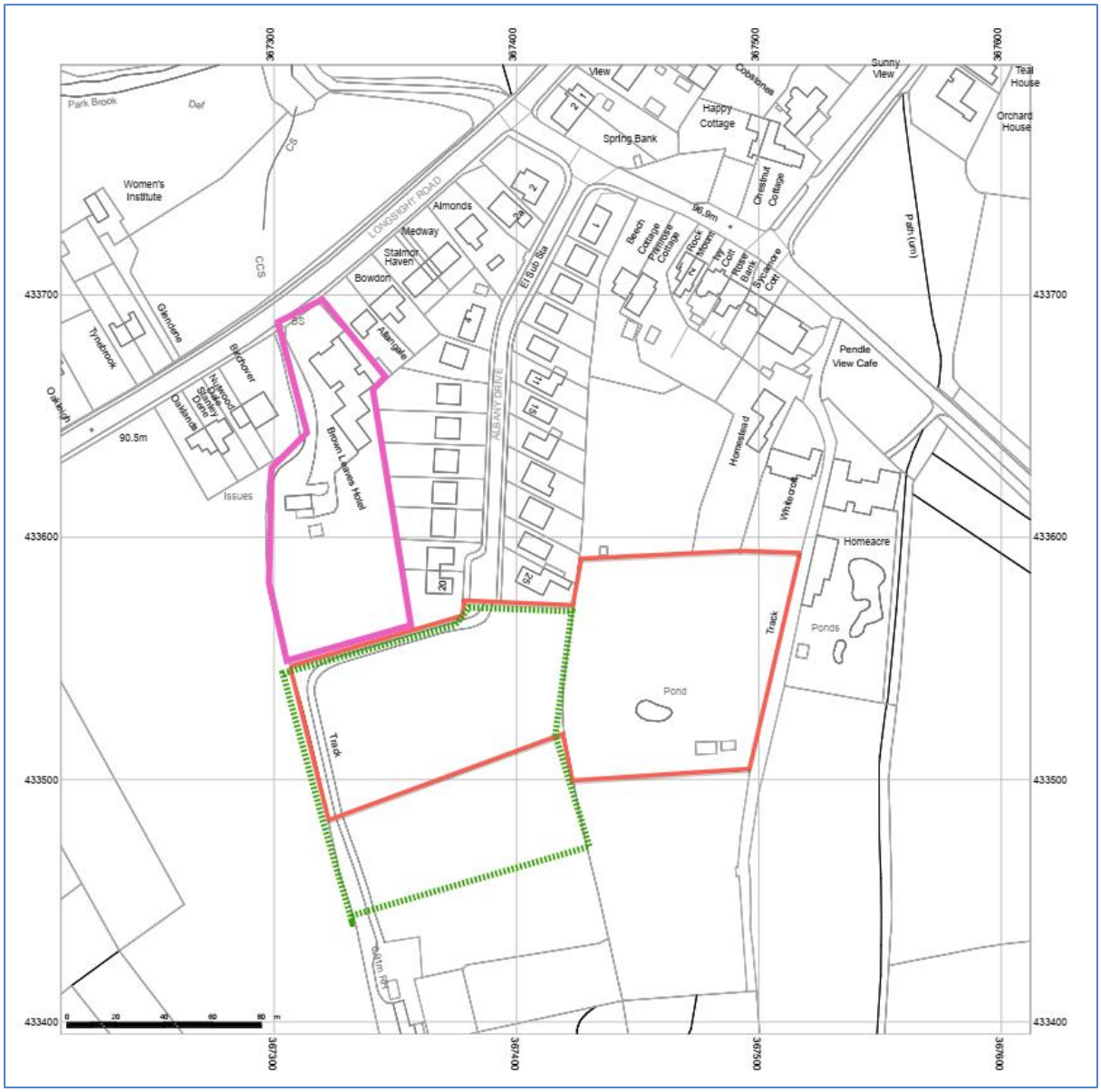

Figure 2: Site Boundaries - Current Green dashed - 'B' solid Magenta - 'A' solid red

