Planning Application - part 1
A1. Applicant Details

Organisation	HR Property Investment & Development		
	Title	**Forename**	**Surname**
Name	Mr	Paul	Hazledene

A1.1 Address Details

Name or flat number	
Property number or name	109
Street	Church Road
Locality	
Town	Hove
County	East Sussex
Postal Town	
Postcode	BN3 2AF

A1.2 Communication Details

	Nat Code	**Extn No.**
Telephone No.		
Daytime Telephone No.		
Fax No.		
Email Address		
DX Number		

ADUR DISTRICT COUNCIL
PLANNING DIV
PLAN NO: ADC10028167
DATE RECEIVED: 19 JAN 2007

A2. Agent Details

Organisation Turner Associates

	Title	Forename	Surname
Name	Mr	Scott	Theobold

A2.1 Address Details

Name or flat number

Property number or name 19a

Street Wilbury Avenue

Locality

Town Hove

County East Sussex

Postal Town

Postcode bn3 6hs

A2.2 Communication Details

	Nat Code	Extn No.
Telephone No.	01273203230	
Daytime Telephone No.	01273203230	
Fax No.	01273321687	

Email Address scott@taarchitects.co.uk

DX Number

1. Site Address Details

1.1 Address Details

Name or flat number	Harbour House
Property number or name	121-123
Street	Gardner Road
Locality	
Town	Southwick
County	West Sussex
Postal Town	
Postcode	BN41 1SX
UPRN	0
Location	

2. Description of the Proposed Development

Development Description

Revision to existing permission ref: SW/82/05/TP - creating an additional dwelling through new works and changing 2 x 2 bed units into 2 x 1 bed units from the previous permission.

3. Type of Application

Type

__ Outline
__ Approval of Reserved Matters
X Full
__ Renewal of temporary permission
__ Renewal of unexpired permission
__ Removal of Condition
__ Variation of Condition

Outline or Reserved Matters Applications. Following recent legislation changes to outline permission please read the help-text for new requirements.		
	Layout (Previously Siting)	__ Yes X No
	Scale (Previously Design)	__ Yes X No
	External Appearance	__ Yes X No
	Means of Access	__ Yes X No
	Landscaping	__ Yes X No

Reference Number of existing application	
Date of previous decision (yyyy-mm-dd)	
Condition Number	

The existing pitched roofs will be retained and repaired where necessary. The new roof will be flat will a metal profile fascia

Site boundaries (fences, walls, etc.), driveways, paved areas and other hard surfaced areas

A new rendered planted wall will be constructed to back of pavement to the A259, with soft and hard landscaping behind. A communal garden is created in front of the car parking facing onto the A259 which will be in granite setts. To the rear the parking will be tarmacadam, with pavers for pedestrian areas.

8. Site Area & Floor Space

Site Area: 1628

Units: X square metres _ hectares

Width of site frontage: 53 metres

Is the application for new building works? X Yes _ No

Please state the existing floorspace of the building: 1265 sq.m

Please state the proposed new floorspace: 1517 sq.m

Is the proposal for a change of use? X Yes _ No

Please state the floorspace related to the change of use: 1265 sq.m

Does the proposal involve the removal or demolition of any part of the existing building? X Yes _ No

Description of removal/demolition

Much of the existing internal layout will be altered for the conversion, however much of this is lightweight office partitions.

9. Existing Uses

Current use of land or building

B1 Office

If vacant what was the land or building last used for?

10. Residential Information

Select the type of land the development is on

X Brown-field
_ Green-field
_ Part Greenfield, Part Brownfield
_ Don't Know

Is the number of residential units changing? X Yes _ No

If Yes, fill out the table below:

	Existing	Proposed	Net Gain
Houses or Bungalows	0	23	23
Flats/Maisonettes/Apartments	0	0	0
Bedsits	0	0	0
Other	0	0	0

11. Interest

State the applicant's interest in the land

X Owner
_ Lessee
_ Prospective purchaser
_ Other

If Other give details

Does the applicant own or control any adjoining land? _ Yes X No
Has any part of the site been in council ownership? _ Yes X No

12. Height

State the height of the new development

11 **metres**

13. Car Parking

Please fill out the car parking space details in the table below:

	Existing	Proposed	Net Gain
Car Spaces	24	23	-1
Goods Vehicle Spaces	0	0	0

	Existing	Proposed	Net Gain
Cycle Spaces	10	29	19
Disability Spaces	1	2	1

14. Drainage

State method of disposal for surface water

Existing drainage

State method of disposal for foul sewage

Existing mains sewer connection

If septic tanks are used, have the ground conditions been investigated? If "Yes" submit the details with the application _ Yes X No

15. Previous Applications

Any previous known applications for this proposal? X Yes _ No

Reference Number SW/82/05/TP

Date of Application (yyyy-mm-dd) 2005-10-28

16. Details

Has the proposal for works or development already been carried out? _ Yes X No

Is the application for any of the following purposes listed below?

Industry	_ Yes X No
Office	_ Yes X No
Warehousing	_ Yes X No
Storage	_ Yes X No
Shopping	_ Yes X No
Any commercial use involving staff/parking/operating hours	_ Yes X No

Signature **Electronically submitted; no signature required.**

Agricultural Holdings Certificate

X None of the land to which the application relates is, or is part of, an agricultural holding. __ I have/the applicant has given the requisite notice to every person other than my/him/herself who, on the day 21 days before the date of this application was a tenant of an agricultural holding on all or part of the land to which the application relates as follows:

Signatory

	Title	Forename	Surname
Signatory	Mr	Scott	Theobold
Signature	**Electronically submitted; no signature required.**		
Date (yyyy-mm-dd)	2007-01-04		

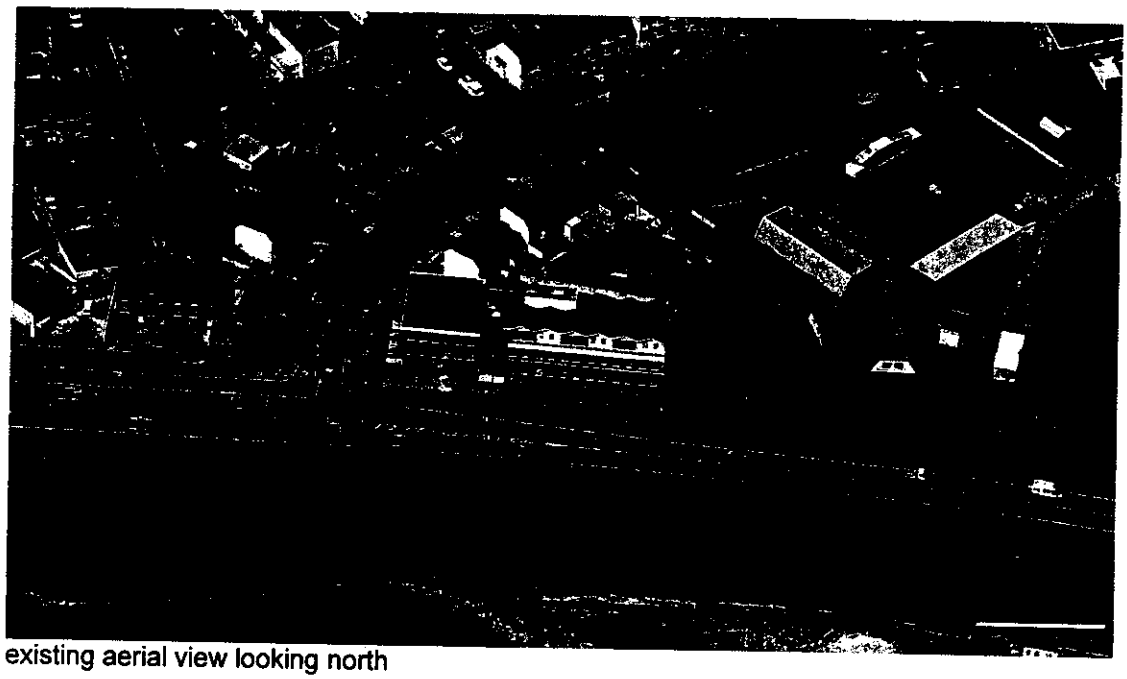
Under the provisions of the Planning Acts, if any person issues a certificate which purports to comply with the requirements of this Act and contains a statement which he knows to be false or misleading in a material particular, he shall be guilty of an offence. Please ensure that the information you have provided is accurate.

[redacted]

Turner Associates
Architects and Planning Consultants

DESIGN & ACCESS STATEMENT

Project: 121-123 Gardner Road, Southwick
Applicant: HR Property Investment & Development
Job No.: TA233



existing aerial view looking north

1. USE

The building is located in a predominantly residential area, and is currently the main office headquarters of a high street retailer.

The proposals are to retain the existing building, with conversion works and a roof extension to create 23 new residential units.

The proposals will utilise the existing parking areas, and in addition provide secure cycle storage, bin stores, communal garden areas, and new landscaping across the site. The existing building will be refurbished inside and out, with the elevations refreshed with new materials and new treatments, creating an attractive, clean and modern looking building.

