



**Amplitude  
Acoustics**

## **Slane Road Phase 3**

### **Acoustic Design Statement**

D240518RP1 R4

Wednesday, 10 December 2025

**Document Information**

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**Revision Table**

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## Glossary

A-weighting	A spectrum adaption that is applied to measured noise levels to represent human hearing. A-weighted levels are used as human hearing does not respond equally at all frequencies.
dB	Decibel—a unit of measurement used to express sound level. It is based on a logarithmic scale which means a sound that is 3 dB higher has twice as much energy. We typically perceive a 10 dB increase in sound as a doubling of loudness.
dB(A)	Units of the A-weighted sound level.
Frequency (Hz)	The number of times a vibrating object oscillates (moves back and forth) in one second. Fast movements produce high frequency sound (high pitch/tone), but slow movements mean the frequency (pitch/tone) is low. 1 Hz is equal to 1 cycle per second.
$L_{eq}$	Equivalent Noise Level—Energy averaged noise level over the measurement time.
$R_w$	Weighted Sound Reduction Index—A laboratory measured value of the acoustic separation provided by a single building element (such as a partition). The higher the $R_w$ the better the noise isolation provided by a building element.
$L_{den}$	(day-evening-night noise level) is the A-weighted, $L_{eq}$ (equivalent noise level) over a whole day, but with a penalty of +10 dB(A) for night-time noise (22:00-07:00) and +5 dB(A) for evening noise (19:00-23:00).
$L_{day}$	(day noise level), is the A-weighted, $L_{eq}$ (equivalent noise level) over the 16-hour day period of 07:00-23:00 hours, also known as the day noise indicator
$L_{night}$	(night noise level), is the A-weighted, $L_{eq}$ (equivalent noise level) over the 8-hour night period of 23:00-07:00 hours, also known as the night noise indicator.

## Executive Summary

Amplitude Acoustics have been engaged by Lagan Homes to undertake acoustic modelling and a traffic noise intrusion assessment for the proposed Phase 3 residential development at Old Slane Road, Mell/Tullyallen, Drogheda, Co. Louth. The wider site benefits from existing planning permission for a strategic housing development of 237 no. residential units (86 no. houses, 151 no. apartments), crèche and associated site works (ABP 311578-21). This Acoustic Design Statement addresses Phase 3 only, comprising 47 no. residential houses (2–3 storey detached, semi-detached and terraced dwellings).

This report (Revision 4) has been updated in response to Louth County Council's further information request, with key amendments including:

- clarification of the relevant assessment framework (Louth County Council Noise Action Plan 2024–2028, PAN 1/2011: Planning and Noise, and ProPG: Planning & Noise (2017)); and
- an amended site layout to further reduce noise exposure such that all private garden spaces are now below the 55 dB  $L_{day}$  threshold.

The assessment is based on:

- baseline noise monitoring (including an unattended logger survey undertaken 24 February–3 March 2025) and attended surveys; and
- road traffic noise modelling undertaken in SoundPLAN, using TII traffic count data and a 2035 forecast scenario (10-year design horizon), consistent with TII Project Appraisal Guidelines Unit 5.3 'Travel Demand Projections'.

A ProPG Stage 1 and Stage 2 assessment has been completed. The baseline (unmitigated) noise climate indicates traffic noise is a key constraint due to proximity of the M1 and R168, necessitating a coordinated "good acoustic design" approach incorporating layout optimisation, orientation of noise-sensitive rooms, boundary mitigation and façade design.

Mitigation and design measures include:

- layout optimisation and building screening, with bedrooms oriented towards the quieter internal side of the development where practicable;
- acoustic boundary treatments, including combinations of 2 m and 4 m barriers in defined locations; and
- façade performance specifications (glazing and ventilation) derived using ISO 12354-3 methodology to achieve ProPG/BS8233/WHO internal noise targets with windows closed where required.

On the basis of the updated layout and the mitigation strategy, the assessment concludes that:

- the development can achieve the intent of ProPG through the application of good acoustic design;
- all private gardens are predicted to achieve <55 dB  $L_{day}$  (2035 scenario); and
- with the specified façade constructions implemented, internal noise criteria are predicted to be met for habitable rooms.

The proposed development is therefore considered to align with the aims of the Louth County Council Noise Action Plan by:

- avoiding significant adverse health impacts from noise; and
- preserving environmental noise quality where good.

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# 1 Introduction

Amplitude Acoustics have been engaged by Lagan Homes to conduct acoustic modelling and traffic noise intrusion assessment for a proposed residential development on a greenfield site at Old Slane Road, Mell/Tullyallen, Drogheda, Co. Louth. The site has existing planning permission for a strategic housing development 237 no. residential units (86 no. houses, 151 no. apartments), creche and associated site works (ABP 311578-21).

The development is divided into three phases, with phase 1 and phase 2 permitted and under construction. Amplitude has previously provided an acoustic design statement for phases 1 and 2. This report is an acoustic design statement assessing the noise levels for the proposed works on a section of the site that will form the phase 3 of the development consisting of 47 no. residential houses. Buildings on site will be 2 and 3 storeys detached, semi-detached and terraced dwellings.

This report is revision 4, which has been amended in response to item of the further information request issued by Louth Council as follows:

## 1. Noise Issues

The Environment Section states that from an examination of the application, the M1 motorway is in proximity of the proposed development and the WHO recommendation based on reducing adverse health effects from road-based traffic noise is that levels should not exceed 53 dB Lden and 45dB Lnight, which is calculated at the facades of exposed dwellings.

Therefore, the applicant is requested to demonstrate that appropriate noise mitigation measures are/ have been taken to ensure that all the requirements, as detailed in the current Noise Action Plan 2024-2028, and as outlined above are met. This work should be completed by a suitably qualified acoustic professional.

This report should be read in conjunction to letter D240513LT1\_R1 which outlines Amplitude's professional opinion in response to item 1 of the further information request.

Key changes to this report include:

- Clarification on the relevant assessment framework, including the Louth County Council Noise Action Plan 2024–2028 (NAP), PAN 1/2011: Planning and Noise, and ProPG: Planning & Noise (2017).
- An amended layout which further reduces the noise level and ensures that all private garden spaces are now below the 55dB Lday threshold.

The purpose of the assessment is to:

1. Provide a risk assessment for the subject site based on baseline noise monitoring and acoustic modelling of the application site with regard to Louth County Council Noise Action Plan 2024–2028 (NAP), PAN 1/2011: Planning and Noise, and ProPG: Planning & Noise (2017), ProPG 2017 Noise Risk Classification.
2. Predict noise levels across the site during daytime and night-time periods and, using the predicted levels, provide façade specifications to bring internal traffic noise levels within limits specified by BS8233, WHO and ProPG 2017.
3. Predict exposure to noise in external amenity spaces and specify suitable mitigation measures.

## 2 Site Description

The permitted SHD is located on a greenfield site adjacent to the M1 and the R168 on the outskirts of Drogheda, Co. Louth. The site is bounded by:

- The R168 and agricultural land beyond to the North.
- The M1 with dwellings and agricultural land beyond to the West.
- Residences, agricultural land and Slane Road to the South.
- Residences, agricultural land and the M1 Retail Park to the East.

Figure 1 below shows an aerial view of the site in relation to the surrounding area, the M1 and the R168. The location of the traffic noise logger and positions used for attended model calibration measurements are also shown.

