

Jon Pyke  
Eastleigh Borough Council  
Eastleigh House  
Upper Market St  
Eastleigh  
SO50 9YN

Date: 21<sup>st</sup> October 2022  
Reference: R9751-1 Rev 1

Dear Jon,

**RE: Unit 2 Strategic Park, Hedge End – Noise Management**

Further to our discussion, please see below confirmation of the following points. An overview of the site is shown in Figure 1.

Vehicle Movements

The feedback from Hampshire County Council highways confirms that the number of anticipated multi-modal vehicle trips (ie, cars, vans, LGVs and HGVs) will reduce from 1516 to 591, as per below.

**TRIP RATES:**

In terms of trip rates, the application outlines the following existing and proposed quantum's of development, which have been calculated against multi-modal (MM) trip rates for comparison purposes.

**Existing:**

|                                                       |                   |
|-------------------------------------------------------|-------------------|
| 3,741.0 sqm of B1(a) Office @ 18.7MM trips per 100sqm | = 699.56MM trips  |
| 4,125.2 sqm of B1(b) R & D @ 18.7MM trips per 100sqm  | = 771.37MM trips  |
| 487.1 sqm of B8 Storage @ 9.4MM trips per 100sqm      | = 45.77MM trips   |
| Total                                                 | = 1,516.7MM trips |

**Proposed:**

|                                                                 |                  |
|-----------------------------------------------------------------|------------------|
| 936.2 sqm of 'Other' use @ 18.7MM trips per 100sqm              | = 175.03MM trips |
| 4,429.0sqm of B2(Gen. Ind)/B8(Storage) @ 9.4MM trips per 100sqm | = 416.32MM trips |
| Total                                                           | = 591.35MM trips |

(\*NB: Worst case B1 MM trip rate used for 'Other')

As demonstrated above, as a result of the proposed change of use, there is likely to be a reduction in the total number of multi-modal trips to and from site. As such, a highways benefit could result from the proposals.

### Operational Noise Management Plan

Please see Appendix A for details of an applicable Noise Management Plan that would place requirements on any future operator of Unit 2 to deploy broadband reversing alarms where possible and also act in a considered and reasonable manner.

It is anticipated that the requirements of this plan would form part of a planning condition.

### Acoustic Barrier

A solid acoustic barrier, of height 3 m, will be installed as per the location shown in Figure 1. The barrier should comprise a solid material of not less than 12kg/m<sup>2</sup> and contain no gaps or holes.

An example acoustic barrier is shown in Figure 2.

### Replacement Building Services Plant

New plant and equipment serving the building will be relocated to the north side of the building which is screened, away from residents.

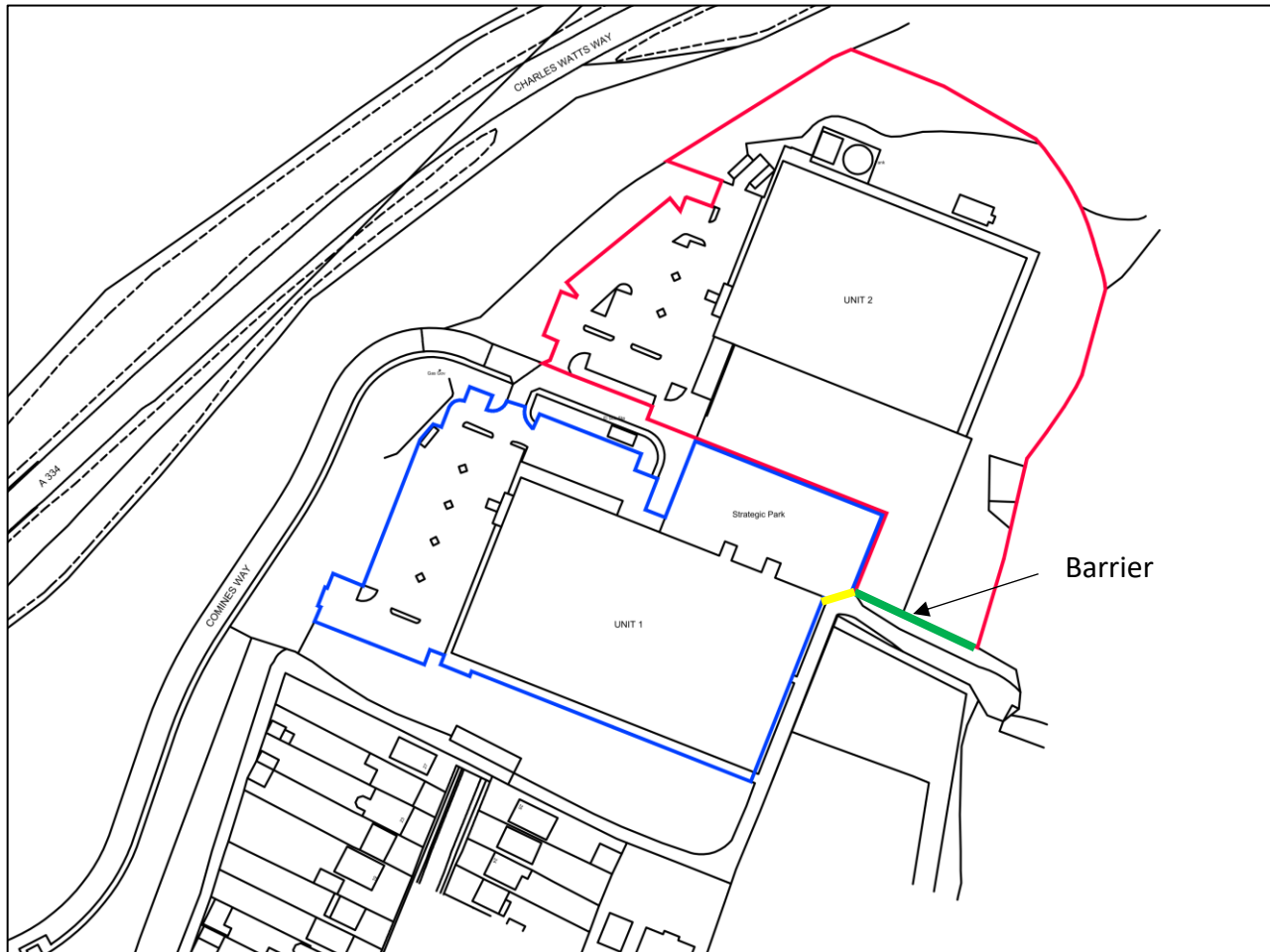
The following planning condition is recommended:

