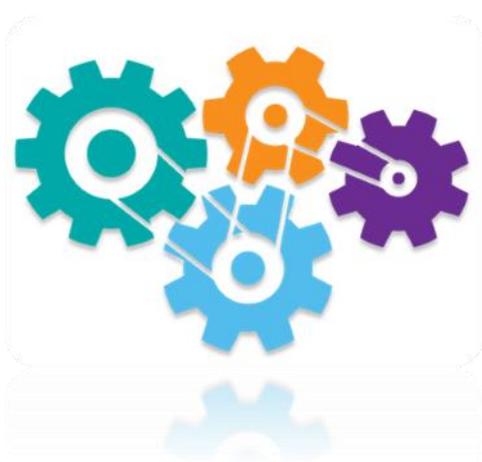


Land Formerly
Known As British
Gas Works,
Albert Road,
New Barnet,
Barnet, EN4 9S

Acoustics Rebuttal – Appeal for Residential
Led Development at Land Formerly Known
as British Gas Works, Albert Road,
New Barnet, EN4 9BH

Appeal Ref: APP/N5090/W/21/3271077
LPA Ref: 21/3676/FUL

David Yates BSc (Hons), MIOA



July 2022

Ref: 19-6526
Rebuttal

This is a Rebuttal Proof of Evidence of David Yates to Fiona Henderson of New Barnet Community Association (NBCA) (Rule 6 Party), where it is felt a key technical point or standard procedure has been misunderstood. The rebuttal is limited to only those points that are not addressed in depth in the appellants own Proof of Evidence on Acoustics.

The following specific points are of note:

Rule 6 Proof of Evidence Point	Syntegra Rebuttal
<p>Para 5.6.5: The open design of balcony railings also fails to have any impact on the reduction of noise levels, contrary to assumptions made in the Noise Impact Assessment which states that <i>'balconies are also likely to benefit from a small amount of shielding from the balustrade,</i></p> <p><i>approximately 5 dB, assuming a solid balustrade (7.3).</i> If this assumption has been made, conclusions in the Assessment are over optimistic.</p>	<p>5 dB is used as an approximation of the noise reduction from a partially screened noise source. Even with the slightly open balustrade selected a partial screening would still occur. Even should there be a small change to the numbers, this is not likely to change the overall conclusions.</p> <p>The predicted noise levels at the railway façade are 56 dB $L_{Aeq,16hr}$, and therefore only a 1 dB reduction would be required to achieve the upper guideline noise level for amenity areas (55 dB $L_{Aeq,16hr}$)</p>
<p>Para 8.6.1: In Block G the district air source heat pump system (with plant shown both at ground floor and roof level) will further increase noise levels in this block and its vicinity (Figs 87 & 88).</p> <p>Standard flat plans show living rooms with balconies directly over the plant room. Facing west, over the railway, environmental conditions in these flats, including private amenity space will be very poor. However, the effect of the Energy Centre has not been properly detailed in the Noise Impact Assessment. It is remarkable that, <i>'The precise details of the proposed plant types are not yet available'</i> (Noise Impact Assessment Section 8, p.30) despite the length of time this proposal has been in development.</p>	<p>This is standard practice for final plant selections to take place only after planning permission has been secured. It is very common for a detailed plant noise assessment to be conditioned as part of any planning permission. The detailed plant noise assessment will identify any mitigation measures that are necessary. As a result of the use of planning conditions the plant associated with the development will not have any unacceptable impact upon the amenity of future occupiers.</p>

Rule 6 Proof of Evidence Point	Syntegra Rebuttal
<p>Section 8.7 generally re: Spine Road Noise Levels and ‘Street Canyon’ effect.</p>	<p>This is an incorrect assumption.</p> <p>A street canyon effect is expected from a very long street with unbroken tall buildings close to the road and a constant traffic flow, where sound will reflect off buildings constantly. This is not the case with the proposed development</p> <p>There are many gaps between buildings where reflection cannot take place along a relatively short road and therefore the Street Canyon build-up of sound would not be expected.</p> <p>Additionally, whilst the assumptions of the calculation procedure (CRTN) produces a constant noise level across the day, this is simply to produce a worst-case average noise level based on the traffic flows and therefore allowing selection of appropriate glazing specifications etc to ensure future residents will be protected, it does not actually reflect the use of the road in practice.</p> <p>Along a road of this type, traffic would not be expected to be constant. A <u>total</u> traffic flow of 1339 is expected across a typical weekday (which is what has been input into the noise model); 480 of which will be during peak hours (0800 hrs to 0900 hrs – 261 vehicles and 1700 hrs to 1800 hrs – 219 vehicles as detailed in the Transport Statement for the scheme). Accordingly, vehicle numbers during remaining hours will be significantly reduced with higher numbers of cars either side of the peak hours and very few vehicles passing during the remaining hours when people are more likely to be outside enjoying neighbouring amenity spaces. Accordingly, it can be safely concluded that noise levels along the street and in neighbouring amenity areas will generally be relatively quiet and only raised during busy traffic periods.</p> <p>The section also compares an <i>internal</i> noise level target (35 dB – which is set for daytime noise levels in habitable rooms) to a predicted <i>external</i> noise level without taking into account the mitigation that will be installed, which is misleading in that it implies a significantly over-estimated impact from noise.</p>

David Yates BSc (Hons) MIOA
Director of Acoustics
Syntegra Consulting

Professional Statement:

David Yates is a full member of the Institute of Acoustics (MIOA) and has over ten years' experience in acoustic consultancy. David has particular expertise in environmental noise providing acoustic consultancy for residential and mixed use planning applications, plant noise and vibration, construction noise and the design of acoustic, noise and vibration control. David is also experienced in providing sound insulation testing and design advice. David is familiar with the application of all relevant standards associated with his work, including but not limited to, BS 4142, BS 8233, BS 7445, BS 6472, BS 5228, BS 140 series, BS 16283 series and BS 717 series. David manages the acoustic department, is the current Co-Chairman of the Institute of Acoustics Southern Branch and is responsible for maintaining Syntegra's ANC membership.