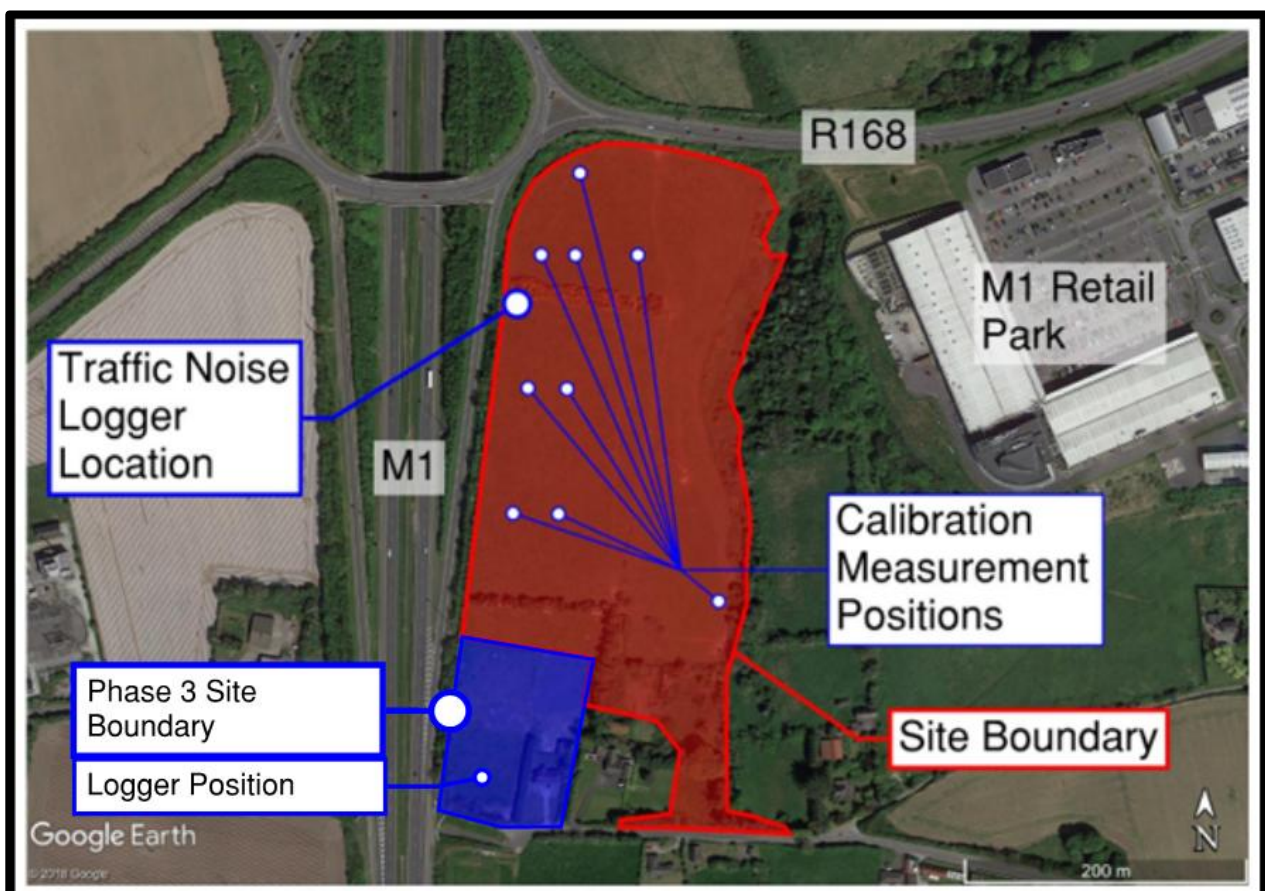


Figure 1: Aerial photograph showing the development site in relation to the surrounding area, the M1 and the R168.

A layout plan for the proposed phase 3 of the development is included in Appendix A.

## 3 Acoustic Criteria

The criteria for the project have been developed with regard to the requirements of ProPG 2017, BS 8233:2014, and the Louth County Council Noise Action Plan.

### 3.1 Louth County Council Noise Action Plan 2024 - 2028

The Louth County Council Noise Action Plan (NAP) acknowledges that Ireland currently has no national guidance defining acceptable environmental noise levels for new residential development exposed to road traffic noise; and Pending the introduction of such guidance, the following UK Guidelines shall apply:

- The Scottish Office, PAN 1/2011: March 2011 Planning Advice Note (PAN) provides advice on the role of the planning system in helping to prevent and limit the adverse effects of noise
- ProPG Planning and Noise Guidance note (May 2017)

These documents outline best practice for good acoustic design of residential developments and include guidelines for

- Site layout and room orientation (PAN; ProPG Stage 2)
- Engineering mitigation (PAN)
- Building envelope performance (PAN; ProPG internal noise guidelines)
- Internal Noise Levels (ProPG, WHO Community Noise Guidelines and BS8233)
- External amenity (ProPG)

The methodology outlined in these guidelines has been implemented in the design of the proposed development, with the relevant internal and external noise limits achieved throughout the development. As such the proposed development complies with the requirements of the Louth County Council Noise Action Plan.

### 3.2 Internal Noise Levels

The relevant internal noise criteria for the development have been based on the requirements of ProPG 2017 and BS 8233:2014 Guidance on sound insulation and noise reduction for buildings. Table 1 below provides internal  $L_{Aeq}$  target levels for overall noise in the design of a building as defined in BS 8233.

**Table 1: BS 8233:2014 internal noise criteria – Commercial and Residential Buildings.**

Activity	Location	07:00 to 23:00 Hrs	23:00 to 07:00 Hrs
Resting	Living Room	35 dB $L_{Aeq}$ , 16 hour	-
Dining	Dining Room/Area	35 dB $L_{Aeq}$ , 16 hour	-
Sleeping (daytime resting)	Bedroom	35 dB $L_{Aeq}$ , 16 hour	30 dB $L_{Aeq}$ , 8 Hours

Note 1: Regular individual noise events (for example, scheduled aircraft or passing trains) can cause sleep disturbance. A guideline value may be set in terms of SEL or  $L_{Amax,F}$ , depending on the character and number of events per night. Sporadic noise events could require separate values. In most circumstances in noise sensitive rooms at night (e.g. bedrooms) good acoustic design can be used so that individual noise events do not normally exceed 45dB  $L_{Amax,F}$  more than 10 times a night.

For the purposes of this assessment, we have determined glazing requirements on the basis of achieving internal noise criteria as shown in Table 1 the living, sleeping and working areas of the proposed development.

### 3.3 External Amenity Areas

Guidance on noise levels for external amenity areas is provided by BS 8233:2014 and ProPG 2017. ProPG 2017 refers to the BS8233:2014 guidance which states that: “*the acoustic environment of external amenity areas that are an intrinsic part of the overall design should always be assessed and noise levels should ideally not be above the range 50 – 55 dB LAeq,16hr*”. The standard continues... “*These guideline values may not be achievable in all circumstances where development might be desirable. In such a situation, development should be designed to achieve the lowest practicable noise levels in these external amenity spaces but should not be prohibited.*”

It should be noted that both BS8233:2014 and ProPG 2017 do not advise that development should be restricted in areas with undesirable noise levels, however it does recommend that appropriate mitigation measures are put in place and planning should not be restricted on this basis. Where required, design guidance has been provided to ensure lowest practicable external noise levels are achieved in line with ProPG 2017.