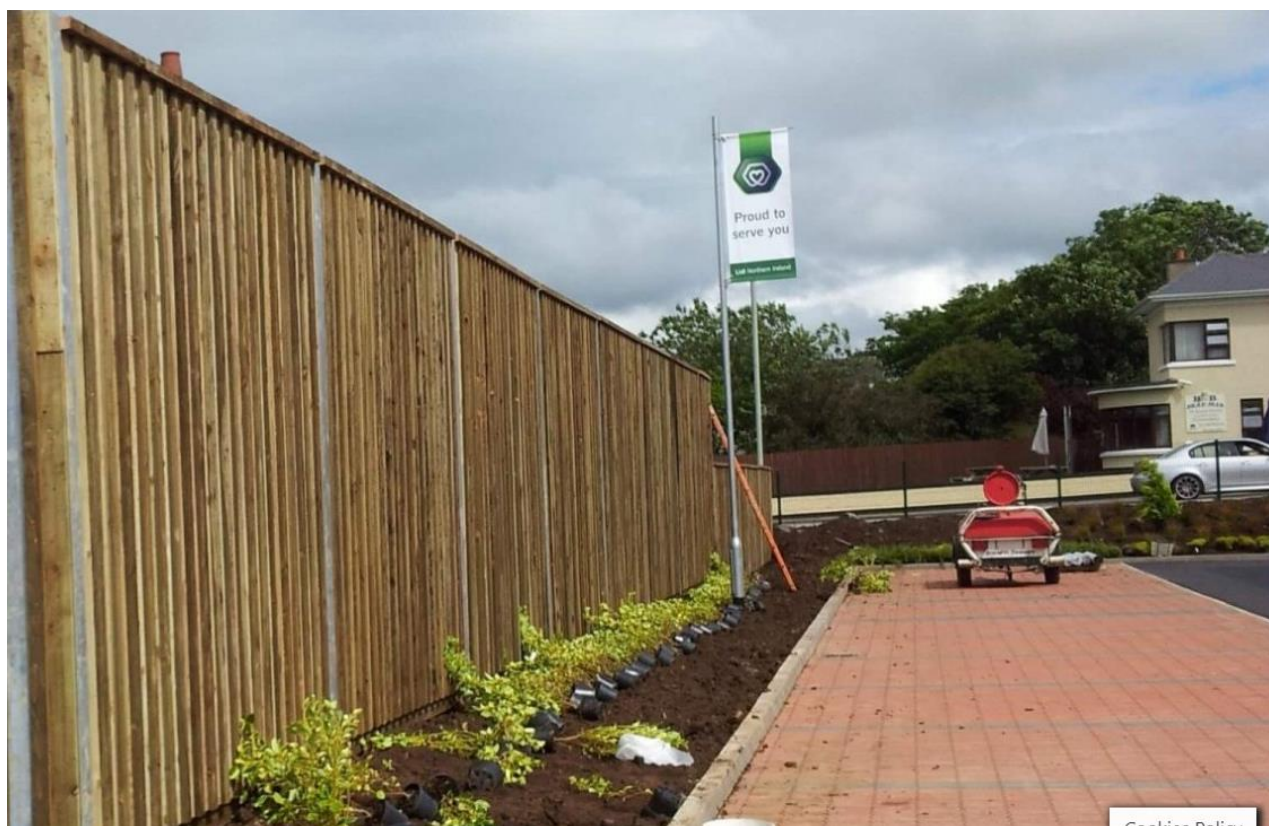
"Noise from internal activities and fixed plant serving the premises shall be controlled at all times to a level 5 dB below the prevailing typical background noise level, as assessed at the nearest residential property. The assessment shall be undertaken in accordance with BS4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound'."