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2. AMOUNT

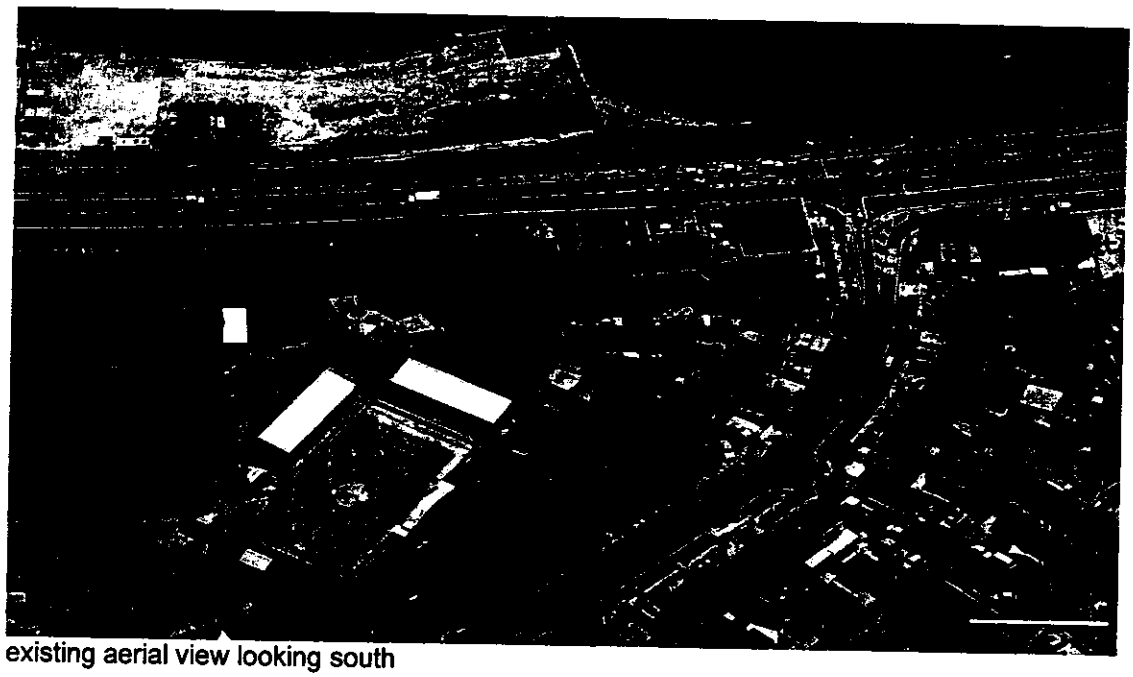
A new set back floor is created above the west part of the building, with each apartment given an external balcony. The accommodation comprises:
12 x 1 bed apartments
11 x 2 bed apartments
with:
25 car parking spaces
29 secure cycle spaces
Bin storage
Communal garden
Private front and rear gardens to ground floor units

3. LAYOUT

The site layout remains fairly unchanged from the existing, with the exception of the new feature walls, to the front areas.

The building will retain its relationship with the surroundings, however at ground floor level, the delineation of public / private space is much clearer with planted walls, rendered walls, planting, trees etc. all proposed to create a greater domestic emphasis.

The proposed apartments are all designed to maximise views, aspect to either east, south or west, and to minimise any overlooking onto existing residential properties.


existing aerial view looking south

4. SCALE

The scale of the existing building is enhanced through the works by reinforcing the existing form and establishing a refreshed contemporary style. The additional setback floor balances the building adding some height to the square form west block.

At ground level the scale is reduced to a more human scale with a landscaping scheme that adds feature planted walls, creating much more of a street scene.

5. LANDSCAPING

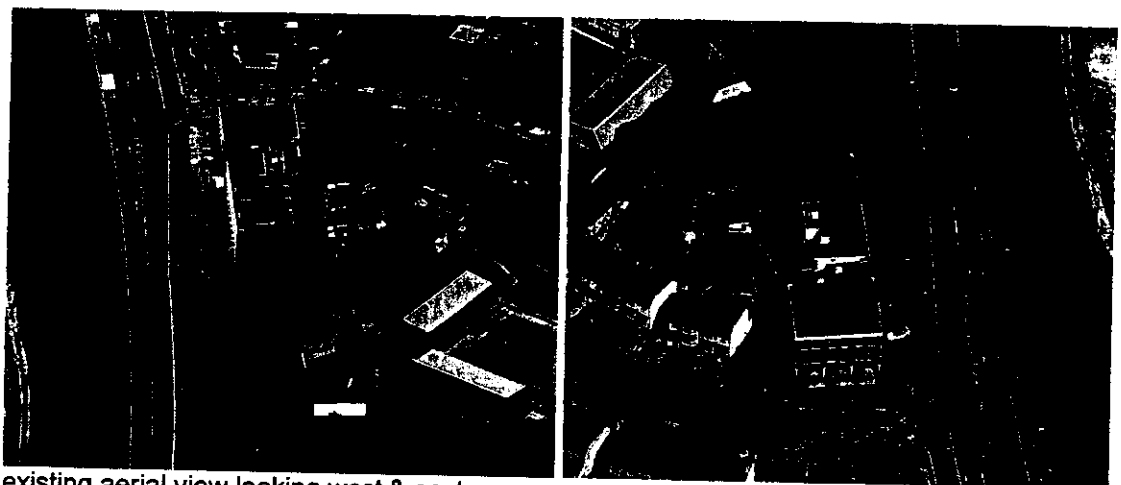
The landscaping proposed is intended to establish a new attractive residential outlook, with new planting, new spaces, and the delineation of private and public space.

A mixture of setts and pavers will be used for hardstanding areas to pedestrian access and garden areas.

We are also proposing a continuous planted masonry wall to the back edge of pavement adjoining the A259. This will provide privacy screening and protection from traffic noise to the ground floor flats, whilst providing an opportunity to enhance the building at street level, with an attractive structure and substantial greenery. Access to the ground floor flats is set behind the wall with a secondary private footpath to avoid any individual breaks to the wall.

Relief is provided by the horizontal slot with planters over. The planters are at eye level increasing privacy to the private garden area. An additional communal garden has also been created at the front of the western car park, providing further opportunities for substantial landscaping in lieu of the open hard paved area that unofficially currently accommodates additional car parking. The effect of all of these measures will be to greatly enhance the street scene, particularly at ground level.

Landscaping to the rear parking court is treated in much the same way as the front, with planted walls enclosing private rear gardens. Tarmac is retained for the parking, with pavers for new pedestrian access.



existing aerial view looking west & east

6. APPEARANCE

It is our intention to radically improve the appearance of the building, creating a contemporary style based upon the original form. The current building is broken into blocks with its use of light sand, and dark faced bricks. We have proposed additional materials including through colour white render, zinc standing seam cladding and locally sourced untreated sweet chestnut timber cladding, in order to lighten and renew the appearance of the building.

A patinised grey zinc cladding is proposed to the west block, which is already separate from the main building due to its staggered floor levels. The use of this material is seen as a crisp contemporary element and will break-up the overall mass of the building, whilst reflecting the industrial nature of structures within the nearby Shoreham harbour. A system of over cladding also affords an opportunity to greatly improve the thermal performance of the existing fabric.

The darker brick will be retained for the circulation blocks and across the ground floor of the south elevation. Above this we have proposed to extend the white render and introduce a zinc clad cowl around the balconies. This will connect the existing setback back storey to the main building.

The top floor setbacks will be clad in timber such as sweet chestnut that will not require any additional treatments or staining. The sweet chestnut weathers naturally to a pale grey and will provide a warm, soft cladding to the top floors. It can be sourced from local Sussex timber yards from trees that reach full maturity within 25-30 years.

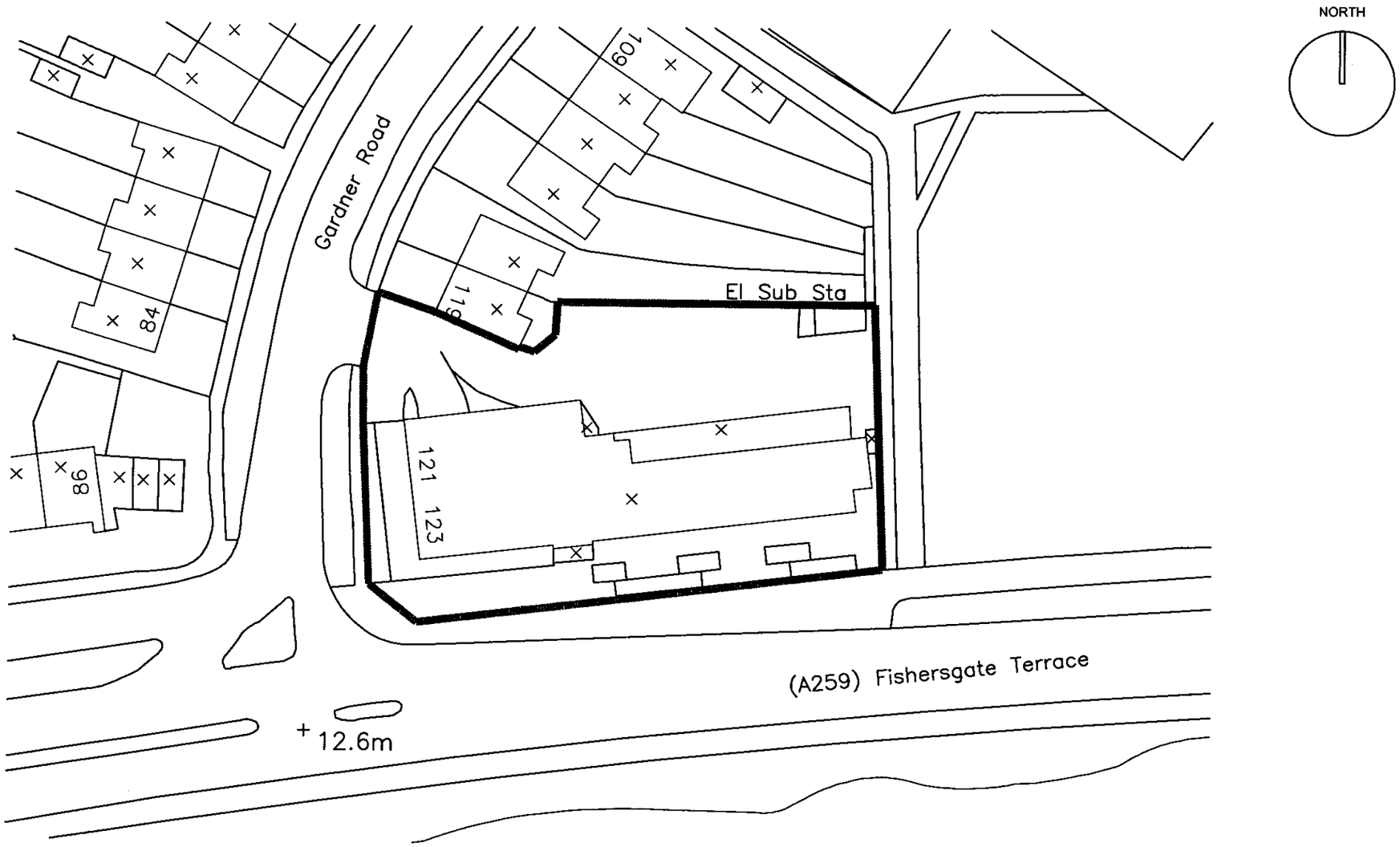
To the north side of the building the ground floor will be extended to match the face of the first and second storeys, constructed in matching dark faced brickwork. The communal entrance to the east side will also be treated with a new canopy, and glass enclosure.