### 3.4 ProPG: Professional Practice Guidance on Planning & Noise

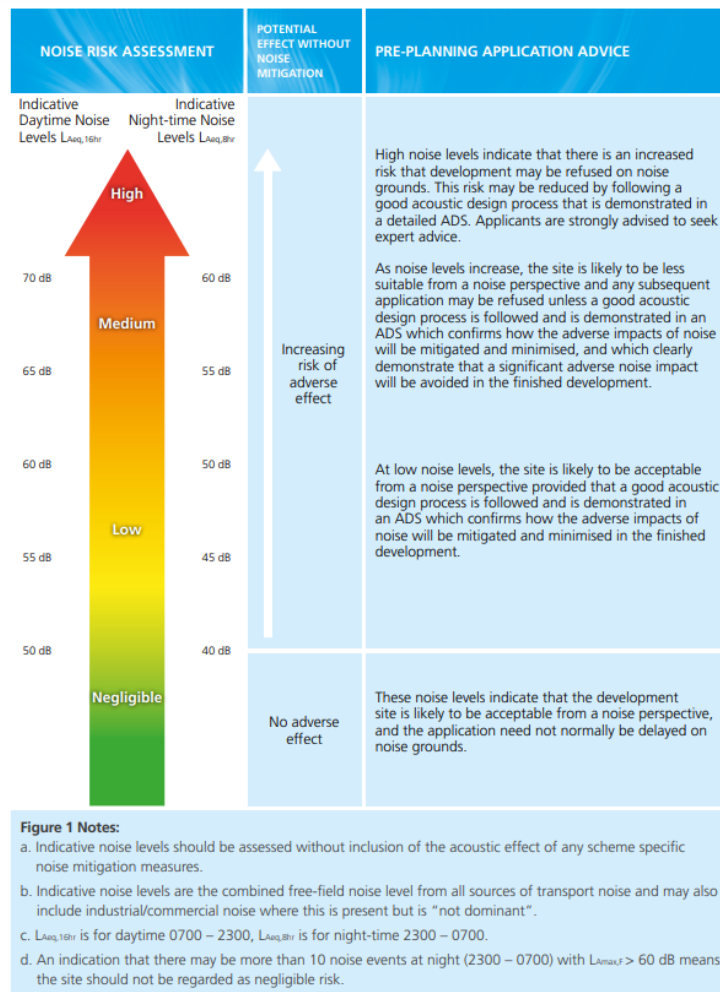
In order to assess the noise risk to the proposed development and as a result appropriate mitigation the methodology provided in ProPG has been followed.

ProPG was published on 22 June 2017 and the scope is restricted to new residential development exposed predominantly to airborne noise from transport sources. The guidance encourages better acoustic design for new residential development and aims to protect people from the harmful effects of noise. The guidance was prepared by the Institute of Acoustics, the Association of Noise Consultants and the Chartered Institute of Environmental Health. It encourages a holistic design process where acoustics is integral to the living environment. This covers careful site layout and better orientation of rooms within dwellings. *ProPG acknowledges and reflects the Noise Policy Statement for England, the National Planning Policy Framework and Planning Policy Guidance – Noise.*

The recommended approach for new residential development is in two stages; Stage 1 is an initial noise risk assessment of the proposed development site for an early indication of the initial suitability of the site for new residential development.

#### 3.4.1 Stage 1 Assessment

For reference, the indicative noise levels for the initial site noise risk assessment as presented in ProPG are illustrated in Figure 2.



**Figure 2: Stage 1 – Initial Site Noise Risk Assessment**

### 3.4.2 Stage 2 Assessment

Stage 2 is a systematic consideration of four key elements:

- Demonstrating a “Good Acoustic Design Process”.
- Observing internal “Noise Level Guidelines”.
- Undertaking an “External Amenity Area Noise Assessment”.
- Consideration of “Other Relevant Issues”.

#### Good Acoustic Design Process

General principles (in order of preference):

- Maximising spatial separation of noise sources and receptors.
- Reducing existing noise levels or relocating noise sources, if possible.
- Using existing topography and existing structures.
- Incorporating noise barriers as part of the scheme.
- Using layout to reduce noise propagation across the site.
- Using orientation to reduce noise exposure of sensitive rooms.
- Using building envelope to mitigate noise.

### **Internal Noise Level Guidelines**

ProPG guidance is based on BS 8233:2014 and World Health Organisation recommendations. Internal ambient noise levels (IANL) are provided in Table 1.

### **External Amenity Areas**

External amenity areas which are an intrinsic part of the overall design should ideally not be above 50 - 55 dB  $L_{Aeq,16hr}$ ; or designed to achieve the lowest practicable noise levels (BS 8233:2014).

If significant adverse noise impacts remain on any private external amenity space, then this is partially off-set if residents are provided with access to a “relatively quiet” alternative external amenity space.

### **Consideration of Other Relevant Issues**

- Compliance with relevant national/local policy.
- Magnitude and extent of compliance with ProPG.
- Likely occupants of the development.
- Acoustic design versus unintended adverse consequences.
- Acoustic design versus planning objectives.

## 4 Noise Measurements

Attended noise surveys were conducted on the 8<sup>th</sup> of November 2019 and 15<sup>th</sup> November 2019. An unattended noise logger was deployed to continuously record traffic noise levels at the traffic noise monitoring position indicated in Figure 1 from 20<sup>th</sup> November 2019 to 26<sup>th</sup> November 2019. An additional noise survey was conducted from the 24<sup>th</sup> of February 2025 and 3<sup>rd</sup> March 2025. An unattended noise logger was deployed to continuously record traffic noise levels at the traffic noise monitoring position indicated in Figure 1. An assessment of the TII traffic count data indicates that there has been less than a 1% change in the Average Daily Traffic along the adjacent M1 between 2019 and 2025. This corresponds to approximately 0dB change in the traffic noise levels on the site when compared to a surveys carried out for the first 2 phases of the development.

### 4.1 Instrumentation

A class 1 sound level meter in accordance with IEC 61672-1:2013 was used for all measurements. Table 2 below summarises the measurement equipment used.

**Table 2: Measurement Equipment**

Description	Manufacturer	Model	Serial Number
Noise Logger	Sonitus	EM2030	01425
Calibrator	Larson Davies	Cal 200	13592

All equipment has calibration certificates traceable back to the relevant Standard. A calibration check of the sound analyser was conducted prior to and following the assessment using an external acoustic calibrator, with no significant drift in calibration measured.

### 4.2 Procedure

Noise measurements were undertaken in accordance with the following:

- The microphone of the sound level meter was at a height of approximately 1.5 metres at a known distance and orientation to the source whilst it was operating.
- A wind shield was used during all measurements, and the measurements were undertaken during calm, still weather (for which the wind velocity did not exceed 5 m/s).
- Care was taken to avoid any effect on the measurement of extraneous noise, acoustic vibration or electrical interference.

### 4.3 Results

A summary of the relevant day and night measured levels is presented in Table 3 below. It should be noted that the noise levels displayed represent the noise at the southern monitoring location which is approximately 70 metres from the centre of the dual carriageway.

**Table 3: Average traffic noise measurements for 24<sup>th</sup> February– 3<sup>rd</sup> March 2025 at noise monitoring location.**

Time period	Assessment period	Noise Levels	10 <sup>th</sup> Highest L <sub>Afmax</sub>
Day	07:00 to 23:00 Hrs	70 dB(A) L <sub>Aeq, 16 hour</sub>	77 dB (A)
Night	23:00 to 07:00 Hrs	65 dB(A) L <sub>Aeq, 8 hour</sub>	79 dB (A)

## 5 Assessment

Noise emissions on the proposed site have been modelled using SoundPLAN 9 which implements the 'Calculation of road traffic noise (CORTN) algorithm'. The model accounts for the following factors:

- Traffic Flow in terms of Average Daily Traffic (AADT).
- Percentage Heavy Vehicles.
- Traffic Speed and road gradient.
- Distance attenuation, including source and receptor heights.
- Barrier effects due to facility structures and other buildings.
- Ground effects and absorption.
- Atmospheric attenuation.

