



Technical Note

Title:	Eastleigh Railway Depot: Plot 300		
Client:	Diageo Pension Trust Limited		
Reference:	2064005-RSKA-TN-001-(02)		
Date:	27 March 2026		
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1 Introduction

1.1 Overview

RSK Acoustics Limited (RSKA) was instructed by Diageo Pension Trust Limited in June 2025, to prepare a Noise Mitigation and Management Plan (NMMP) to discharge planning Condition 24 relating to the proposed operational use of plots 300, 303 and 305 within the Eastleigh Rail Works site, Campbell Road, Eastleigh (SO50 5AD). The requirement was associated with the approved planning permission (application number F/20/87841).

Condition 24 states:

“Prior to each phase of the development within Area 2 being brought into use, a noise mitigation and management plan covering that phase shall be submitted to and approved in writing by the local planning authority. The plan shall include details of the ongoing noise management and monitoring of the site, including proposed mitigation measures to minimise the impacts on the amenity of neighbouring residents. The development shall then accord with the approved plan.”

A noise report detailing the requested NMMP was submitted on 20 June 2025 (report ref. 2063403-RSKA-RP-001-(01)).

Further information relating to the activities associated with plot 305 was submitted in the form of a Technical Note (report ref: 2063403-RSKA-TN-001-(01), dated 27th October 2025)

The Council was satisfied with the noise assessment undertaken and Condition 24 was formally discharged on 26th November 2025. As such, plot 300 may lawfully be used for open storage, albeit restricted to those hours imposed by Condition 7.

On 22nd October 2025, the applicant submitted a Section 73 (S73) Variation of Condition Application to amend the wording of Condition 7 to allow an extension to the approved hours of opening to customers in relation to plot 300.

Condition 7 imposed on planning permission F/20/87841 states that the open storage use shall *“not operate or be open to customers and no deliveries shall be received to or dispatched from the site except between the hours of 0700 to 2000 Monday to Saturday and not at all on Sundays or Public Holidays.”*

The proposed extension of operational hours would be restricted to 06:00 and 23:00 hours Monday to Friday and 08:00 to 20:00 hours on Saturdays, Sundays and Public Holidays. This is an extension of one hour prior

to the approved opening time on Monday to Friday; an extension of three hours after the approved closure time on Monday to Friday. No changes to agreed operational hours on Saturday are proposed, with an extension of 12 hours during Sundays and Public Holidays.

The Applicant is currently in talks with easyStorage, a potential tenant interested in occupying open storage plot 300 at Eastleigh Works.

It is understood that Sentry Self Storage, who occupy plots 310 and 315 at Eastleigh Rail Works, successfully secured permission in October 2020 (X/20/87325) to vary the wording of Condition 7 to extend their hours of opening to members of the public and commercial customers to the same proposed hours for plot 300.

Condition 7 limits easyStorage's operating hours at plot 300, putting it at a commercial disadvantage compared to Sentry Self Storage on nearby plots. Extending the permitted hours to match Sentry Self Storage would create consistency across the site and help ensure easyStorage's long-term viability as a tenant.

1.2 Local Authority Feedback

Following submission of the S73, the Pollution Team at Eastleigh Borough Council requested a noise report to provide further evidence that the proposed extension of hours and proposed operational activities would not breach relevant noise criteria at the nearest sensitive receptors.

This technical note provides further information regarding the proposed extension to operating hours at plot 300. A comparison between updated site emissions and those operational impacts and assumptions made which informed the wider site impact assessment (report 297519-06(04), dated 26th August 2020) are also included.

2 Operational Activities and Noise Considerations for Plot 300

2.1 Site location

The site location plan is presented in Figure 1 below, identifying plot 300 and plots 303 and 305 which formed part of the submitted NMMP.