7. ACCESS STATEMENT

Ground floor units along the east part of the building will have level thresholds to both the fronts and rears. The main entrance to the building will also have a level threshold, accessed from the street, which is linked without any steps from the allocated disabled car parking space.

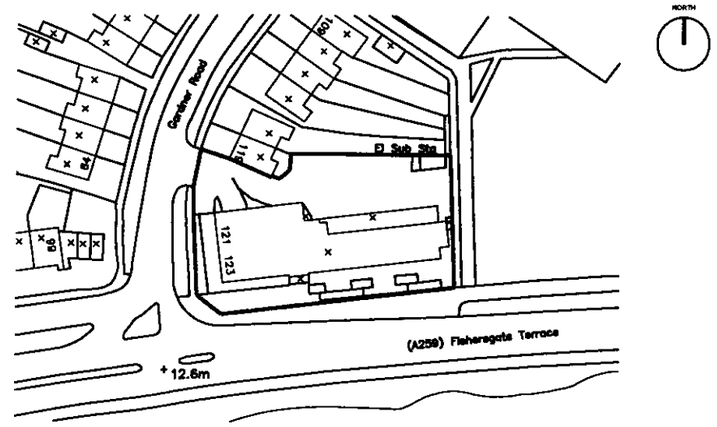
The existing staircases in the building are utilised for the proposals, and refurbished to meet the requirements of the ambulant disable, or those with impaired sight, as outlined in the building regulations part M. All communal corridors have also been designed to meet the requirements of part M.

Good vehicle access is retained off Gardner Road, plus very good public transport links with a bus stop close by on the A259, and Fishersgate station only a 5 min walk away.



EXISTING BLOCK PLAN 1:500@A3

SITE AREA INDICATED IN RED - 0.16ha (1628 sq m)



LOCATION PLAN 1:1250@A3

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client: HR PROPERTIES LTD

project: HARBOUR HOUSE

drawing: LOCATION PLAN

scale: see titles | date: Jan 07

drawn: ST | plot file: TA STANDARD

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Architects and Planning Consultants

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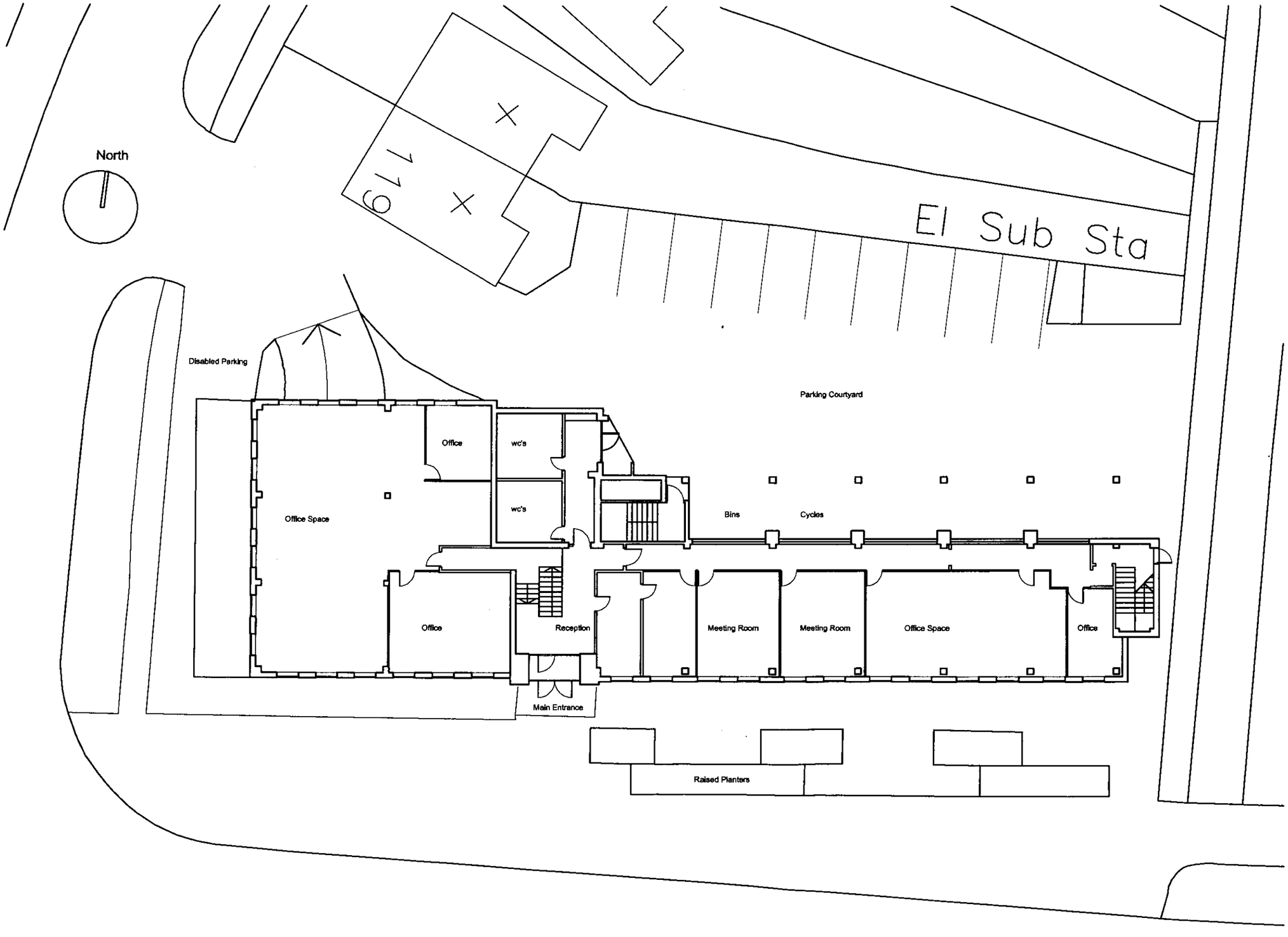

GROUND FLOOR:
gross internal floor
area - 473 sq m (5134 sq ft)

FIRST FLOOR:
gross internal floor
area - 544 sq m (5856 sq ft)

SECOND FLOOR:
gross internal floor
area - 248 sq m (2669 sq ft)

TOTAL:
gross internal floor
area - 1265 sq m (13,659 sq ft)

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client: HR PROPERTIES LTD

project: HARBOUR HOUSE

drawing: EXISTING GROUND PLAN

scale: 1:200@A3 date: Jan 07

drawn: ST plot file: TA STANDARD

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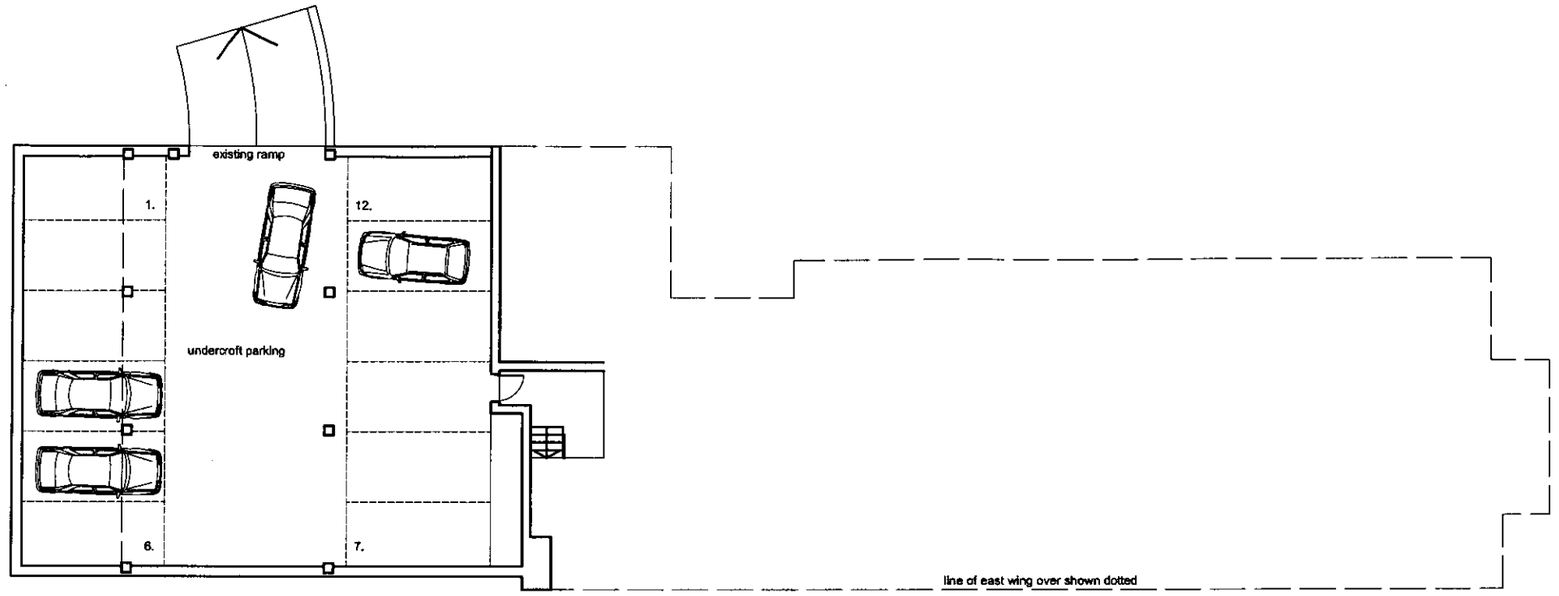
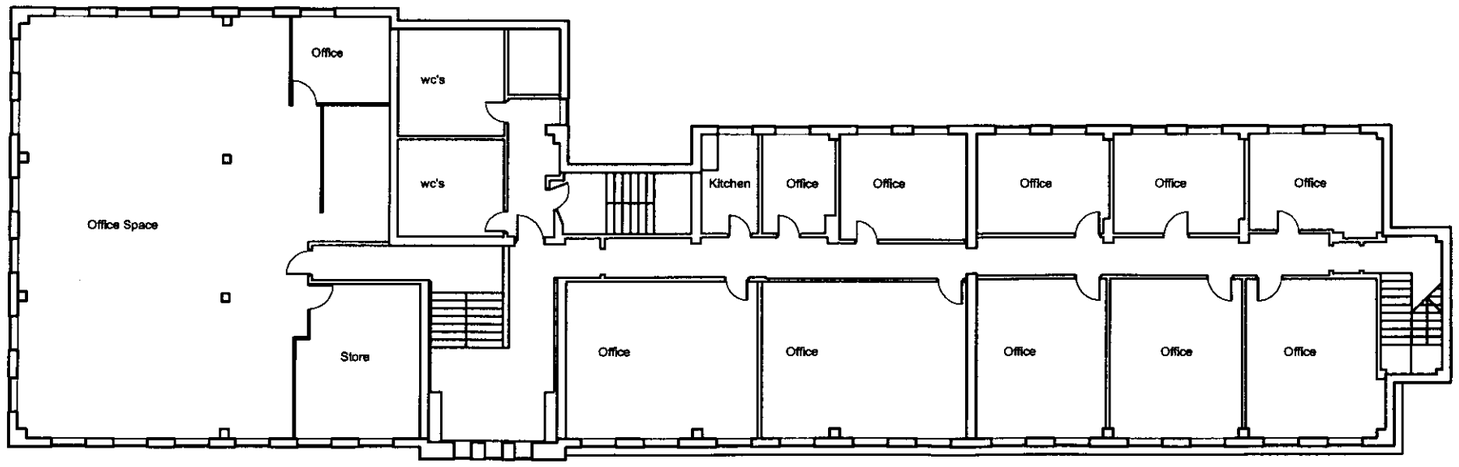
EXISTING GROUND FLOOR PLAN 1:200 @A3