The proposed development was modelled using information sourced from the TII Traffic Count Data available here [https://trafficdata.tii.ie/sitedashboard.asp?sgid=XZOA8M4LR27P0HAO3\\_SRSB&spid=669C221137E8](https://trafficdata.tii.ie/sitedashboard.asp?sgid=XZOA8M4LR27P0HAO3_SRSB&spid=669C221137E8). The development layout was provided by JFOC Architects.

The 10-year forecast has been established using the forecast traffic flows using the *TII Project Appraisal Guidelines Unit 5.3 'Travel Demand Projections'* adopting 'Central Growth Rates' as per the TII document. Table 4 below indicates the traffic growth rate according to the TII document.

**Table 4. Traffic growth rate per year and vehicle**

Vehicle Type	Growth up to 2030	Growth between 2030 - 2040
Light Vehicle	1.0148	1.0070
Heavy Vehicle	1.0363	1.0174

These rated growth levels have been calculated and included as road AADT for the proposed scenario. The calculated rise of noise levels across the development is approximately 1 dB over the next 10 years. Inputs into the model for the M1 motorway are summarised in Table 5 below and in Table 6 for the R168. The tables include the existing traffic profile (2025) and 10-year forecast (2035). The proposed scenario with the development in place considers the predicted road traffic count in 2035 as a worst-case scenario.

**Table 5: Parameters used to model Traffic Noise for the M1.**

Parameter	Existing (2025)	Forecast (2035)
Annual Average Daily Traffic (AADT) <sup>(1)</sup>	41434 Vehicles	51909 Vehicles
Percentage Heavy Vehicles <sup>(1)</sup>	11.7%	14.8%
Traffic Speed <sup>(2)</sup>	120 km/hr	120 km/hr
Terrain <sup>(3)</sup>	TII Lidar	TII Lidar

1. Model input data for existing traffic volumes have been derived from:  
[https://trafficdata.tii.ie/sitedashboard.asp?sgid=XZOA8M4LR27P0HAO3\\_SRSB&spid=669C221137E8](https://trafficdata.tii.ie/sitedashboard.asp?sgid=XZOA8M4LR27P0HAO3_SRSB&spid=669C221137E8)
2. Local Signage
3. TII Lidar digital terrain model data sourced from  
<https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=b7c4b0e763964070ad69bf8c1572c9f5>

**Table 6: Parameters used to model Traffic Noise for the R168.**

Parameter	Existing (2025)	Forecast (2035)
Annual Average Daily Traffic (AADT) <sup>(1)</sup>	6320 Vehicles	7872 Vehicles
Percentage Heavy Vehicles <sup>(1)</sup>	9.8%	12.4%
Traffic Speed Existing Roads <sup>(2)</sup>	80 km/hr	80 km/hr

Parameter	Existing (2025)	Forecast (2035)
Slip Road Annual Average Daily Traffic (AADT) <sup>(1)</sup>	3160 Vehicles	3936 Vehicles
Terrain <sup>(3)</sup>	TII Lidar	TII Lidar

1. Estimated based on similar roads and traffic volumes on adjoining roads.
2. Local Signage.
3. TII Lidar digital terrain model data sourced from <https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=b7c4b0e763964070ad69bf8c1572c9f5>

The model has been calibrated and validated using the results of the unattended monitoring position shown in Figure 1, with good agreement between measured and predicted existing noise levels shown.

Elevations of buildings and noise barriers have been set as follows:

- Base elevations of buildings have been set to the median existing topographic elevation of the building footprint.
- Noise barrier base elevations are set to the existing topographic elevation, therefore the final built elevation of the upper edge of the barriers should be at the specified height above the existing topography of the site.
- Walls and Fences have been defined in the site layout plan for proposed development. Based on our experience the following walls and fences have been identified as sufficient to act as noise barriers:
  - 2m High Concrete Post and Concrete Panel Fence. Panel fencing is to be reviewed to ensure no visible gaps in the fencing exist. Where gaps exist, these are to be sealed with mortar or approved grout.
  - 2m High Acoustic Fencing on 2m High Planted Berm
  - 2m High Acoustic Fencing
  - 4m High Acoustic Fencing
  - 2m High Rendered Finished Block Wall with Brick Cladded Piers.

All Acoustic Fencing, Panels Fencing and Concrete walls should achieve an  $R_w$  30 or above. Standard block walls or concrete panels typically achieve this value. Timber panel fencing outlined in the landscape plan has limited acoustic performance and has not been relied upon to reduce the noise levels across the site. Further details on noise barriers in provided in Section 6.

## 5.1 ProPG Stage 2 – Noise Assessment

### 5.1.1 Existing Site Noise Levels

Figure 3, Figure 4 and Figure 5 on the following pages present the predicted traffic noise contours across the site in terms of  $L_{den}$ ,  $L_{day}$  and  $L_{night}$  for forecast 2035 traffic volumes with the existing site layout, compared with the proposed site layout established following a rigorous design process.

Comparison of the noise contours with the ProPG noise risk assessment values outlined in **Figure 2** indicates that under the existing site layout the predicted noise levels are as follows as follows:

- $L_{day}$ : 60 – 75dB  $L_{Aeq, 16\text{ hour}}$
- $L_{night}$ : 50 – 65dB  $L_{Aeq, 8\text{ hour}}$

It can be seen from the images that traffic noise levels for the development site are classified as Medium to High risk during the daytime and night-time. This indicates that traffic noise is a key issue for the site and that measures are required to ensure that internal and external noise levels comply with the guidance of ProPG 2017, BS8233 and WHO Guidelines.

## 5.1.2 Good Acoustic Design

ProPG states that ‘*Good acoustic design should provide an integrated solution whereby the optimum acoustic outcome is achieved, without design compromises.*’

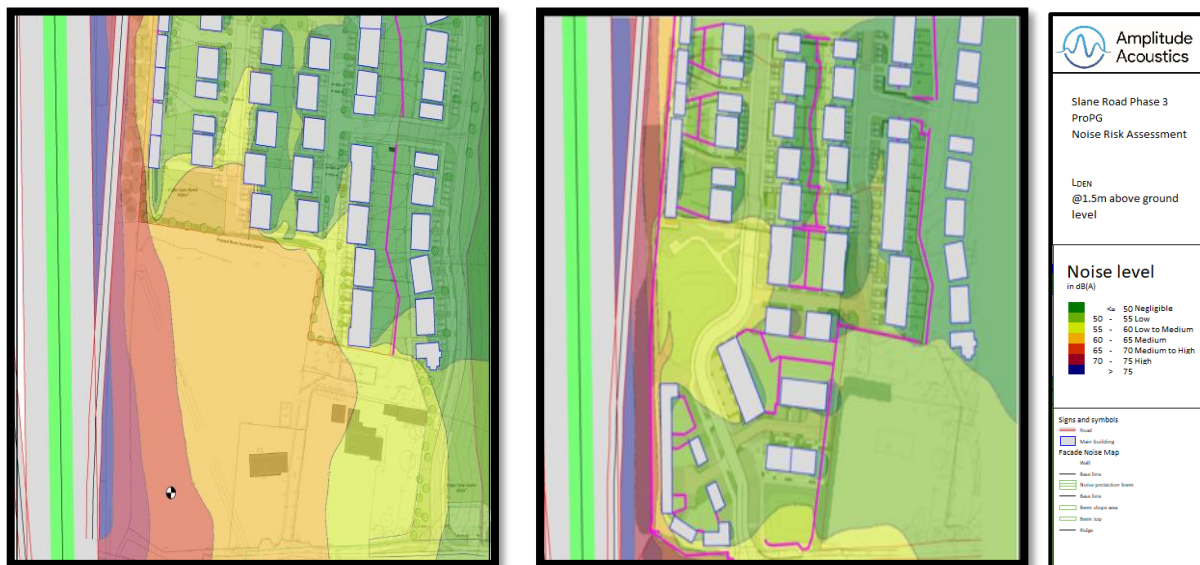
Having regard to the constraints of the site and the requirement for the designers to adhere to relevant Development Plan Policy and established Building Regulations, the proposed scheme has adopted the following Good Acoustic Design Measures:

