

NOISE REPORT

Proposed Redevelopment, 58-64 Station Road, Hayling Island, Hampshire PO11 0EL

To accompany a full planning application.

This report relates to the proposed 5 no. residential units included in the above application which may potentially be subject to nuisance from noise.

Potential Noise Sources

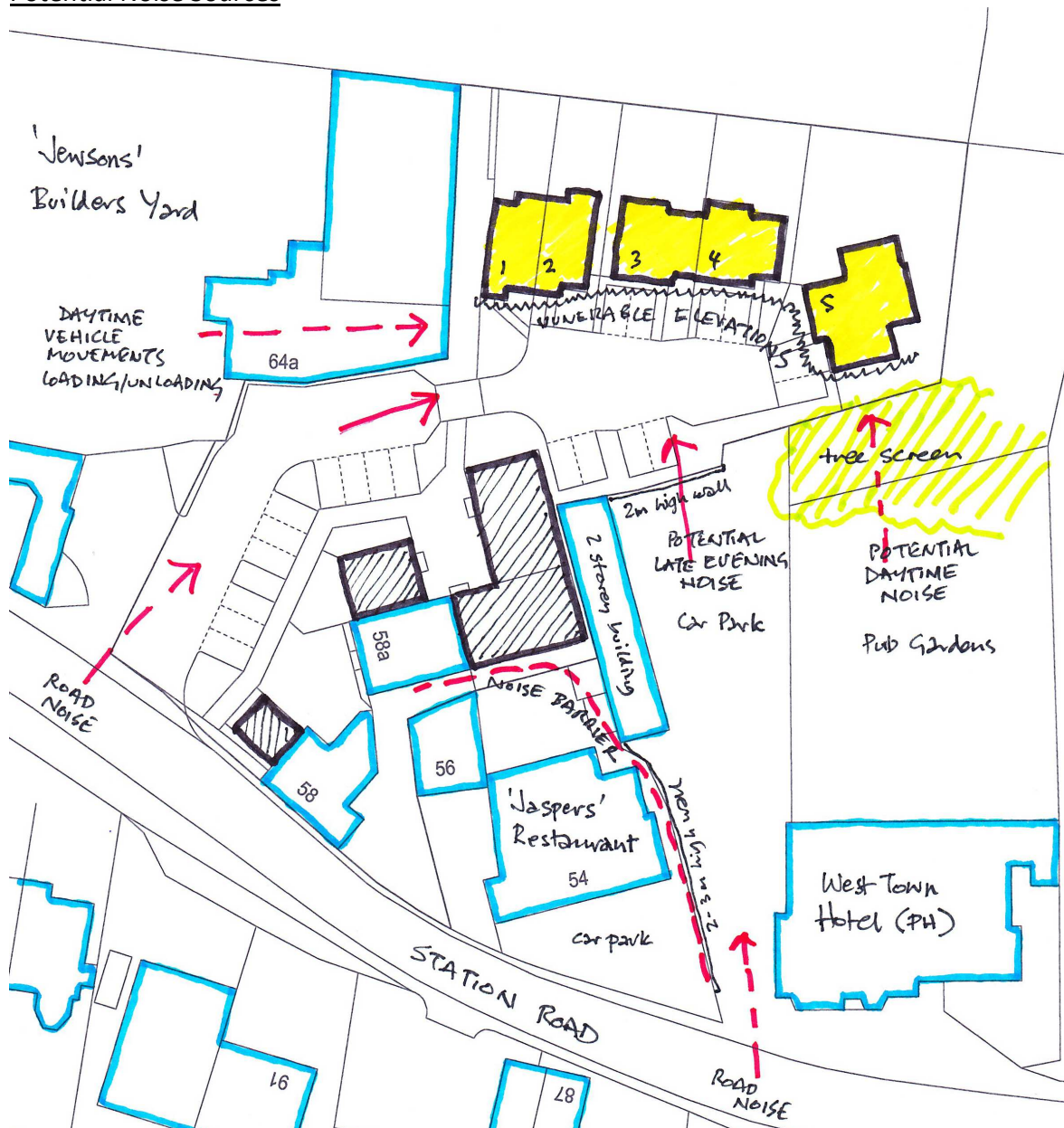


Diagram 1: Analysis of Potential Noise Sources.