EXISTING LOWER PARKING PLAN

North



EXISTING FIRST FLOOR PLAN

FIRST FLOOR:
gross internal floor
area - 544 sq m (5856 sq ft)

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client
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project
HARBOUR HOUSE

drawing
EXISTING LOWER GROUND & FIRST FLOOR PLAN

scale	1:200@A3	date	Jan 07
drawn	ST	plot file	TA STANDARD

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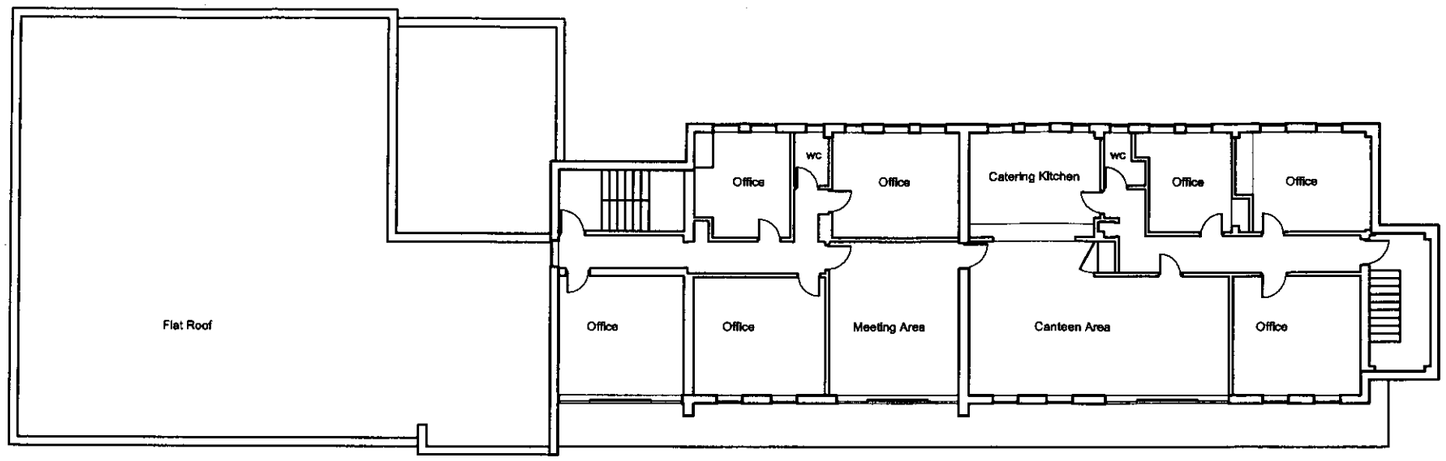
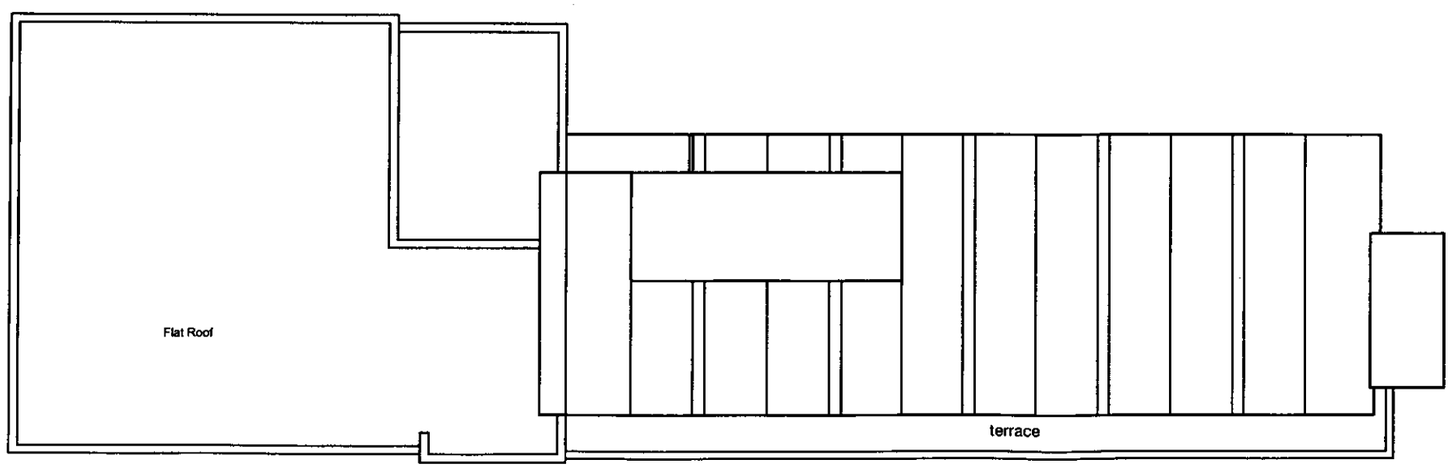


EXISTING SECOND FLOOR PLAN

SECOND FLOOR:
gross internal floor
area - 249 sq m (2680 sq ft)



EXISTING ROOF PLAN

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client
HR PROPERTIES LTD

project
HARBOUR HOUSE

drawing
EXISTING SECOND FLOOR & ROOF PLAN

scale 1:200@A3 date Jan 07
drawn ST plot file TA STANDARD

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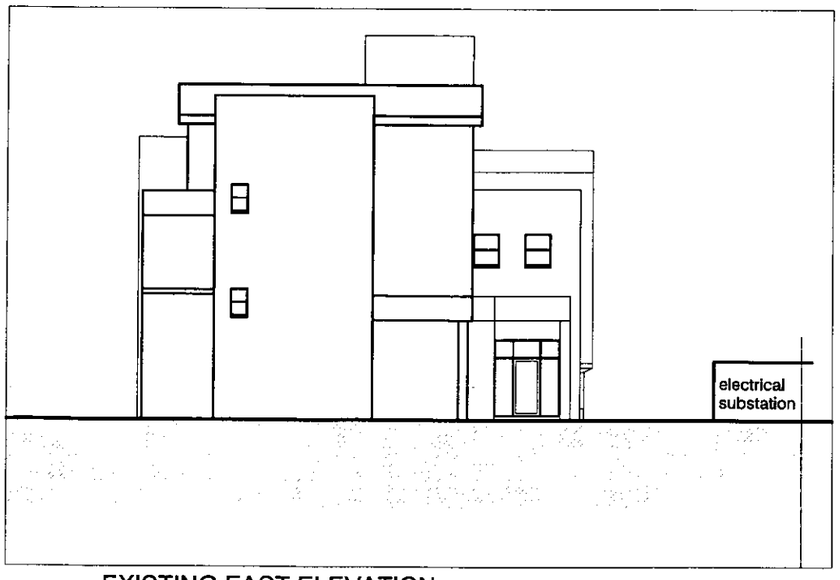
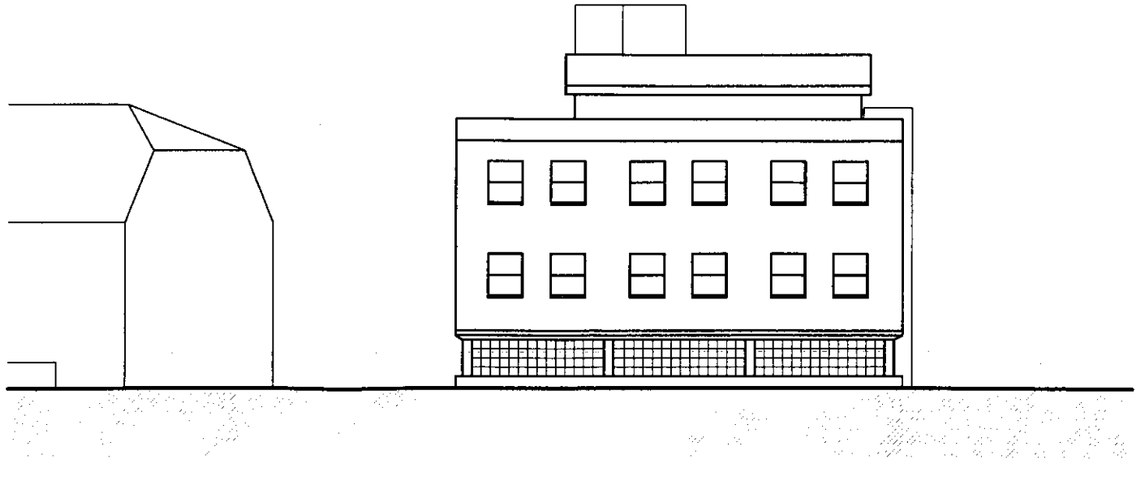
EXISTING SOUTH ELEVATION