- The development layout has been reviewed based on acoustic requirements;
- All bedrooms have been oriented facing the interior side of the development;
- All external amenity areas have been located on the sheltered side of the proposed buildings where possible;
- The Northwestern Amenity area has been assessed rigorously with regard to site restraints;
- The Western and Southwestern boundary of the site has been treated with acoustic barrier; and,
- Incorporation of acoustic glazing and ventilation to the façades of exposed dwellings.

## 5.2 Forecast Noise Levels

Figure 3, Figure 4 and Figure 5 on the following pages present the predicted traffic noise contours across the site in terms of  $L_{den}$ ,  $L_{day}$  and  $L_{night}$ . Each of the figures compares the predicted noise contours across the site without and with the introduction of buildings and acoustic barriers of the proposed development considering the future traffic noise in 2035. It can be seen from Figures that the introduction of the proposed site buildings and the acoustic barriers that

- The noise levels across the site have drastically reduced across the majority of the site
- The noise levels in **all** gardens and private amenity spaces is now less than 55dB during the daytime period ensuring suitable external amenity has been achieved for the development.



**Figure 3. Side-by-side comparison of predicted  $L_{DEN}$  road traffic noise contour bands for the existing site without (left side) and with (right side) the development in place. (Scenario 2035)**

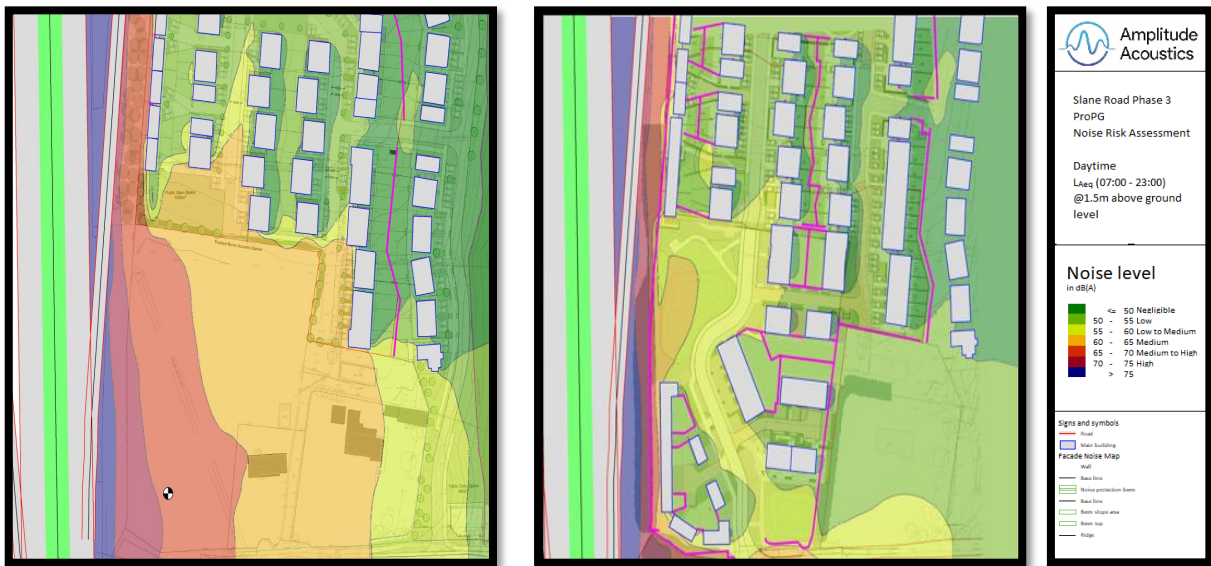


Figure 4. Side-by-side comparison of predicted  $L_{day}$  road traffic noise contour bands for the existing site without (left side) and with (right side) the development in place. (Scenario 2035)

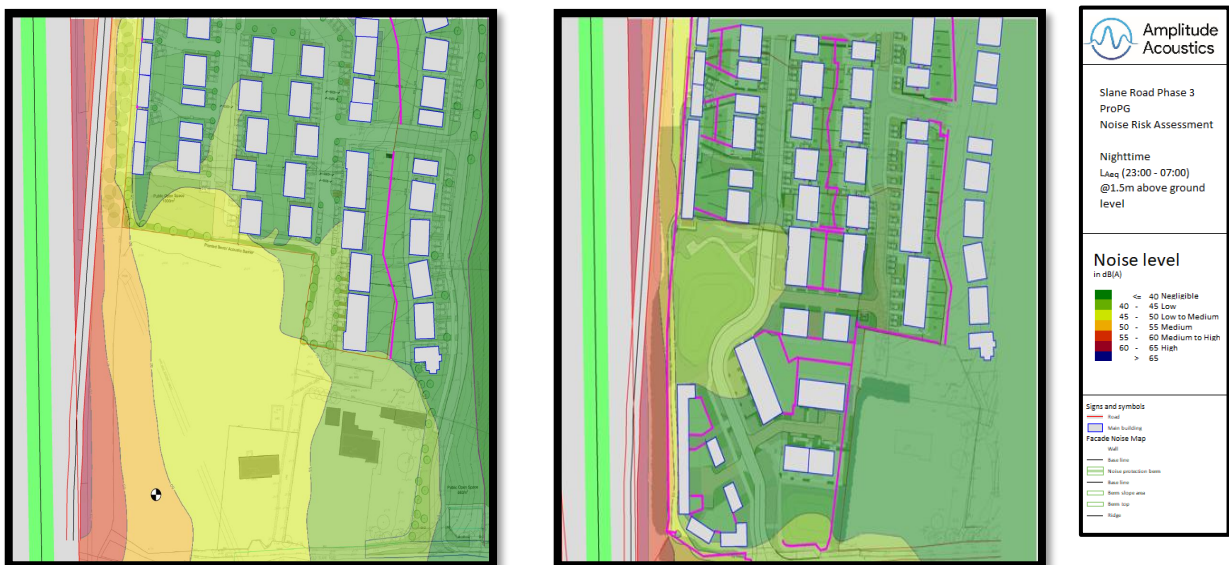


Figure 5. Side-by-side comparison of predicted  $L_{night}$  road traffic noise contour bands for the existing site without (left side) and with (right side) the development in place. (Scenario 2035)

## 6 Noise Intrusion Assessment

Following the site measurements and modelling, a BS EN ISO 12354-3 noise intrusion assessment was undertaken, and the façade sound insulation requirements were determined. The construction requirements for the façade are provided in Section 6.1 of this report. By implementing the design guidance in this section, the internal noise criteria outlined in Table 1 will be achieved. The glazing and ventilation requirements specified apply to all floors of the proposed buildings.

### 6.1 Building Envelope Design

Using the noise levels predicted across the residential site, and the internal break-in noise criteria, glazing acoustic performance specifications for the residential dwellings have been developed.