1) Traffic noise from Station Road

Station Road is the main traffic route between West Town and areas to the west of Hayling Island. These are mainly residential areas. Holiday traffic and heavy goods vehicles tend to use Sea Front road to the south. Station Road is not a through route and therefore traffic levels are relatively low and reduce significantly during late evening and overnight.

The distance to the road is a minimum of 55m at the nearest point of House 1 to the west increasing to approximately 65m at House 5 to the east. The houses would be, to some extent, screened by the existing and proposed buildings. These factors would reduce the potential impact of road noise on the dwellings and therefore this noise source is not considered to be significant.

2) Jewsons Builders Yard

Normal opening hours are 7.30am - 5.00pm Monday to Friday, 7.30am - 12.00am Saturday, closed on Sundays. The main noise generators are customers vehicle movements, fork lift operations and loading/unloading by delivery vehicles. This branch is small and relatively low key as it only serves locally based customers. A larger branch is located in Havant which also serves areas of North Hayling.

The proposed houses would be masked to a large extent by the sales and showroom building which has a flat roof height at the southern end of approximately 3.5m with the larger part to the north having a ridge height in excess of 4.5m.

There is no potential for noise nuisance outside of normal hours of business.

3) 'Jaspers' Restaurant

Normal opening hours are 12.00am - 2.30pm, 6.30pm - 11.00pm Wednesday to Friday, 6.30pm - 11.00pm Saturday, 12.00am - 3.00pm Sunday, closed Sunday evening and all day Monday and Tuesday.

This is a small restaurant with a mostly local clientele. There is very limited car parking on the Station Road frontage.

There is a very small potential for noise from customers arriving and leaving but the entrance and car parking is on the south side and would be masked from the housing development by the building itself, the high wall on its eastern boundary and the existing and proposed buildings to the north and west. It is therefore considered to be of low potential as a noise source to the residential development.

4) West Town Hotel (PH)

This public house is located directly onto Station Road and has a rear car park and gardens on the north side adjoining the southern boundary of the proposed housing site. The car park has limited space for 10 cars. The restaurant presently has 20 covers. There are also a total of 8 hotel rooms on the first and second floors.

This pub has historically struggled commercially as it competes with several popular local restaurants in West Town and particularly the Barley Mow pub nearby at the east end of West Town. There is a very small regular local clientele and some additional but limited trade with holidaymakers in the summer months. It has been marketed for several years as a going concern or potential for other uses but without success.

The pub has the potential for some minor noise nuisance from patrons using the car park, mostly in the late evenings. There might also be some noise generated by users of the pub garden in the summer months but there would be some attenuation given by the existing dense tree screening at the northern end. The pub traditionally has not generated loud noise from within and it is not thought to have a current music licence.

5) Proposed Commercial Development

The expansion of the commercial development provides office space in addition to that already provided at nos. 58 & 58a Station Road. The potential for external noise from the internal operations is insignificant due to the nature of the use. The main noise generator would be from users of the designated office car parking but this would be limited and only during normal daytime business hours.

The presence of the office buildings would make a positive contribution to the quietness and privacy of the residences due to their masking effect from other potential noise sources.

6) Other Potential Sources

The land to the north of the development site is currently vacant with outline planning permission for housing. The area to the east of the site is all residential and has very limited potential for noise nuisance due to its distance and layout.

Evaluation of Potential Noise Nuisance

- 7) The main sources of potential noise nuisance are from the Builders Yard and the pub. The other sources listed above are considered to be of no real significance with regard to noise than would be generated within a typical residential area, especially given the location of the site close to a local centre.

- 8) The Builders Yard would only cause limited nuisance due to its early start of 7.30am on Monday to Saturday. The only potential for late evening disturbance, though again limited, would be from the pub, particularly around closing time. This disturbance is not expected to be significant as most patrons are local and arrive on foot. The car park is therefore not heavily used. However, some mitigation measures against potential noise nuisance should be considered.