EXISTING NORTH ELEVATION



EXISTING EAST ELEVATION



EXISTING WEST ELEVATION

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client: HR PROPERTIES LTD

project: HARBOUR HOUSE

drawing: EXISTING ELEVATIONS

scale: 1:200@A3 date: Jan 07

drawn: ST plot file: TA STANDARD

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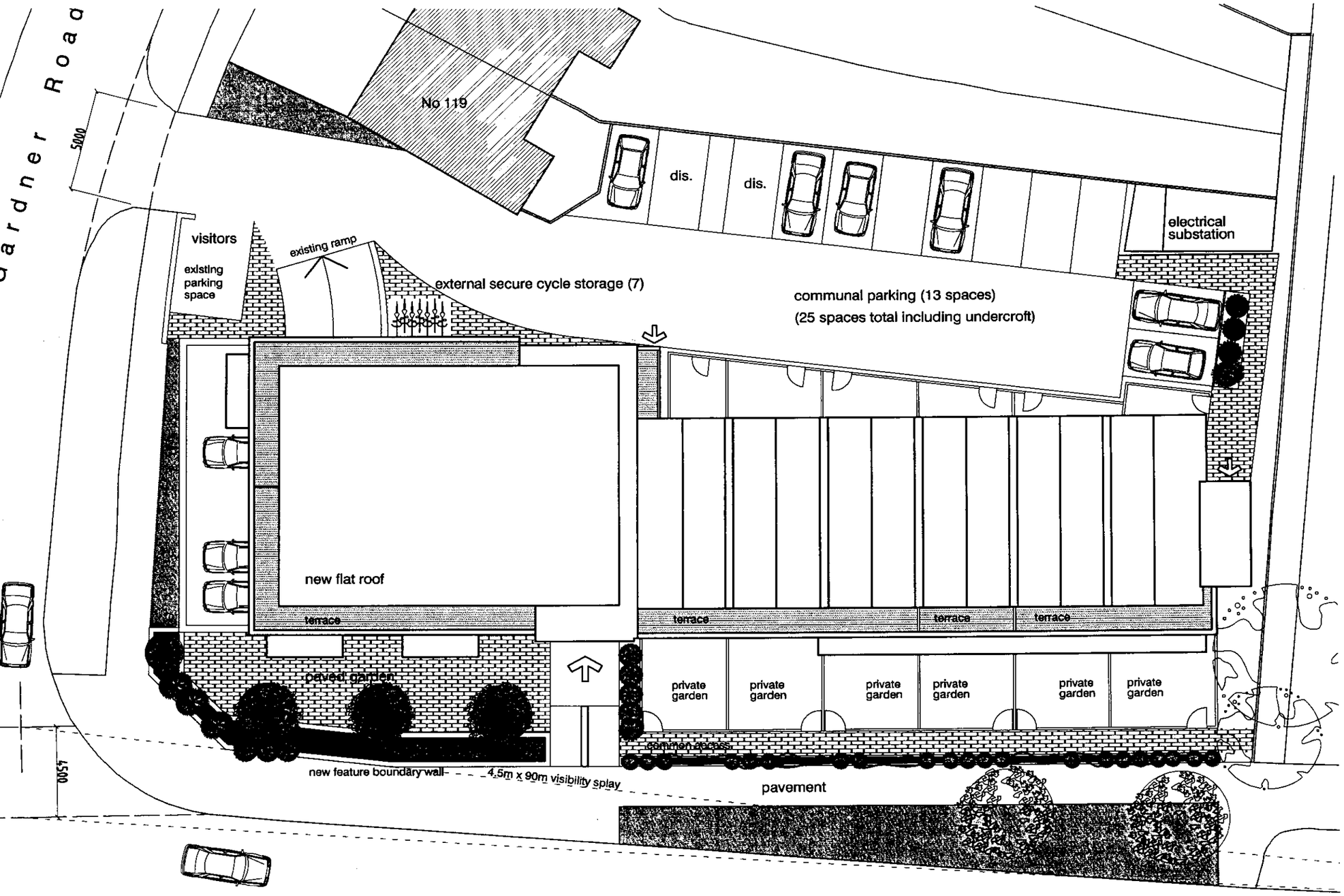

PROPOSED ROOF PLAN / SITE LAYOUT 1:200 @A3

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client
HR Property Investment

project
Harbour House
Southwick, West Sussex

drawing
PROPOSED SITE LAYOUT

scale 1:200@A3 date Jan 07

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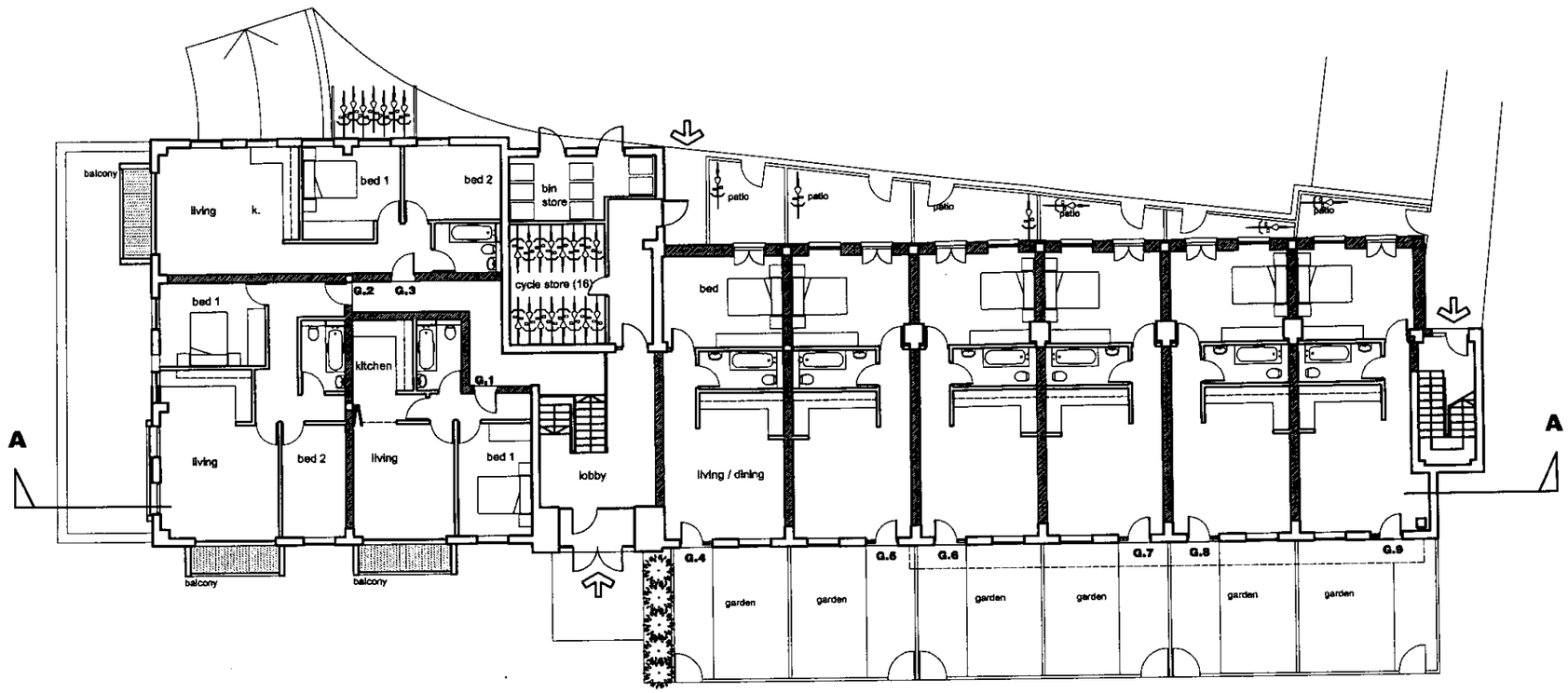
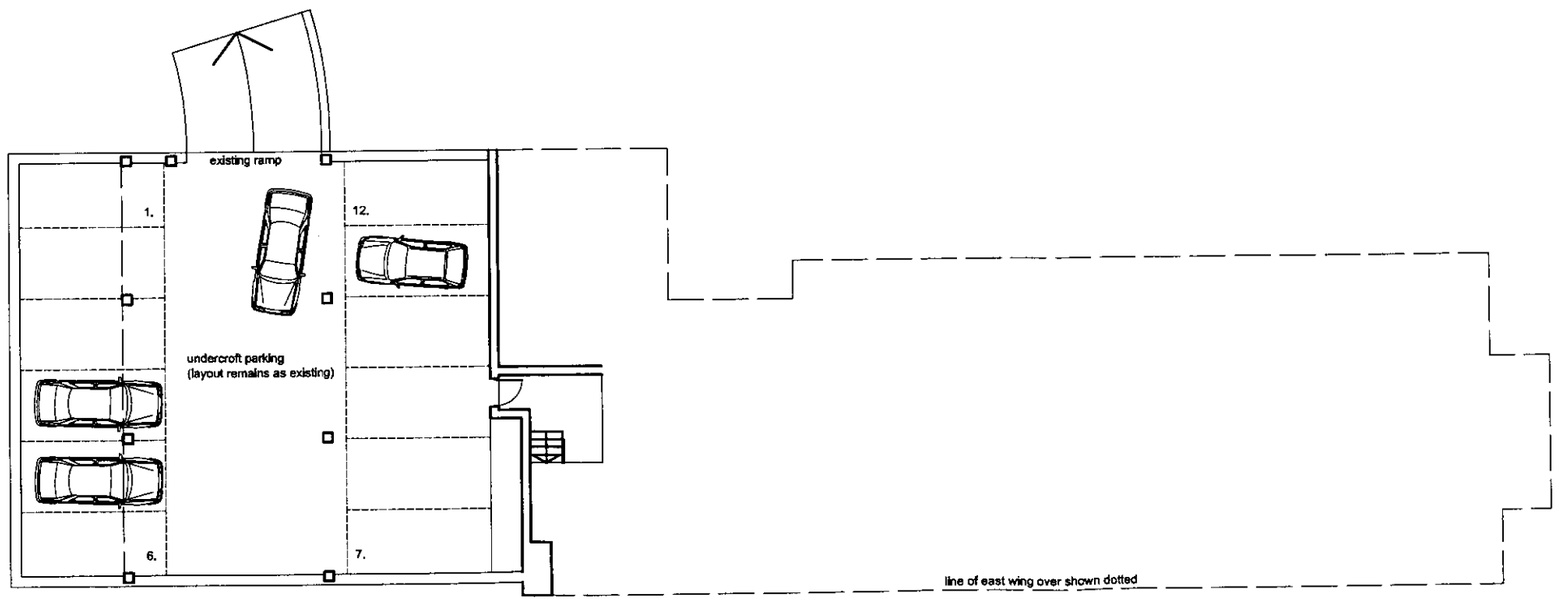