It is noted the orientation of the bedrooms are towards the interior of the development site (facing the east as identified by the red dots in the Figure 6 below), this reduces the impact of the traffic noise into the rooms and allows a reduction of the glazing requirements for the same. Figure 6 below shows the orientation of the house and the respective bedroom windows. The M1 is located to the west.



**Figure 6. Representative most exposed dwelling**

#### 6.1.1 Calculation Methodology

Road traffic noise levels arising within the proposed dwellings were calculated using the procedure outlined in ISO 12354-3:2017 *Building acoustics - Estimation of acoustic performance of buildings from the performance of elements - Part 3: Airborne sound insulation against outdoor sound*. This method is espoused in BS8233:2014 *Guidance on Sound Insulation and Noise Reduction for Buildings*. Façade noise levels were calculated using the predicted façade noise level from the road traffic noise model described in Section 5. The measured road traffic noise spectrum was used to determine typical octave band façade noise levels for exposed buildings.

Glazing dimensions have been taken from the supplied drawings. It has also been assumed that bedrooms are to be acoustically 'soft', with carpets, curtains and other soft furnishings and living rooms to be less acoustically absorptive. For the purposes of analysis, we have assumed all bedroom's rooms would achieve a maximum of 0.6 seconds and living rooms 0.8 seconds reverberation time ( $T_{mf}$ ).

As a reference, the following standard constructions and associated acoustic performance have been considered for the external wall and roof. Other constructions are possible and can be considered during detailed design so long as the acoustic performance achieves or exceeds that outlined in Table 7.

**Table 7: Sound reduction of example external wall and roof, R (dB)**

Description	Sound Reduction Indices (dB) at Octave Band Centre Frequency (Hz)								R <sub>w</sub>
	63	125	250	500	1k	2k	4k	8k	
External Wall – Brick/Block Cavity	36	41	45	45	54	58	58	58	52
Roof – Tiled-slatted roof, 2x layers of plasterboard ceiling, sound absorbing layer	30	43	51	61	58	63	52	52	59

### 6.1.2 Façade Requirements, Windows and Doors

The indicative façade glazing requirements for the development are shown in Table 8. It is a requirement that the composite façade elements, including the glazing, as a minimum, achieve the same sound insulation performance as the glazing specified. Glass from various manufacturers is available that will meet the acoustic requirements, however alternative glass/manufacturers and configurations may not achieve the same acoustic performance and should be approved by the acoustic consultant prior to selection. A mark-up of the required glazing specification is included for in Appendix C: Glazing Mark-Ups.

**Table 8: Glazing requirements**

Glazing Type (Example Build-up)	Glazing Acoustic Performance R <sub>w</sub> <sup>1</sup>	1/1 Octave Band Minimum Performance Requirements R dB							
		63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz
<b>GL1</b> (6mm + 12mm + 6mm)	<b>32</b>	16	20	19	29	38	36	45	45
<b>GL2</b> (10mm + 12mm + 6mm)	<b>37</b>	22	26	27	34	40	38	46	46
<b>GL3</b> (6mm + 12mm + 16.2mm)	<b>41</b>	31	26	31	40	42	44	48	48

1. The performance of a double and triple-glazed system is significantly improved by varying the pane thicknesses, e.g. 1 x 4mm pane + 2 x 6 mm panes. Different glazing options which achieve the acoustic performance requirements can be considered.

### 6.1.3 Background Ventilation Requirements

The table below sets out the performance requirement for the ventilation elements to comply with the 'whole dwelling ventilation' condition when windows need to be closed to avoid noise ingress.

**Table 9: Acoustic performance of example ventilation options, D (dB)**

Ventilation Type	Element Level Difference at Octave Band Centre Frequency (Hz)								D <sub>n,ew</sub>
	63	125	250	500	1k	2k	4k	8k	
Vent 1 – example DucoMax Corto 25SR	33	35	30	31	34	44	42	42	36
Vent 2 – example Renson AK38	26	31	33	42	43	39	44	44	41
Vent 3 – example Renson AK40	27	32	33	42	45	52	56	56	44

One (1) trickle ventilator or air inlet has been assumed per room. Where more ventilators are used, the acoustic performance of the ventilators would need to be upgraded by  $10 \cdot \log(N)$ ; being N the number of ventilators per room.

Provision of mechanical ventilation will reduce the performance required for the glazing. This should be reviewed during the detailed design stage.

## 6.2 External Amenity Spaces

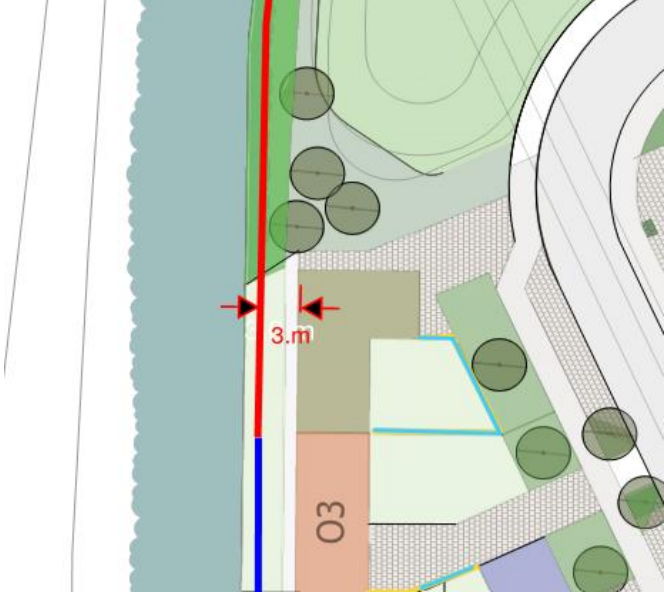

### 6.2.1 Noise Barriers


The development will include noise walls and a combination of berm and acoustic wall on various areas of the boundary as displayed on the next page.

The noise barrier can be made of various materials with an acoustic performance of  $R_w$  30 or above. Transparent noise barriers are available if required to conserve light. Where a door or operable panels need to be included in the noise wall, care should be taken to ensure this does not impair its acoustic performance by including overlapping threshold seals.

Benefits of noise barriers have been predicted based upon height above existing topographic elevations, i.e. the height of noise walls should be set at the specified height above the existing terrain elevation at the wall locations shown in drawings. Referencing of wall heights from topographical elevations at alternative locations may result in reductions to performance of the noise barrier. Walls and acoustic barriers layouts and design have been developed in coordination with JFOC Architects and NMP Landscape Architects. Table 10 below describes the noise barrier details and extent.

**Table 10: Noise barrier details and extent.**

Treatment	Description	Location (Green Lines)
<b>Details of Western boundary noise barriers at amenity area and rear gardens</b>	<p><b>Colour Key:</b>  <b>Red</b> (West)– 4m Acoustic Fencing  <b>Blue</b> (West)– 2m Acoustic Fencing  <b>Light blue</b> – 2m block Wall</p> <p><b>Absorption:</b>  None</p> <p><b>Height:</b>  <b>Proximity:</b>  At the boundary</p>	
	<p><b>Colour Key:</b>  <b>Red</b> (West)– 4m Acoustic Fencing  <b>Blue</b> (West)– 2m Acoustic Fencing  <b>Light blue</b> – 2m block Wall  <b>Orange</b> (West)– 3m Acoustic Fencing</p> <p><b>Absorption:</b>  None required.</p> <p><b>Proximity:</b>  As displayed</p>	

Treatment	Description	Location (Green Lines)
<p><b>Southern Boundary Noise Wall and Gardens</b></p>	<p><b>Colour Key:</b>  <b>Blue</b> (West)– 2m Acoustic Fencing  <b>Light blue</b> – 2m block Wall  <b>Orange</b> (West)– 3m Acoustic Fencing  <b>Green</b> - 4m Block Wall  <b>Absorption:</b>            None required.  <b>Proximity:</b>            As displayed</p>	

Details of common treatments that can be used for the barrier are provided in Table 11 below.