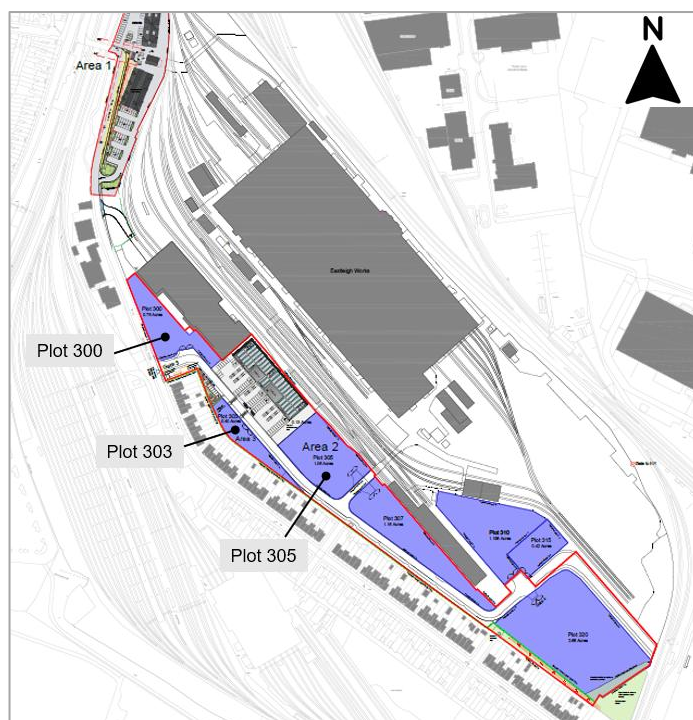


Figure 1 Site location plan



Unlike plots 303 and 305 (and also plots 307 and 320), the majority of plot 300 does not overlook any sensitive façades along Campbell Road, with only a small portion of the plot facing 1-3 Campbell Road (the closest distance between the plot boundary and the dwelling is approximately 30 metres).

2.2 Overview of Tenant Operations at Plot 300

EasyStorage is a business that provides drive-up container storage for private and commercial customers. Similar sites are already operational in Bristol, West Thurrock, Southend-on-Sea, Northampton, Battersea, Oxfordshire, Park Royal, New Addington, South Mimms, Exeter, Belfast, Leeds and Barnsley.

Further information provided by easyStorage describes the operational details and procedures applicable to plot 300 at Eastleigh Rail Works, the details of which are set out in this note.

The site will be operating an unmanned self-storage facility, with customers arriving to manually load goods by hand into containers (and on to boarded-floors). Any potential noisy behaviour associated with customer activity (such as loud unloading, use of tools, or raised voices) is expressly prohibited under the customer contract, with enforcement measures in place to prevent disturbance to neighbouring uses.

According to easyStorage's data, site traffic comprises 60% private cars and 40% vans/light goods vehicles (LGVs). The scale of storage means heavy goods vehicles (HGV) traffic is not being generated by customers. Visits are infrequent and between 5 to 20 visits per day.

Regarding the containers, these are steel structures of 6.1x2.4 metres and 2.6 metres high. Instead of adopting a latch system, doors are closed via lock rods with a screw mechanism which gradually tightens and ensures a tight rubber sea. This prevents doors from being slammed reducing noisy events. An illustrative site plan is presented in **Appendix A**.

It is noted that unlike other plots facing Campbell Road residents, operational activities within plot 300 do not include mobile or fixed plant operations. In addition, the containers' alignment is expected to provide additional screening, reducing the line of sight between the site and nearest sensitive façades.

2.3 Relevant Noise Assumptions and Operational Patterns

2.3.1 Planning stage (2020 assessment)

Based on the information available at the time of the 2020 assessment, the primary noise sources operating across the wider site were constrained to peak hourly vehicle movements along the main internal roads (daytime hours), loading/unloading activities within open plots and fronting the warehouse units (daytime hours), and noise breakout from indoor activities associated with each unit (night-time hours).

For plot 300, the assumed noise sources considered the concurrent daytime use of two electric forklift trucks covering the whole area and the movement of vehicles (cars and HGVs) in and out of the plot entrance.

The assessment adopted a scenario of up to 1 car and 2 HGVs entering/exiting plot 300 every hour. This equates to 16 cars and 32 HGVs entering/exiting plot 300 throughout an assessment period of 16-hours, between 07:00 and 23:00.

The highest predicted noise levels from the wider site at 1-3 Campbell Road were 53 dB $L_{Aeq,T}$ daytime (07:00 – 23:00) and 28 dB $L_{Aeq,T}$ night-time (23:00 – 07:00).

2.3.2 Proposed Tenant Noise Emissions

In line with the site description provided in Section 2.2, the main noise sources operating at the site would be private cars and vans accessing plot 300, with no mechanical fixed or mobile plant being operational.

Potential noisy activities from customers during the manual loading and unloading of goods into the containers are unlikely and not deemed significant in comparison with the noise generated by vehicular traffic in and out the site. This is a result of the short term nature of the manual handling activities, noise reduction provided by the intervening containers and attenuation due to distance between the site and nearest residents along Campbell Road.



