

Harrison, Liz

From: Pires, Andre
Sent: 28 January 2026 15:07
To: Harrison, Liz
Subject: RE: [O/25/99506] Navigator Quarter, Eastleigh, SO18 2NL - Updated NOISE comments November 2025

Hi Liz,

I can confirm I have no other comments regarding noise and those are the required conditions.

Thank you

Andre

Andre Pires
Pollution Control Manager
Planning & Environment - Pollution
Ext.: 8812
Mobile: 07795985497

From: Harrison, Liz <Liz.Harrison@eastleigh.gov.uk>
Sent: 28 January 2026 11:38
To: Pires, Andre <Andre.Pires@eastleigh.gov.uk>
Subject: RE: [O/25/99506] Navigator Quarter, Eastleigh, SO18 2NL - Updated NOISE comments November 2025

Dear Andre

Thank you for your comments.

Can you please confirm if you now raise no objection to the proposed development in terms of noise, subject to the following conditions

- Installation and maintenance of noise barrier
- Post installation noise report for plant noise levels
- Updated noise modelling regarding the aircraft operation noise at reserved matters stage once height and the layout of the proposed buildings is known.

Alternatively, if you do still have concerns, please confirm what amendments or additional information is required.

Many thanks
Liz

Liz Harrison
Principal Planning Officer
Planning & Environment - Planning/Development Management
Ext.: 8284

From: Pires, Andre <Andre.Pires@eastleigh.gov.uk>

Sent: 27 January 2026 11:59

To: Harrison, Liz <Liz.Harrison@eastleigh.gov.uk>

Subject: RE: [O/25/99506] Navigator Quarter, Eastleigh, SO18 2NL - Updated NOISE comments November 2025

Good morning Liz,

I review the email from Jamie Loxley dated 22 January 2026 (attached) that includes the proposed barrier. I believe this is a good solution and it now complies with BS 8233 noise criteria. I have no further comments regarding this point.

I would propose a condition requesting post installation noise report to ensure plant noise levels are as per the levels shown in table 1 of the noise report .

Something like this:

"Within 28 days of first operation of any fixed plant or machinery related to this scheme, a cumulative post-installation noise assessment shall be undertaken by a suitably qualified acoustic consultant.

The assessment shall confirm that the cumulative noise level from all fixed plant and machinery does not exceed Daytime (07:00-23:00) LAr, 1hour 33 dB and Night-time (23:00-07:00) LAr, 15minutes 30 dB when assessed in accordance with BS 4142:2014+A1:2019, as measured at the nearest noise-sensitive receptor.

Where the assessment identifies non-compliance, a scheme of mitigation measures shall be submitted to and approved in writing by the Local Planning Authority and implemented prior to continued operation of the plant."

A condition for the installation and maintenance of the proposed barrier would be also a good idea.

Thank you

Andre

Andre Pires

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From: Pires, Andre <Andre.Pires@eastleigh.gov.uk>

Sent: 05 November 2025 13:09

To: Harrison, Liz <Liz.Harrison@eastleigh.gov.uk>

Subject: RE: [O/25/99506] Navigator Quarter, Eastleigh, SO18 2NL - Updated NOISE comments November 2025

Hi Liz,

Please find the updated response:

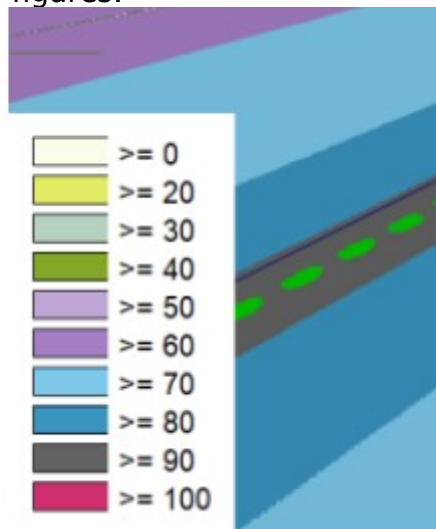
I review the updated noise report from Hoare Lea titled "Navigator Quarter. Land adjacent to Southampton Airport, Eastleigh. blocwork (Eastleigh) LLP and Southampton International Airport Limited (SIAL)" dated 17 October 2025 REV 02.

As per my previous email there were two major concerns regarding noise. One about the cumulative noise impact of other developments already agreed in the area regarding cumulative plant noise and HVG traffic and the second one regarding the possible reflection of the proposed buildings around airplane operation noise and the potential impact at residential properties.

The updated noise report presents the output of a noise model that was carried out to understand if the proposed buildings would create a reflection of the aircraft operation noise. This is not as simple as it looks as the noise emissions can have a considerable difference depending on the type of aircraft type of operation etc... but I accept the approach and the model limitations. It is not explained in the report what building height was used in the noise model calculations specially for the first row of buildings facing the airport runway.

The report states that the sensitive receptors at Southampton Road are not likely to be meaningfully influenced by the development regarding aircraft operation noise. I accept the findings and have no further question however this should be revised when the final layout is decided. I would suggest a condition that requests that the noise modelling regarding the aircraft operation noise should be revised when the height and the layout of the proposed buildings is decided specially for the first row of buildings facing the airport runway.

As an observation would be useful in future to add the dB metric in the legend of the noise contours figures.



Access road noise – The report states that an additional 3992 vehicle movements (two-way), 961 of which will be HGVs, will pass along Mitchell Way each day and Table 2 explains that there will be minor exceedance at the closest residential properties when windows are open during the daytime and nighttime as per British Standard BS 8233 criteria. This exceedance is justified suggesting that dense vegetation between the access road and receptors to the north will lessen annoyance related to road traffic noise due to the presence of greenery and visual screening. Dense vegetation should not be used as a noise mitigation tool to justify noise impacts.

Can some proper mitigations measurements be proposed? Limiting nighttime delivery hours perhaps, screening (not by dense vegetation) ?

Regarding the cumulative noise from the developments that are not currently in place or operating but already agreed the report states "that the cumulative noise of the operation of these developments is acceptable and the residents in external areas will perceive the additional noise events, but given the context, are unlikely to perceive the cumulative impacts negatively in such way as to result in adverse health impacts". Can you please

explain how someone can “perceive” more noise events and not define it as a negative impact ?

“Typically, residents in an area close to an airport and existing works noise will contextually expect/accept intermittent working noise throughout the day” this justification it’s hard to accept. This simply translates to residents that live next to an active airport and therefore an area more exposed to noise makes it therefore acceptable to add other noise sources. This may be acceptable for additional aircraft movements but not for 3992 vehicle movements, 961 HGVs daytime and nighttime and the overall noise level arising from the operation of other neighbouring industrial sites.

The explanation regarding cumulative plant noise present in the report - “unlikely to be perceived as a simple sum of noise levels. In practice, the cumulative impacts are likely to be two different sources of noise perceived separately, the risk being, lack of respite from noise” – For a resident doesn’t really matter if the noise is perceived as one, two or ten different sources, and for that exact reason my request for a cumulative noise assessment, I understand it’s not easy to carry this task but this is critical to mitigate background noise levels “creep up”.

Instead of justifying adding noise to an already noisy area I was expecting to see what active measures can be proposed to mitigate background noise levels “creep up”. Therefore, my comment is still valid regarding the potential risk of a cumulative noise impact and how can this be minimized.

I find the explanations present in the report based on words as “perception” and “notably” and this is not the way a noise report should justify its findings. We are looking for solutions not justifiable ways to say it’s acceptable to add more noise to an area already affected by noise because it isn’t.

Thank you

Andre Pires

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