Proposed Mitigation Measures

- 9) The main direction of potential noise sources are to the south and east of the housing site. Therefore, mitigation measures would be tailored accordingly on the sides of the dwellings most exposed to these sources.
- 10) Houses built to modern standards can achieve much higher levels of airtightness than was achieved with older traditional forms of construction. This is particularly true of prefabricated SIP systems which would be adopted in this instance. Airtightness contributes significantly to good sound insulation. Whole house ventilation and heat recovery systems can also be used to not only increase thermal efficiency but to remove the necessity of opening windows in order to ventilate the property. It also eliminates the need for trickle ventilators which can be a weak point for noise to enter. Modern double glazed sealed units provide good levels of sound insulation in themselves when fitted into well weather stripped and airtight window systems. These can be further enhanced using specialist glass designed specifically for the purpose.
- 11) As the level of noise nuisance is not considered to be high, the main rooms which need protecting are the first floor bedrooms which face towards the south and east. The ground floor living rooms are less critical as they are afforded some protection from the southern boundary wall and the ambient noise level likely to be generated within the room itself. Rooms for sleeping are obviously the most critical.
- 12) The proposed mitigation measures which would be provided are as follows:
- (a) Adoption of a SIP construction system to achieve high levels of airtightness to each dwelling.
 - (b) Provision of whole house ventilation and heat recovery systems to avoid trickle ventilators and maintain fresh air without the need to open windows.
 - (c) Provision of high quality PVCu window specifications with high levels of airtightness by integral weather stripping.
 - (d) Provision of 28mm (4/20/4) argon filled sealed units to all windows and external doors throughout the property except the windows noted below to have additional sound insulation.

- (e) Provision of 28mm argon filled sealed units to windows marked 'X' on Diagram 2 below. Sealed units to have outer pane of 6mm Pilkington 'K' glass or equivalent and inner pane of Pilkington 6.8mm 'Optiphon' or equivalent laminated acoustic glass incorporating a special PVB (PolyVinyl Butyral) interlayer.

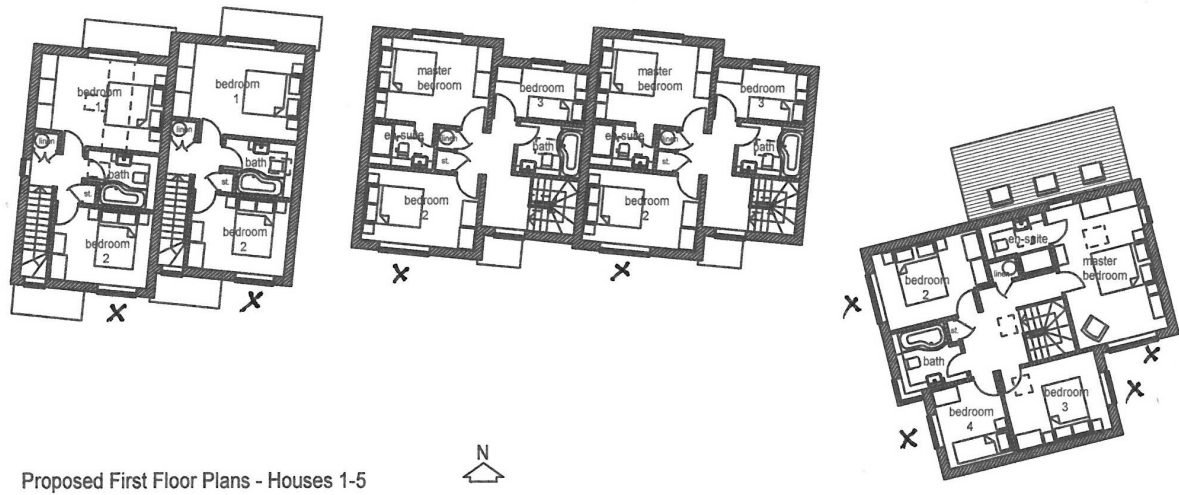


Diagram 2: Positions of Proposed Acoustic Insulating Windows.