EasyStorage's Development Manager was consulted regarding forecasted traffic movements. Data regarding a traffic assessment prepared for a similar site in Southend was provided. The dataset was obtained during a 58-day operational period between January and March 2025 and with daily statistics for the 08:00 to 20:00 period and time stamps for registered out of hours' visits. Analysed flows indicate a daily average of 7.25 visits between 08:00 and 20:00 and 0.55 visits outside this period.

Considering the increased size of the proposed facility at Eastleigh Rail Works operating at full capacity with respect to Southend, easyStorage advised that the traffic counts be increased by 100%, resulting in a daily average of 15 visits between 08:00 and 20:00 (10 of which would occur during midweek days) and a single visit during the remainder of the hours.

The following daily vehicle movements have been adopted based on the analysis of hourly data for the days and hours of interest, with reference to the requested extended periods of operation. Values have been rounded to the nearest whole number, with a single movement adopted for averaged visits lower than 0.5 as a conservative approach.

Extended Operational Period	Eastleigh Averaged Daily Traffic Movements
Monday to Friday 06:00 – 07:00	2
Monday to Friday 20:00 – 23:00	2
Sundays and Public Holidays 08:00 – 20:00	6
One visit represents two vehicle movements	

Table 1 Operational traffic data for plot 300

The analysed dataset indicates the vast majority of expected visits would be produced between the already consented hours of 07:00 to 20:00 (93% of midweek visits, 98% of Saturday visits and 93% of Sunday visits). For the requested extended hours of operation (06:00 to 07:00 and 20:00 to 23:00), less than one visit is expected for an average day.

The calculation of noise emission levels from the combined hourly movement of cars and vans has been undertaken using the methodology set out in The Noise Advisory Council 'A guide to measurement and prediction of the equivalent sound level L_{eq} '. This is consistent with the methodology used in the 2020 assessment.

In order to provide a conservative assessment of the proposed extended operational hours, noise emissions for a single car and a single LGV at 30 km/h (two movements) have been calculated cumulatively, resulting in a noise level of 45 dB $L_{Aeq,1hour}$ at 10 metres (line source at 0.5 metres above ground with a sound power level of 60.5 dB L_{WA} per metre along the road segment between the main access point off Campbell Road to plot 300's parking area). When accounting for the same two movements occurring within a single 15-minute period, in line with the assessment methodology defined by BS 4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound', a combined noise level of 51 dB $L_{Aeq,15min}$ has been calculated (equating to a sound power level of 66.5 dB L_{WA} per metre).

Regarding Sundays and Public Holidays, the adopted line source noise emissions representing three visits in a period of 12 hours (six vehicle movements, 50% LGVs) have been calculated as 39 dB $L_{Aeq,12hour}$ at 10 metres (sound power level of 54.4 dB L_{WA} per metre along the road segment).

2.3.3 Calculated Impact during Extended Hours

The adopted noise emissions for the added vehicular traffic in/out of plot 300 during extended hours has been incorporated into a computer noise model, adopting the approved mitigation scheme along Campbell Road, to predict the noise levels at nearest sensitive receptors. Predicted noise levels at the nearest residential receptors at 1-3 Campbell Road are summarised in Table 2, with noise contours presented in **Appendix B**.



The noise predictions are based on International Standard ISO 9613-2:1996 '*Attenuation of sound during propagation outdoors – general method of calculation*'. ISO 9613 provides a method for the prediction of noise levels in the community from sources of known sound emission.

Sensitive Receptor	Floor	Predicted Noise Level, Two movements, dB $L_{Aeq,15min}$ (06:00 – 07:00)	Predicted Noise Level, Two movements dB $L_{Aeq,1hour}$ (06:00 – 07:00 & 20:00 – 23:00)	Predicted Noise Level, Two movements dB $L_{Aeq,3hour}$ 20:00 – 23:00	Predicted Noise Level, Six movements dB $L_{Aeq,12hour}$ 08:00 – 20:00
1-3 Campbell Road	GF	31	25	21	20
	F1	38	32	27	26

Table 2 Predicted noise levels (plot 300)

Given the forecasted additional visits, highest predictions would result in noise levels of 25 dB $L_{Aeq,1hour}$ at ground floor level (within the private external amenity area) and 32 dB $L_{Aeq,1hour}$ at first floor level at those closest residents at 1-3 Campbell Road. Higher noise levels are predicted between 06:00 – 07:00 due to the shorter assessment period.

