



## Technical Note

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|-------------------|-----------------------------------|------------------|---------------------|
| <b>Title:</b>     | Eastleigh Railway Depot: Plot 305 |                  |                     |
| <b>Client:</b>    | Diageo Pension Trust Limited      |                  |                     |
| <b>Reference:</b> | 2063403-RSKA-TN-001-(01)          |                  |                     |
| <b>Date:</b>      | 27 October 2025                   |                  |                     |
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## 1 Introduction

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 granted 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)).

### 1.1 Local Authority Feedback

The Pollution Team at Eastleigh Borough Council were consulted on the application reference DC/25/99854 for the discharge of Condition 24 of Planning permission X/24/97800 at the Eastleigh Rail Works site.

A review of RSKA's report 2063403-RSKA-RP-001-(01) was undertaken by the Pollution Control Manager on 14 August 2025. The review accepted, without objection the proposed mitigation measures related to plots 300 and 303 however, concerns were raised regarding the activities proposed for plot 305 specifically, effects on the amenity of neighbouring residents with respect to assumptions made within RSK report 297519-06(04), which was submitted in 2020 to support the full planning application.

Report ref: 297519-06(04) was used to inform the specification and positioning of the acoustic barrier along the southern boundary of the site, which has now been built.

This Technical Note presents the adopted noise emissions and operational assumptions (used within our report 297519-06(04)) for plot 305, compares these assumptions with current operations, and presents any relevant noise implications against current operational conditions stated within the 2025 NMMP.

## 2 Operational Activities and Noise Considerations for Plot 305

### 2.1 Site location

For context, a site location plan is presented in Figure 1 below, identifying plots 300, 303 and 305 which form part of the aforementioned and reviewed NMMP.

