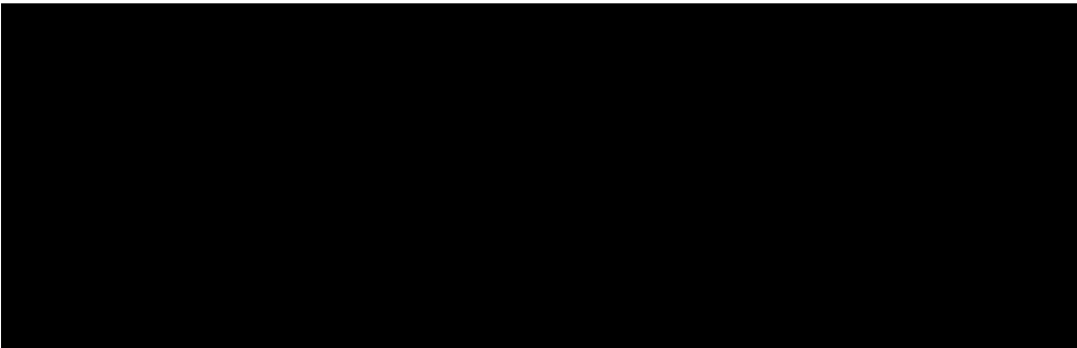




From: Carol Reynolds
Sent: 22 February 2018 14:06
To: Michael Eastham
Subject: FW: Draft report on Lyminster Bypass (LU/278/17/RES)

Dear Michael,

I have made the following adjustments to your text , which I trust will be acceptable to you.

I would be obliged if the following condition could also be applied in this case:

Environmental Health: Each parcel of land flanking the new road which contains, or will contain residential or mixed residential use to be provided with a scheme of noise mitigation, including good design layout, which demonstrates the ways in which internal sensitive receptors and external amenity space thereto will comply with guidance provided within BS8233:2014, Guidance on Sound Insulation and Noise Reduction for Buildings. Such mitigation measures as may prove necessary to be specified and such a scheme to be approved in writing by the local Planning Authority before any commencement of works. Any mitigation works specified in the approved scheme shall then be carried out in accordance with the approved details and retained thereafter. Please give clear detail of the location, height and structure of any proposed acoustic barrier together with facility for the ongoing maintenance of this. Also, clear detail of which residential units will be fitted with a particular class of glazing and acoustically treated passive or acoustically treated mechanical ventilation. I would particularly draw your attention to the newly constructed 3 storey flats and 26 proposed new homes to the west of the new road, (these 26 houses being to the immediate north of the railway line and south of Toddington Lane) and proposed Residential Home to the east of the new road.

From: Michael Eastham
Sent: 21 February 2018 14:17
To: Carol Reynolds
Subject: Draft report on Lyminster Bypass (LU/278/17/RES)

Hi Carol,

Please could you have a look at the following text.

ADC ENVIRONMENTAL HEALTH:

Clarification requested by Environmental Health on:-

1. information contained in the submitted Noise Report regarding the impact of the proposed bypass on dwellings at Toddington Park. The Noise Assessment proposes a 3.0 metre high acoustic barrier to extend around properties Numbers R1-R10 Toddington Park and somewhat to the north of this. The applicant responded that the dwellings that will receive the 7.4dB reduction in noise levels as a result of the 3.0 metre high barrier are Number 14 Toddington Park and Number 23 Toddington Park. These receptor locations are shown on the updated version of Drawing Number SK02, submitted on 10th January 2018.
2. An error in Table 6.2 of the Noise Report which has now been corrected to read : "Table 6.2 above shows that when the differences between the baseline 2013 flows and the 2032 'with' development scenario are compared with the long-term noise change criteria given in Table 2.1 of this report, all of the representative receptors would be considered to have a negligible 'to significant' adverse impact.
3. Compliance with BS8233:2014 - "Guidance on sound insulation and noise reduction for buildings," both in habitable rooms and the amenity space to these dwellings, as described in pages 254/5, s10.3.6 of the Environmental Statement. The applicant has confirmed that within the original Environmental Statement submitted with the outline planning application (LU/47/11), consideration was given to the effects of noise affecting proposed residential properties and the BS 8233 criteria was used accordingly with respect to existing ambient noise sources and noise from commercial activities. However, *'Environmental Health agree that as stated by the applicant' BS 8233 criteria are not the most appropriate standard by which assessment of the effects of the proposed new bypass should be undertaken.* The scope of BS 8233:2014 specifically "does not provide guidance on assessing the effects of changes in the external noise levels to occupants of an existing building." As such, the guidance within the Design Manual for Roads and Bridges (HD213/11) and the 1975 Noise Insulation Regulations (as amended 1988), which do provide guidance for the assessment changes in noise levels as a result of new road developments, were used within the assessment.

The applicant has also stated that 'None of the representative receptors are predicted to experience levels in excess of 68 dB LA10, 18 hour and therefore are not eligible for any additional insulation as specified in the Noise Regulations 1975.'

CONCLUSIONS

NOISE & RESIDENTIAL AMENITY

Policy QE DM1 of the modified eALP says: "new noise generating development proposals will need to be supported by a noise report which provides accurate information about the existing noise environment, and the likely impact of the proposed development upon the noise environment. The report must also demonstrate any mitigation measures require to ensure noise is managed to an acceptable level".

A noise report has been submitted by the applicant as part of LU/284/17/DOC, to discharge conditions 36 and 37 imposed on the outline planning permission (LU/47/11). The noise report recommended that a 3.0 metre high acoustic barrier was required along the eastern boundary of the Bypass adjacent to the existing residential property boundaries at the proposed new southern roundabout with Worthing Road, so as to reduce traffic noise levels by up to 9.3dB (decibels). Environmental Health is satisfied with the results of the noise modelling.

The erection and retention of an acoustic barrier alongside the Lyminster Bypass, backing onto the rear gardens of residential properties in the vicinity of the proposed new roundabout on Worthing Road, would have a visual impact upon the amenity of local residents, but this needs to be measured against the noise emissions from the vehicles

travelling along the Bypass. It is considered that the higher the acoustic barrier is, the lower the noise emissions and the lower the acoustic barrier is, the higher the noise emissions will be. On balance, it is considered that the visual impact of a 3.0 metre high acoustic barrier, as proposed by the applicant, would be acceptable when measured against the noise levels emitted by vehicles travelling along the southern section of the Lyminster Bypass.

***** It is considered necessary to require noise mitigation measures along the part of the southern part of the Bypass from the proposed bridge over Toddington Lane to the proposed northern roundabout so as to mitigate the noise impact from vehicles on the bypass upon the residents of the houses and apartments that have recently been constructed within Phase 1 of the North Littlehampton SDA which would back onto the proposed Bypass. *****