PROPOSED GROUND FLOOR PLAN 1:200 @A3



PROPOSED LOWER GROUND FLOOR PLAN 1:200 @A3

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A/DC/07/0028/07
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client
HR Property Investment

project
Harbour House
Southwick, West Sussex

drawing
PROPOSED LOWER GROUND & GROUND FLOOR PLANS

scale 1:200@A3 date Jan 07

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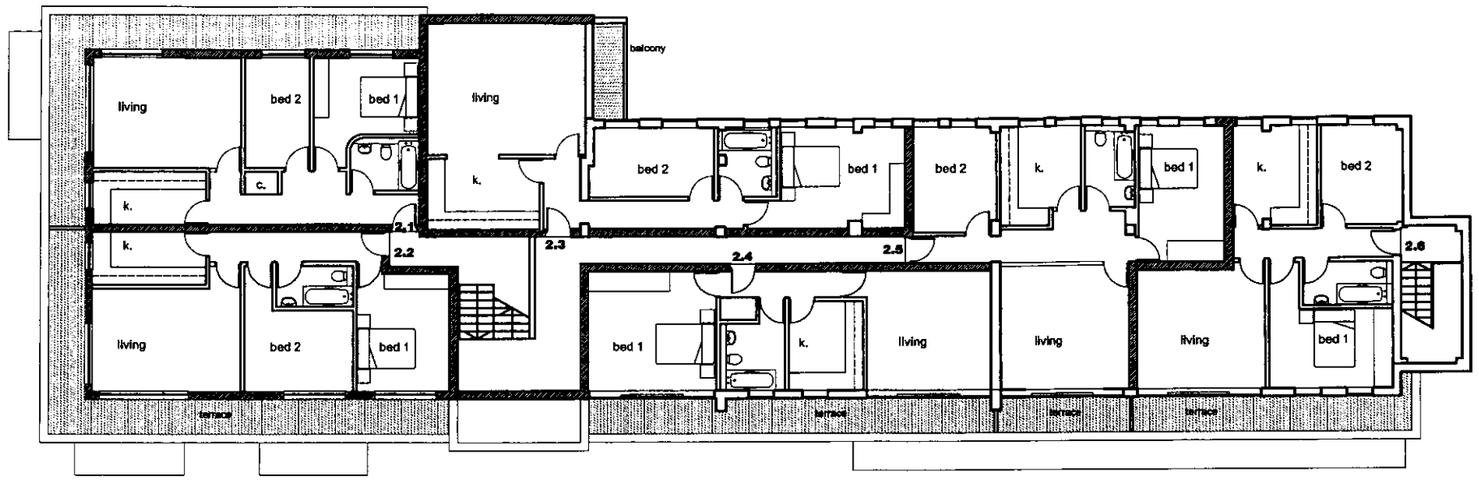
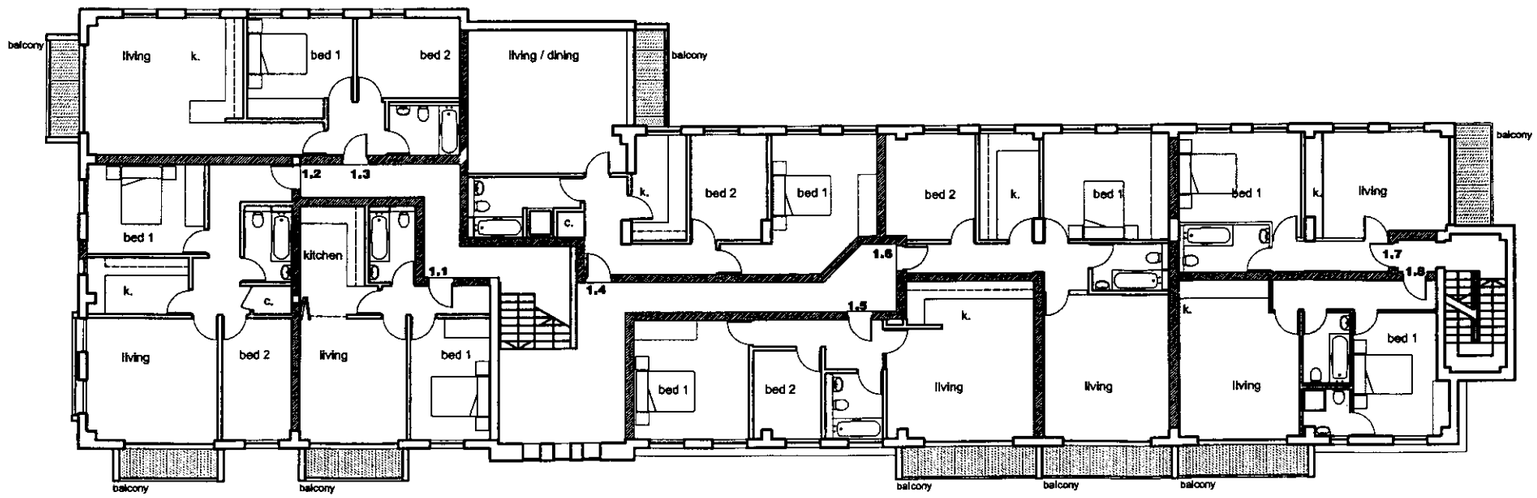


PROPOSED SECOND FLOOR PLAN 1:200 @A3



PROPOSED FIRST FLOOR PLAN 1:200 @A3

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PLANNING DIVISION
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client HR Property Investment

project Harbour House
Southwick, West Sussex

drawing PROPOSED FIRST & SECOND FLOOR PLANS

scale 1:200@A3 date Jan 07

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PROPOSED SOUTH ELEVATION scale 1:200@A3

OUR DISTRICT COUNCIL
PLANNING DIVISION
Ans 10028/07
JAN 2007



PROPOSED SOUTH (STREET) ELEVATION scale 1:200@A3

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client
HR Property Investment

project
Harbour House
Southwick, West Sussex

drawing
PROPOSED SOUTH ELEVATIONS

scale 1:200@A3 date Jan 07

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BN3 6HS

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PROPOSED NORTH (REAR) ELEVATION 1:200 @A3



PROPOSED WEST ELEVATION 1:200 @A3

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PLANNING DIVISION
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2007

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client
HR Property Investment

project
Harbour House
Southwick, West Sussex

drawing
PROPOSED NORTH AND WEST ELEVATIONS

scale 1:200@A3 date Jan 07

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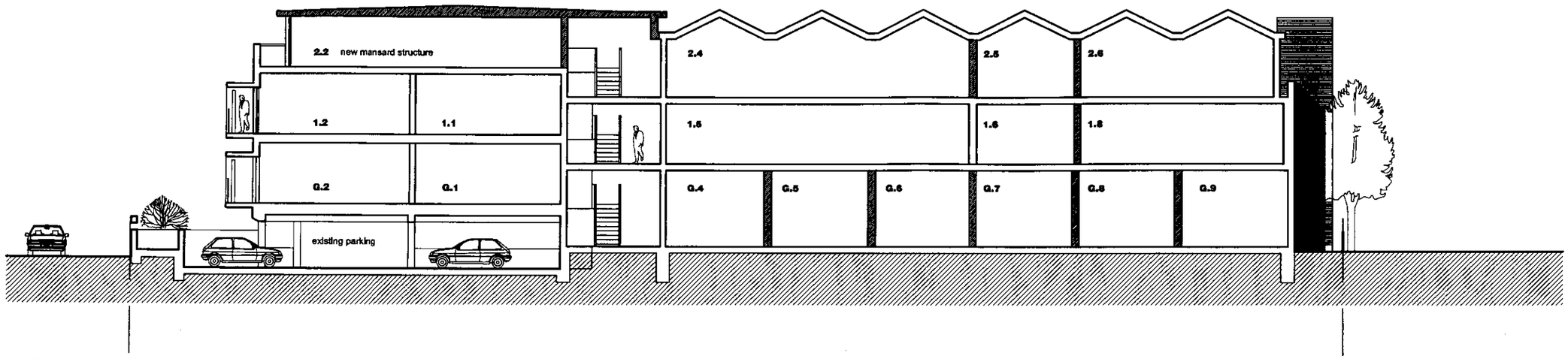
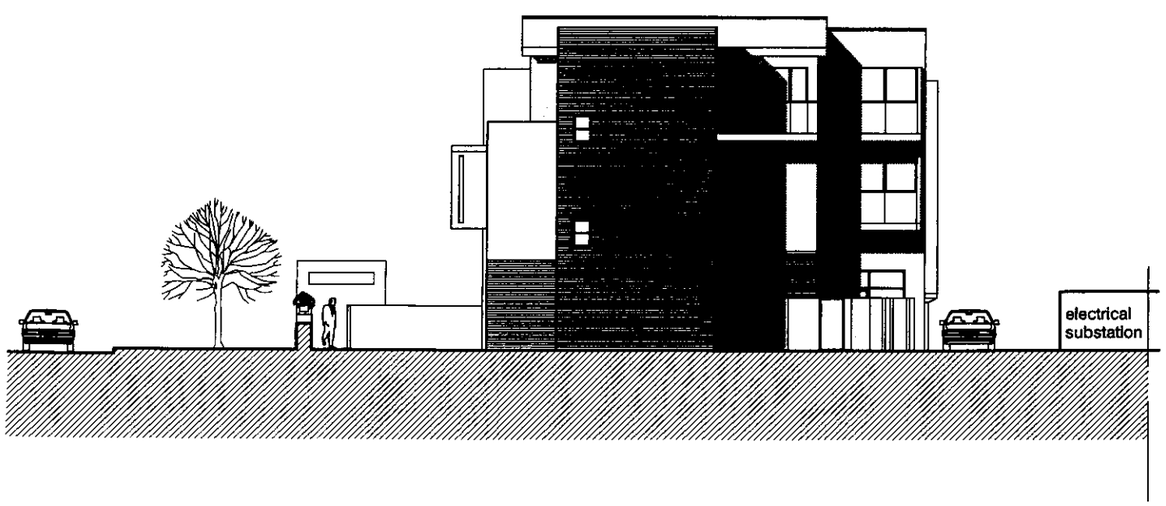