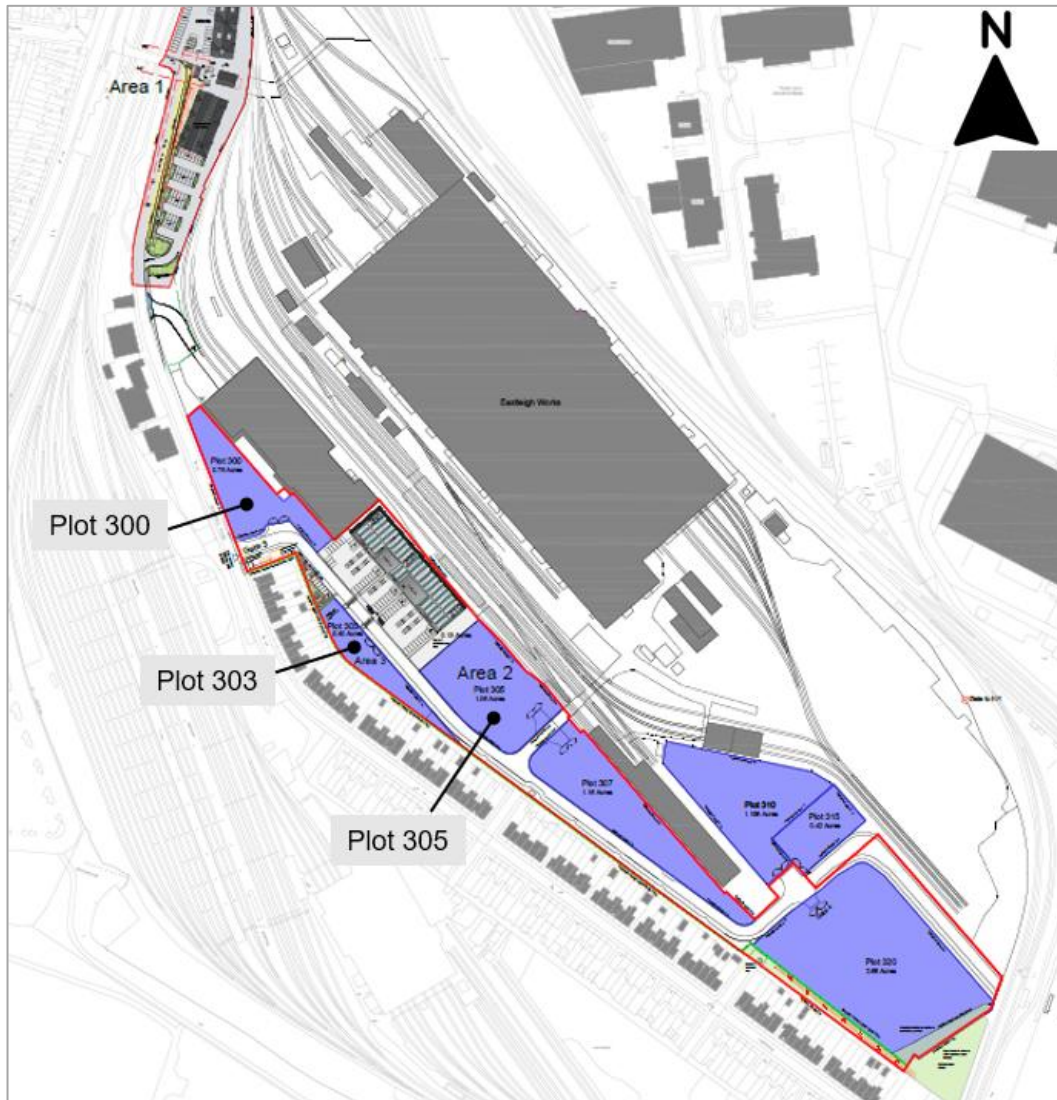


*Figure 1 Site location plan*

Unlike plots 300 and 303, plot 305 is located at an increased distance from the site boundary, at approximately 55 metres to the nearest receptors along Campbell Road.

### 2.2 Overview of Tenant Operations

PM & Packing is a business that specialises in the manufacture of packing cases and flight cases, as well as the packing of goods into cases and the loading of goods, vehicles, and caravans into containers. The company operates from unit 210 and from plots 305 and 307.

Information provided by the tenant, used to inform plot 305 only, indicates that a typical day would involve the movement of 10 to 15 heavy goods vehicles (HGVs), accompanied by approximately 100 additional vehicle movements, which include staff arrivals and departures within their premises. Loading and unloading



operations are generally limited to between 8 and 10 containers, and between 5 and 10 delivery vehicles on a typical day.

Within plot 305, operational activities are restricted to the storage of containers and materials, the parking of vehicles, and the movement of fork lift trucks.

## 2.3 Noise Relevant of Assumptions and Operational Patterns

### 2.3.1 Data adopted within 2020 assessment

Based on the information available at the time of assessment, the primary noise sources operating across the wider site were constrained to vehicle movements along the main internal roads, loading/unloading activities within open plots and fronting the warehouse units, and noise breakout from indoor activities.

For plot 305, the assumed noise sources considered the use of forklift trucks covering the whole area and the movement of vehicles in and out of the plot entrance.

### 2.3.2 Vehicle movements

The assessment adopted a scenario of up to 2 cars and 4 HGVs entering/exiting plot 305, and up to 9 cars and 22 HGVs moving along the access road adjacent to plot 305 in any given hour. This equates to 32 cars and 64 HGVs entering/exiting plot 305 and 144 cars and 352 HGVs moving along this specific segment of the access road throughout our original assessment period of 16-hours.

Although hourly flows are not available from the tenant, the calculation of noise emission levels from the combined movement of light and heavy vehicles 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.

Considering the assumed traffic flows along the main access road adjacent to plot 305 as adopted in the 2020 assessment, a noise level of 59 dB  $L_{Aeq,16hour}$  was calculated at 10 metres. Regarding the assumed traffic flows entering/exiting plot 305, a noise level of 52 dB  $L_{Aeq,16hour}$  was calculated at 10 metres.

Based on the current numbers provided by the tenant, a noise level of 46 dB  $L_{Aeq,16hour}$  is calculated at 10 metres of the access road to plot 305, this is, approximately 6 dB(A) below the noise emission levels adopted in the 2020 assessment.

### 2.3.3 Relevance of plant operations

For plot 305, the original noise assessment assumed that two electric forklifts would operate continuously and concurrently across the entire plot. This represented a worst-case scenario in terms of potential noise emissions from the site. However, current loading and unloading operations involve the use of a single forklift truck, which reduces noise levels between the 2020 assessment and current operations by 3 dB(A) from this activity to nearest sensitive receptors.

### 2.3.4 Relevance of vehicular traffic and adjacent plots

It should be noted that in noise terms, the predicted contribution of vehicular traffic from the wider site along the internal road is more relevant than the loading/unloading operations within plot 305, due to the increase in distance between source and receiver. This statement is supported by the noise contribution from adjacent plots which were the dominating factor in the design of the acoustic barrier.

## 2.4 Discussion

The 2020 noise assessment included continuous operation of two electric forklifts and higher noise emissions derived from HGVs and light vehicle movements than those currently informed by the tenant. Current operations would result in noise contributions from plot 305 which are at least 6 dB(A) lower than those which informed our 2020 report (ref: 297519-06(04)).



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Given that current vehicle numbers and operational plant has a lower noise emitting profile than the adopted within the 2020 assessment, it is reasonable to conclude that the current noise mitigation measures (acoustic barrier) remains appropriate as a means to reduce noise levels to within applicable design targets at those nearest receptors.



