

Morris, Rachael

From: Wedgbury, Stuart
Sent: 03 July 2024 11:16
To: Morris, Rachael
Subject: RE: HIOWAA - Updated NIA - F/24/97188

Morning Rachel

Reviewing my previous comments, I think the outstanding matters were the impact of the helicopter noise on the nearby commercial units taking account of the engine wash and system check ground run and the use of alternative helicopters. I have reviewed the relevant parts of Revision 3 of the acoustic report and can comment further as follows:

- The report misattributes my comments to Southampton CC in Section 2.7
- I have reviewed Section 4.4. This first reference states that the noise from a 20 minute engine wash and system check has been included in the assessment.

The second reference in Section 4.5 confuses matters by referring to the daily wash and system check again as well as maintenance activity and excludes consideration in the assessment due to the times of such events and the frequency of occurrence. I assume with respect to the engine wash and system check ground run, the first reference in Section 4.4 is the correct one and this second reference relates only to maintenance activities that will rarely occur on the application site. That being the case, I am satisfied that some consideration has been given to this activity.

- I have reviewed Section 4.6 of the report regarding alternative helicopters. There is no new information here and so I repeat my previous advice on this matter:

With regard to the back up aircraft there is some variation in the take off noise emission compared to the helicopter on which the noise assessment is based (+/-2dBA) and overflight noise is worse in both cases. However, provided the expectation is that such helicopters are only occasionally in use I don't have any major concerns about this. I don't understand why the H145 D3 is included suggested as 'Future'. This has a worse acoustic performance than the current EC135 T3. This is the first time I have seen reference to a replacement helicopter. There are no doubt many factors involved in the choice of a suitable helicopter. However, at such time that the applicant wishes to change aircraft they should justify why a noisier helicopter might be needed! For now, I don't suppose this is relevant to the determination of the current application if the intention remains to operate the EC135 T3. This is what has been assumed in the submitted acoustic report. For the purposes of the condition, I would suggest therefore:

CONDITION: Unless otherwise agreed by the Local Planning Authority, the helicopter operating from the site shall be restricted to a Airbus EC135 T3, except when unavailable due maintenance needs or in emergencies. In these circumstances a Eurocopter EC135 T2+ helicopter or a Airbus H145 D2 helicopter may operate from the site.

Regards

Stuart Wedgbury

Stuart Wedgbury
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From: Morris, Rachael <Rachael.Morris@eastleigh.gov.uk>
Sent: Monday, June 24, 2024 9:40 AM
To: Wedgbury, Stuart <Stuart.Wedgbury@eastleigh.gov.uk>
Subject: FW: HIOWAA - Updated NIA - F/24/97188

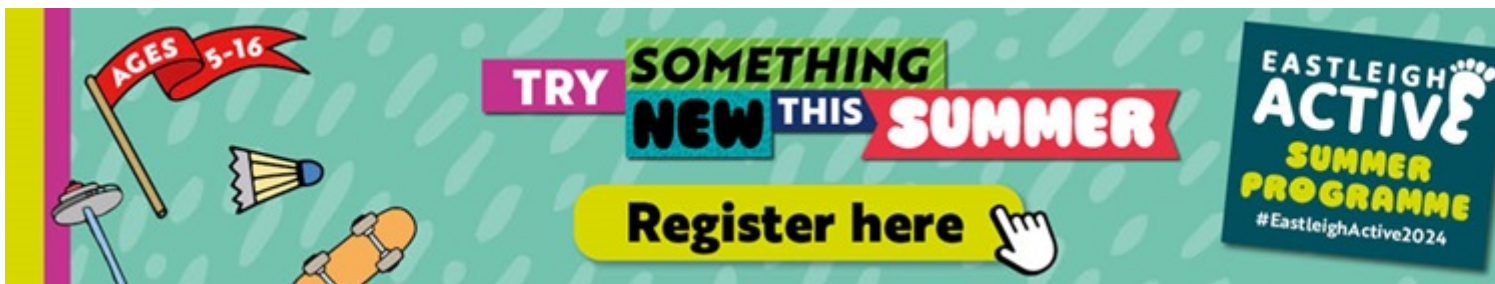
Hi Stuart,

Please see the attached updated noise impact assessment for the air ambulance.

Please can you let me know your updated comments.

Many thanks,
Rachael

Rachael Morris
Senior Planning Officer
Planning & Environment - Planning/Development Management
Ext.: 8463



From: Alice Drew <Alice@southernplanning.co.uk>
Sent: Monday, June 24, 2024 9:37 AM
To: Morris, Rachael <Rachael.Morris@eastleigh.gov.uk>
Subject: HIOWAA - Updated NIA

Good morning Rachael,

I hope you are well.

Please find attached the updated NIA.

Kind regards,

Alice

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Director

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