PROPOSED LONG SECTION A-A 1:200 @A3



PROPOSED EAST ELEVATION 1:200 @A3

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Ans/0028/07
2007

rev.	date

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client
HR Property Investment

project
Harbour House
Southwick, West Sussex

drawing
PROPOSED EAST ELEVATION AND SECTION A-A

scale 1:200@A3 date Jan 07

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Turner Associates
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TA 233 /P11 rev.





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...DISTRICT COUNCIL
...PLANNING DIVISION
Arc/0028/07
19 JAN 2007

Sketch view from junction of Gardner Rd and Harbour Lane

rev.	date

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client
HR Developments

project
Harbour House
Shoreham, West Sussex

drawing
sketch view 1

scale nts@A3 date Jan 06

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TA233 / P12 rev.



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PLANNING DIVISION
ADC10028107
19 JAN 2007

rev.	date

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client
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project
Harbour House
Shoreham, West Sussex

drawing
sketch view 2

scale nts@A3 date Jan 06

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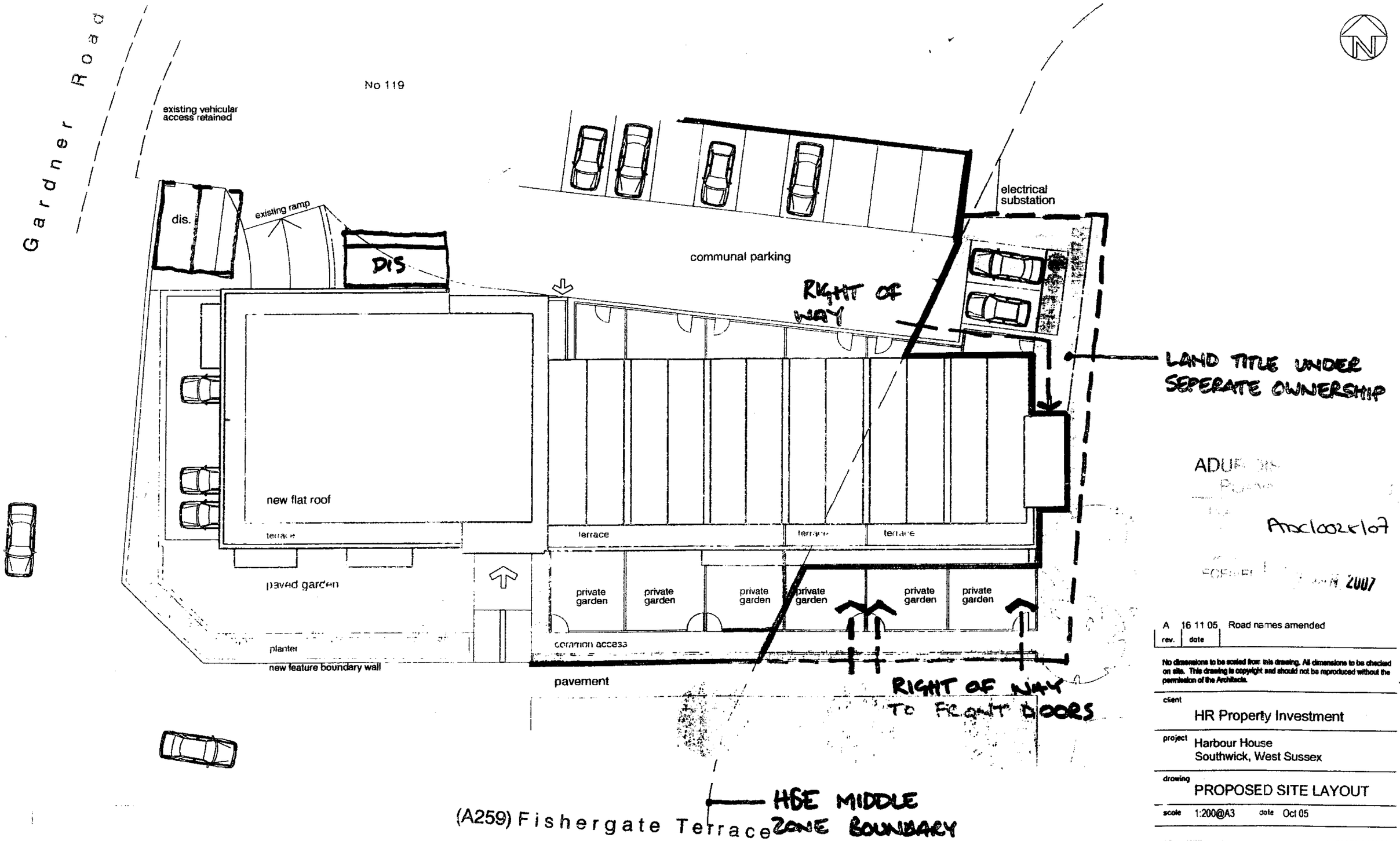
Turner Associates
Architects and Planning Consultants

rev.
TA 233 / P13

Sketch view - proposed south elevation



PROPOSED ROOF PLAN / SITE LAYOUT 1:200 @A3

ADUR DIS

Ad/c/0028/07

2007

rev.	date	
A	16 11 05	Road names amended

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client: HR Property Investment

project: Harbour House
Southwick, West Sussex

drawing: PROPOSED SITE LAYOUT

scale: 1:200@A3 date: Oct 05

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Turner Associates
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rev.

ST/lt/079

Jo Morin
Planning Department
Adur District Council
Civic Centre
Ham Road
Shoreham
W Sussex BN43 6PR

ADUR DI
PLANN
PLA
DA
RECEIVED: 19 JAN 2007
A/0028/07

9 December 2005

Dear Jo

Harbour House, Shoreham: SW/82/05/TP

Following our telephone conversation, I am enclosing the correspondence between the applicant and the HSE regarding the above site, resulting in the HSE's revised advice.

I have also included and marked up drawing PO6A, which shows how this would affect the proposed site plan. The HSE zone boundary is a best guess and as I described their drawing is a thick line on a small plan.

We trust this information is clear and will enable you to evaluate this issue and I look forward to hearing from you in due course. In the meantime, please do not hesitate to contact me if you require any further information.

Yours sincerely

SCOTT THEOBOLD

cc HR Property Investments & Developments

Hazardous Installations Directorate

Head Of Unit: Mr R S Woodward

Adur District Council
Planning and Development Services
Civic Centre
Ham Road
Shoreham-by-Sea
BN43 6PR

Your Ref: SW/18/05/TP

Our Ref: HID CI3D-2005-00813

6 December 2005

Dear Sir / Madam,

Land Use Planning Consultation with Health and Safety Executive [Town and Country Planning (General Development Procedure) Order 1995 (as amended), or Town and Country Planning (General Development Procedure) (Scotland) Order 1992 (as amended)]

Thank you for your correspondence regarding the proposal toConvert existing building to 22 apartments at 121-123 Gardner Rd, Southwick, received at this office on 06 Dec 2005. We have now considered the proposal and are able to give the following response.

The Health and Safety Executive (HSE) is a statutory consultee for certain developments within the Consultation Distance (CD) of major hazard installations, complexes and pipelines. This consultation, which is for such a development and also within at least one CD, has been considered using the details provided by you and HSE's assessment methodology. Only the installations / complexes and pipelines you advised us of with the consultation have been considered. Consequently, **HSE does not advise, on safety grounds, against the granting of planning permission in this case**.

If you have any queries related to this letter, please contact Paul Ventom on 0125 640 4066 at this office.

Yours faithfully

ADUR DIS... NCIL
PLANN...
PLAN
NO ADC10028107
19 JAN 2007

MR NR MARSH
HM Principal Inspector of Health and Safety

Priestley House Priestley Road Basingstoke RG24 9NW

ADUR
DISTRICT COUNCIL

Planning and Policy

Head of Division Centre
Peter Davies

Direct Dial :
Facsimile : 01273 263203
jo.morin@adur.gov.uk

01273 263231 Civic
Ham Road
Shoreham-by-Sea

Contact: Ms Jo Morin
Our ref: SW/82/05/TP
Your ref: HID C13D-2005
Date: 19 December 2005

Mr N R Marsh (Principal Inspector of Health & Safety)
Health & Safety Executive
Priestley House
Priestley Road
BASINGSTOKE
RG24 9NW

FAO: Mr Paul Ventom

Dear Sir,

RE: HARBOUR HOUSE, 121-123 GARDNER ROAD, SOUTHWICK: CONVERSION OF EXISTING OFFICES TO 22 RESIDENTIAL APARTMENTS WITH ADDITIONAL STOREY ON WEST PART AND 25 PARKING SPACES

I refer to your letters dated 10 November and 6 December 2005 in connection with the above-mentioned current planning application (ref: SW/82/05).