**Table 11: Details for common treatments.**

Treatment	Details
Noise wall	<p>The noise wall should be constructed of a material with a surface density of typically 15kg/m<sup>2</sup>, unless otherwise noted. Examples of suitable materials to construct the noise wall include:</p> <ul style="list-style-type: none"> <li>• 100mm thick concrete block.</li> <li>• 100mm thick RC concrete.</li> <li>• Multivario Transparent Noise Barrier</li> <li>• Continuous precast concrete panel wall</li> <li>• Concrete Post with Concrete Wall Panel (reviewed and all gaps filled with mortar or grout)</li> </ul> <p>There should be no cracks or gaps between individual barrier elements, between the barrier or ground, or where the ends of the barrier join another structure.</p>

## 7 Conclusion

A ProPG Noise Risk Assessment, traffic noise modelling (including a 2035 forecast scenario), and a façade noise intrusion assessment have been completed for the proposed Phase 3 residential development on lands adjacent to the M1 and R168 at Old Slane Road, Drogheda, Co. Louth. The assessment has been undertaken with regard to the

- Louth County Council Noise Action Plan 2024–2028
- PAN 1/2011: Planning and Noise
- ProPG: Planning & Noise (2017)
- BS 8233:2014 and
- WHO guidance.

The updated site layout and mitigation strategy (incorporating building screening, boundary noise barriers and berm treatments) have been developed through a good acoustic design process. On this basis, the predicted external noise environment has been improved such that all private garden/amenity spaces are now below 55 dB Lday for the 2035 forecast traffic scenario, which is considered acceptable in the context of ProPG guidance and the design intent for external residential amenity.

A BS EN ISO 12354-3 noise intrusion assessment has been undertaken to establish façade performance requirements. Provided that the façade, glazing and ventilation specifications set out in Section 6.1 are implemented in full (and that boundary barrier constructions are installed without gaps or discontinuities), internal ambient noise targets for habitable rooms are predicted to be achieved in accordance with ProPG/BS8233/WHO guidance, with windows closed where required.

Overall, the proposed Phase 3 development demonstrates that traffic noise constraints can be appropriately managed through coordinated site planning and engineered mitigation. The proposals are considered to meet the intent of relevant guidance and to support the aims of the Louth County Council Noise Action Plan, namely:

- avoiding significant adverse health impacts from noise; and
- preserving environmental noise quality where good.

## Appendix A: General Arrangement Plan



Figure 7. Site layout

## Appendix B: Noise Contours

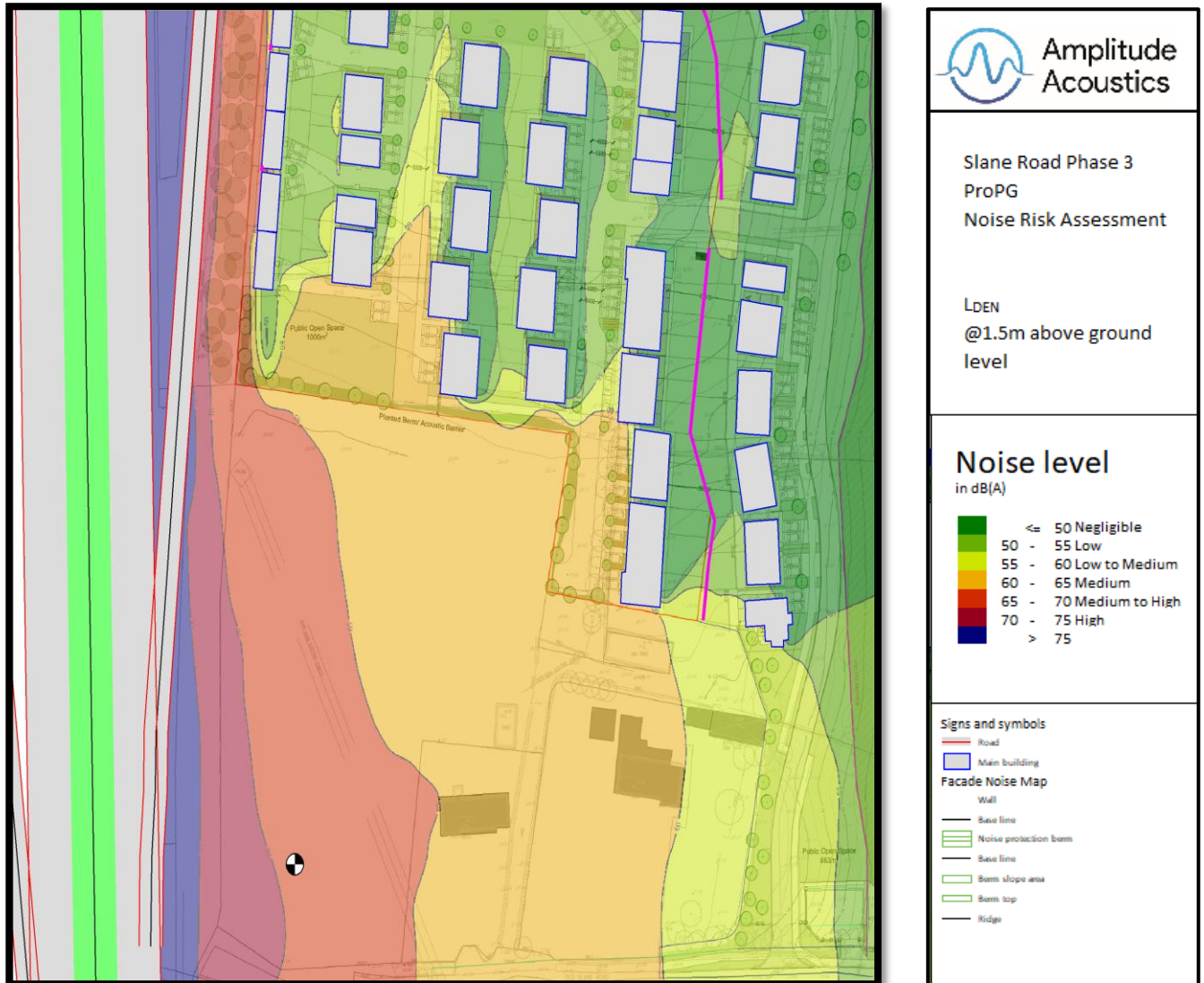


Figure 8. L<sub>DEN</sub> Noise Contour Map for Stage 1 (2035 Scenario)



Figure 9. L<sub>DAY</sub> Noise Contour Map for Stage 1 (2035 Scenario)