Figure 3: Site 'A' Illustrative Layout Northern end of Current Site

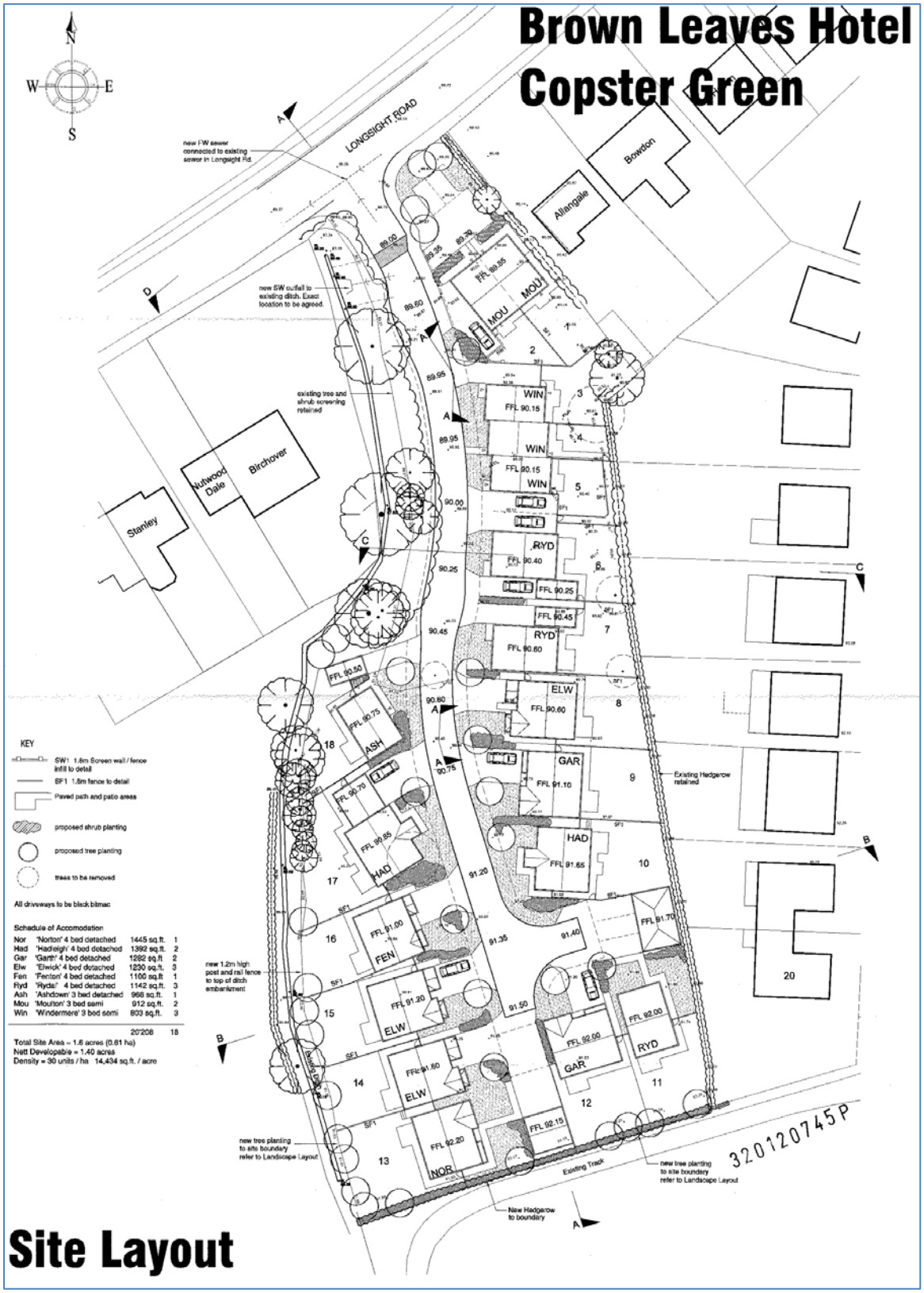

Figure 4: Site Layout Plan 'B' Brown Leaves Site

APPENDIX 1

EXPLANATION OF ACOUSTIC TERMS

The dB or the decibel, is the unit of noise. The number of decibels or the level, is measured using a sound level meter. It is common for the sound level meter to filter or 'weight' the incoming sound so as to mimic the frequency response of the human ear. Such measurements are designated **dB(A)**.

A doubling of the sound is perceived, by most people, when the level has increased by 10 dB(A). The least discernible difference is 2 dB(A). Thus, most people cannot distinguish between, say 30 and 31 dB(A).

The Background level of noise is most commonly represented by the level which is exceeded for 90% of the time i.e. the LA90.

If a noise varies over time then the **equivalent continuous level, or LAeq**, is the notional constant level of noise which would contain the same amount of acoustic energy as the time varying noise.

The following table gives an approximate indication of the comparative loudness of various noises expressed in terms of the A weighted scale:

Source of noise	dB(A)	Nature of Noise
Inside Quiet bedroom at night	25-30	Very Quiet
Quiet office	40-45	
Rural background noise	35-45	
Normal conversational level	55-65	
Busy restaurant	65-75	
Inside suburban electric train	70-80	
Hand clap @ 1m	75-85	
HGV accelerating @ 5m away	85-90	Very Loud

APPENDIX 2

QUALIFICATIONS AND EXPERIENCE OF [redacted]

My full name is [redacted]. I am the principal of the firm of Martec Environmental Consultants Ltd, a consultancy company that specialises in environmental noise assessment and control. I graduated in 1982 with a Bachelor's degree in Engineering and subsequently a Master's degree in Environmental Acoustics. I have been a corporate member of the professional body for noise and vibration specialists, the Institute of Acoustics, since 1988, and have sat on the British Standards Committee dealing with noise in buildings [BS.8233:1999].

I have lectured at Liverpool John Moores University on the Diploma of Acoustics course and at Manchester Metropolitan University on their Environmental Health degree course. I have been an MSc Dissertation Supervisor at The University of Manchester.

The firm of Martec Environmental Engineering was formed in the 1970's and joined The Association of Noise Consultants in 1996. It is now known as Martec Environmental Consultants Ltd.

Since its formation, Martec has advised many groups of both residents and developers about the problems of noise and vibration in the environment.