I trust the above is in order.

Yours sincerely,  
**For 24 Acoustics Ltd**

Steve Gosling BEng (Hons) MIOA MAES FRSA  
Principal Consultant

**FIGURE 1 – SITE LOCATION PLAN**

**FIGURE 2 – EXAMPLE ACOUSTIC BARRIER**

## **APPENDIX A – OPERATIONAL NOISE MANAGEMENT PLAN**

### **Objective**

This document presents a Noise Management Plan for Unit 2 Strategic Park, Hedge End.

The objective will be to ensure that noise is kept to a minimum and that vehicles operate efficiently and effectively thereby minimising potential disruption to local residents. This document has been produced in accordance with the DfT Quiet Deliveries Good Practice Guidance – Key Principles and Processes for Retailers: April 2014.

Relevant signage will be installed, reminding drivers and of the Noise Management Plan (NMP) principles and regular training will be provided by management to enforce the points. An activity log of ongoing checks and training will be kept and available to the Local Planning Authority (LPA) on request.

### **Timescales and Review**

This noise management plan will be reviewed every 2 years as part of public and local authority liaison. Where required, additional mitigation, monitoring or best practice will be included in subsequent revisions. Similarly, in the absence of complaints or interest the regularity of review of this management plan may be reduced or mitigation controls relaxed.

Implementation of the physical measures will be undertaken prior to occupation. It is expected that the management controls below will be implemented in full within 1 month of occupation.

### **Physical Noise Mitigation Measures**

No Tannoy / external loudspeaker systems will be used externally.

Waste and recycling areas will be provided with acoustic screening to nearby dwellings and use of equipment machinery or vehicles associated with the waste recycling areas will be subject to a working hours restriction of 07:00 to 18:00. Similarly, only soft materials such as cardboard or plastics will be manually deposited in the recycling areas between 07:00 to 18:00.

This NMP includes the requirement for the following noise mitigation measures to be installed/kept:

- Surfacing of the service yard to be smooth with no cracks and mixed height joints
- Signage to remind drivers of being quiet at night
- The 3 m high acoustic barrier to the SE corner of the site shall be retained, managed and maintained in good condition.
- The site access road is subject to a speed limit of 10 mph which has appropriate signage posted and this will maintained.
- The surface of the access road and external yard shall be maintained in good order.
- All vehicles, plant and machinery on site shall be maintained in accordance with manufacturers' specifications at all times.

## **Vehicle Management Strategies**

A combination of strategies will contribute to the operation of the NMP. These include the following management controls.

- Vehicle Manoeuvres
- Vehicle Schedules

## **Delivery and Loading Process**

There are a number of management and operations measures to reduce noise levels which include:

- Ensure engines are switched off;
- Manoeuvring should be minimised;
- There should be no radios left on;
- Doors should be closed without excessive force;
- There should be no shouting in the external yard area;
- There should be no use of vehicle horns in the area except in event of emergency; and
- Drivers should seek to:
  - lower loading plates into the correct position with minimal noise;
  - avoid making contact with trailer walls, lift guardrails and other obstructions; and
  - maintain conversation to a minimum.

## **The Return Journey**

- All vehicle doors must be closed with minimal noise; and
- Drivers should seek to:
  - engage gears with minimal noise;
  - avoid the use of horns other than as required by the Highway Code in the event of emergency situations;
  - keep engine revs to a minimum;
  - apply brakes gently; and
  - accelerate gently until the vehicle is a reasonable distance from the centre.

## **Reversing Alarms**

The occupier will endeavour to use broadband (white noise) reversing alarms on owned vehicles. It is not possible to ensure that every vehicle visiting the site will be fitted with broadband reversing alarms.

## **Ongoing Management and Maintenance**

Management staff will undertake monthly checks, both within and surrounding the yard areas to ensure that all equipment, gates etc. are operating efficiently and without excessive noise. This includes a check on the external yard surfacing. Similarly, management staff will check that the NMP is being adhered to and keep a log of this activity.

Signage will be provided at the entrance to site reminding drivers to be respectful of local residents and to keep noise to a minimum and also providing the hotline number for residents to call to resolve any

concerns. Any defects or damage (such as squeaking gates, cracks to yard surface, gaps/splits in dock cushions, clips to stone pillars) will be reported to the centre Manager and remedied in a reasonable time.

### **Training and Ongoing Management**

Regular training will be undertaken by management to drivers and local staff to ensure that this Management Plan will be adhered to. This training will be logged and made available to the LPA upon request.

- Management staff will undertake a minimum of monthly checks, to ensure that this Management Plan is being adhered to.

**End of Document**