Regarding potential impacts during night-time hours, a wider site rating level of 31 dB $L_{Ar,Tr}$ (inclusive of a +3 dB rating penalty) was reported at this receptor within the noise impact assessment submitted in 2020 (ref. 297519-RSK-RP-06-(04)) as a result of noise breakout from indoor warehouse activity. This was 9 dB below the adopted night-time background level of 40 dB(A).

The additional contribution from vehicular movements during the extended hours between 06:00 and 07:00 would increase cumulative predictions up to 39 dB $L_{Ar,Tr}$ (i.e. 31 dB + 38 dB) at 1-3 Campbell Road. Whilst noise levels are predicted to increase, they remain below the representative background level. Please note that background levels between 06:00 and 07:00 are expected to be higher than those derived from the full night period between 23:00 and 07:00, increasing the difference between the predicted level and the background. Based on the magnitude of calculated levels and the nature of proposed activities, site impacts are expected to remain low and not significant.

Regarding the assessment during daytime hours, predicted levels from the wider site included were 53 dB $L_{Aeq,T}$ at this receptor. Predicted levels from additional vehicular traffic expected within plot 300 during midweek daytime hours between 20:00 and 23:00 would be considerably less and would not change the outcome of the 2020 assessment.

Based on traffic statistics provided by easyStorage, a total of three visits would be expected during any given Sunday between 08:00 and 20:00 (12-hour period). Noise levels as a result of six vehicle movements within plot 300 during this period are predicted 20 dB $L_{Aeq,12hour}$ at ground floor level (within the private external amenity area) and 26 dB $L_{Aeq,12hour}$ at first floor level at those closest residents at 1-3 Campbell Road.

In the absence of noise predictions for site operations during Sundays and Public Holidays in the 2020 noise report, analysis of measured baseline levels on Sunday 28 April 2019 has been undertaken to enable a comparison of the results. Analysis of measured data between 08:00 and 20:00 at location LT01 (representative of 1-3 Campbell Road as labelled in RSK's report ref. 297519-RSK-RP-06-(04)) derives a noise level of 61 dB $L_{Aeq,12hour}(0800-2000)$, with hourly levels ranging from 55 to 67 dB $L_{Aeq,1hour}$. This is, predicted noise levels from plot 300 operations during Sundays and Public Holidays would be at least 35 dB(A) below averaged baseline levels and 29 dB(A) below the lowest hourly level measured during the proposed operational period.

Considering the low magnitude of noise levels predicted from plot 300 and the likely prevailing baseline levels, no significant impacts are considered likely from proposed operations from plot 300 during Sundays and Public Holidays.



2.4 Discussion

The approved 2020 noise assessment assumed a more intensive operational scenario for plot 300, including continuous use of electric forklifts and higher levels of HGV activity than those now proposed. The operational profile associated with easyStorage therefore represents a lower noise-emitting use than that previously assessed and approved.

Conservative assumptions were made regarding the expected number of customers accessing the site during proposed extended hours of operation. These are based on traffic statistics facilitated by easyStorage from a similar site in Southend, and adjusted accordingly to reflect the increased in size of the Eastleigh site. A realistic interpretation of the dataset assumes a single visit (i.e. two vehicle movements) occurring during proposed extended hours 06:00 to 07:00 and 20:00 to 23:00 Monday to Friday, and three visits (i.e. six vehicle movements) during Sundays and Public Holidays between 08:00 and 20:00.

Noise levels from expected additional movements during proposed extended periods of operation have been calculated at 1-3 Campbell Road, deemed the closest sensitive receptor to plot 300.

Predicted noise levels arising from the proposed extended hours are low in absolute terms and remain comfortably below both baseline noise levels and previously approved cumulative site noise levels. The additional contribution from plot 300 during extended hours would not change the conclusions of the 2020 assessment, nor would it give rise to any significant adverse effects at nearby residential receptors.

On this basis, it is concluded that the proposed variation to Condition 7 for plot 300 would not result in unacceptable noise impacts. The existing noise mitigation measures along Campbell Road remain appropriate, and no additional mitigation is required.



Appendix A – Illustrative Site Plan



Appendix B – Noise Contours