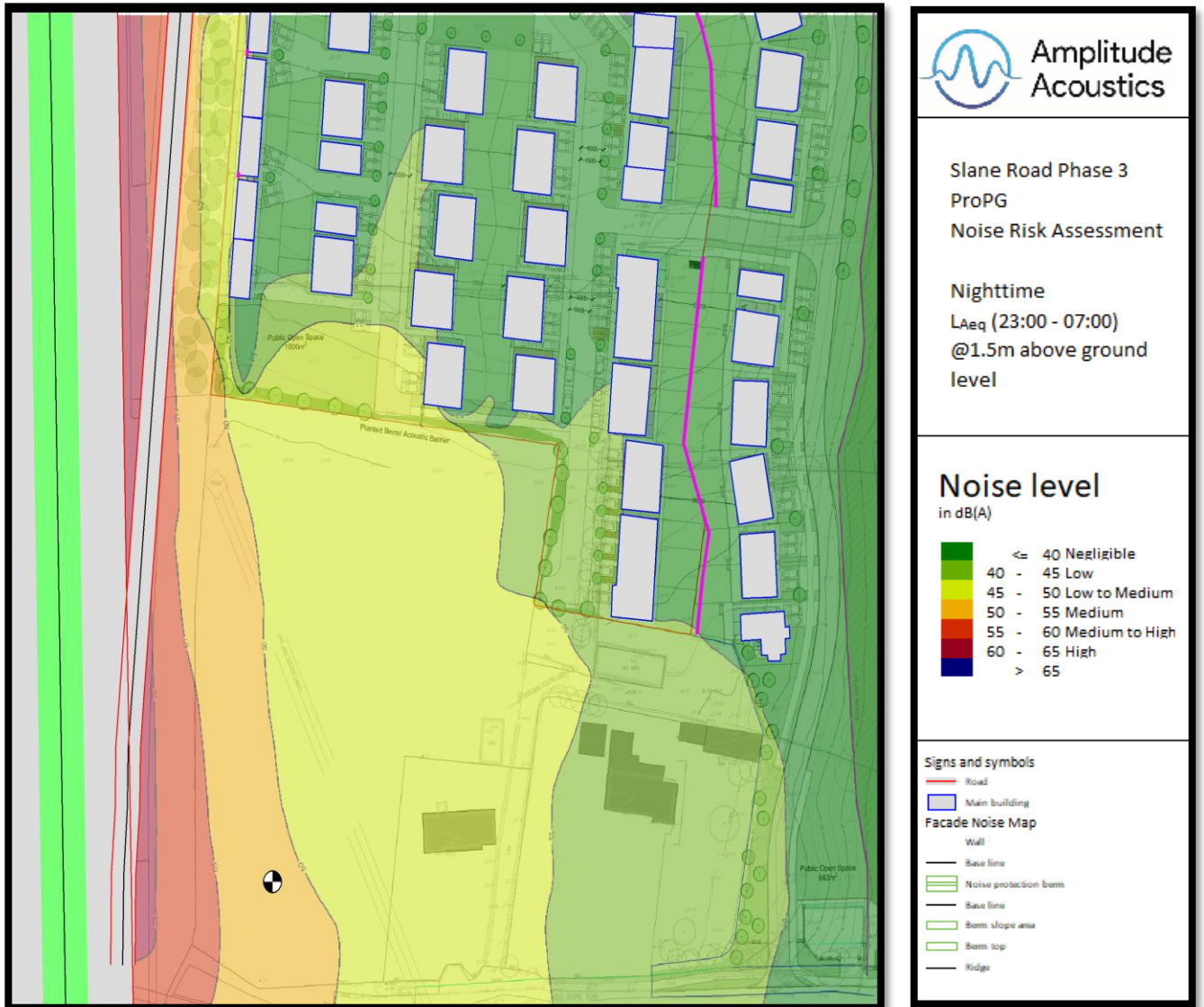


Figure 10.  $L_{NIGHT}$  Noise Contour Map for Stage 1 (2035 Scenario)



Figure 11. L<sub>den</sub> Noise Contour Map for Stage 2 (2035 Scenario)



Figure 12. L<sub>DAY</sub> Noise Contour Map (2035 Scenario)



Figure 13.  $L_{NIGHT}$  Noise Contour Map for Stage 2 (2035 Scenario)

## Appendix C: Glazing Mark-Ups

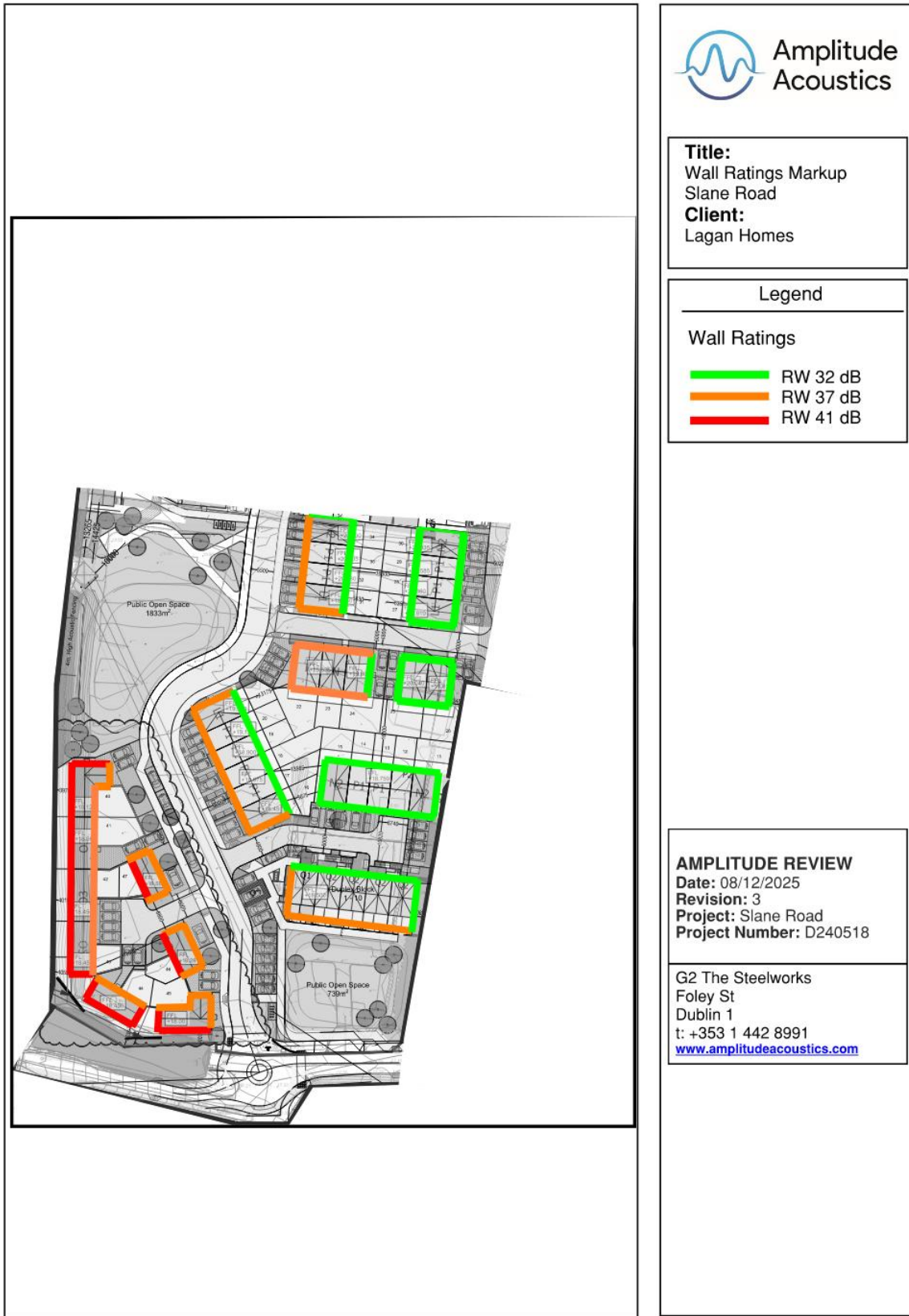


Figure 14. Glazing markup for the proposed development