I note that your recent letter in which you did not advise against the granting of planning permission, was made on the basis of an amended site plan supplied by the applicant (HR Property Investment & Development), which resulted in less than 10% of the site area falling within the middle consultation zone. The amended site plan, which excludes part of the curtilage from the site area (including 2 parking spaces and part of the front gardens serving the proposed ground-floor units), but none of the living accommodation within the building itself, appears to the Council to be no more than a contrivance around your assessment criteria, and on which it would be difficult to justify making a decision on planning grounds.

Having regard to the DETR Circular 04/2000, I therefore write to inform you that the Council intends to recommend approval of the proposed development **based on the original site layout plan** on which you advised against the granting of planning permission on safety grounds. For information, the application is due to be reported for decision at the Council's Planning & Regulatory Committee on 9 January 2005.

Yours sincerely,

ADUR DISTRICT COUNCIL
PLANNING
AdC10028107
19 JAN 2007

Ms Jo Morin
Principal Planning Officer

HR Property Investment & Development

109 Church Road · Hove · East Sussex · BN3 2AF

T: 01273 321885
F: 01273 323332
E: info@hrdevelopments.co.uk

Health & Safety Executive
Priestley House
Preistley Road
Basingstoke RG24 9NS

Date : 6th December 2005.

For the attention of Mr P Ventom.

Dear Mr Ventom

Re : Harbour House, Southwick.

Further to our recent telephone conversation I enclose a copy of the revised site location plan for the above application.

As you can see we have removed the gardens and parking that are not required within this application fall within the middle zone boundary.

This in turn revises the site areas and my calculations are as follows:-

The total site area is now 1,425sq meters, the amount of building/site area within the middle zone is now 120sq meters.

As the application site straddles the middle and outer zone, rule 1 section 1a of your 'Planning Methodology' can now be applied. 8.4% of the application site is now within the middle zone and therefore I understand that the building can now be considered to be fully within the outer zone.

In accordance with section 5 a level 3 risk building is acceptable within the outer zone, therefore I assume your department will not advise against the application.

I would be grateful if you could confirm the above, and as discussed I have a meeting to discuss the application this afternoon with the Planning Department and would be grateful if you could write back to me as soon as possible.

Yours sincerely

D B ROBERTS
HR DEVELOPMENTS

ADC1002867

19 JAN 2006

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HR DEVELOPMENTS

HARBOUR HOUSE, FISHERSGATE TERRACE, SOUTHWICK, WEST SUSSEX

Noise Assessment

December 2005

DISTRICT COUNCIL
PLANNING DIVISION
PLAN NO A/0C/00281/07
DATE RECEIVED 19 JAN 2007

HR DEVELOPMENTS

HARBOUR HOUSE, FISHERSGATE TERRACE SOUTHWICK, WEST SUSSEX

Noise Assessment

December 2005

1. THE SITE

1.1 The site comprises a three storey office block, parking area with a plan area of 0.16ha on Fishersgate Terrace (part of the A259 Brighton - Shoreham highway), at its junction with Gardner Road, Southwick, West Sussex. Surrounding land uses comprise the A259 to the south, with the Texaco Fuel Depot and Shoreham Harbour beyond, residential to the north and west plus a recreation ground to the east. The Southwick to Fishersgate section of the Brighton and South Coast Railway is some 175m to the north of the site, with Fishersgate Station approximately 400m to the northeast.

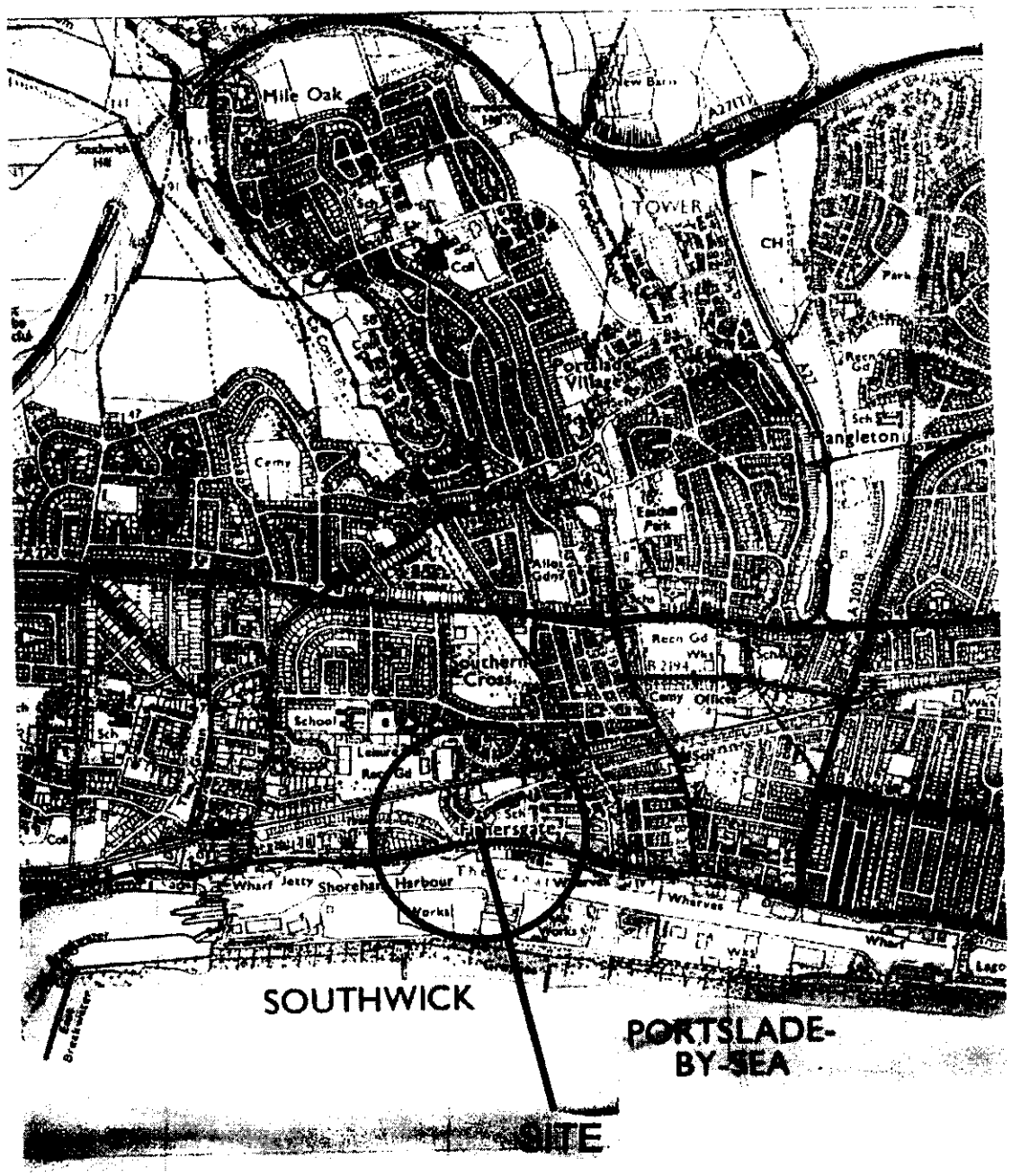
1.2 The Ordnance Survey Grid Reference for the site is TQ 2512 0515. The approximate site elevation is +13m OD. See Figure 1 for site location.

1.3 It is proposed to redevelop the site for a residential use and the purpose of this assessment is to identify the probable noise exposure of potential future residents. The principal source of noise at the site appears to be traffic on the adjacent A259 highway. The assessment has been carried out generally in accordance with Planning Policy Guideline (PPG) 24 "Planning and Noise" (Department of the Environment 1994) plus reference to British Standard BS 4142:1997 and the World health Organisation Community Noise Guidelines.

2. THE ASSESSMENT

2.1 The assessment comprised the selection of suitable monitoring stations (to which access was available both day and night), the installation of noise monitors for suitable monitoring periods, general observation of factors affecting noise around the site and a review of the results of the monitoring.

2.2 For the noise monitoring, suitable locations with reasonably free-field conditions and a line of sight to the A259 were required. Both of the locations chosen were, as far as practicable, a likely worse case exposure for the proposed residential receptors. Noise monitoring was carried out during several periods covering both daytime and night-time. Night-time is defined in PPG 24 as the period between 23:00 hrs and 07:00 hours. The monitoring was carried out on 13, 14 and 15 December 2005. See Fig. 2 for site layout and monitoring locations.



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HR DEVELOPMENTS

HARBOUR HOUSE, FISHERSGATE TERRACE,
SOUTHWICK, WEST SUSSEX

Noise Assessment

Fig. 1 SITE LOCATION PLAN

December 2005 Scale 1:25000

3. RESULTS OF THE MONITORING

3.1 The monitoring was carried out using a CEL (Cassella) Type 593CL Sound Level Analyser (SLA). The SLA was recently calibrated to national standards. The SLA was mounted 1.5m above ground level on a tripod during the measurements.

3.2 The results of the noise monitoring are summarised in Tables 3.1 & 3.2 below:

TABLE 3.1
SUMMARY OF THE RESULTS OF THE DAYTIME MONITORING

MONITORING LOCATION	1. Southwest corner of the site adjacent to Fishersgate Terrace/Gardner Road junction				
PERIOD	12:40 - 13:10 hrs on 13 December 2005				
NOISE LEVELS $dB_{(A)}$	$L_{(A)eq}$	$L_{(A)90}$	$L_{(A)50}$	$L_{(A)10}$	$L_{(A)max}$
	69.2	59.0	67.0	73.0	79.2
WEATHER	Dry, cold and cloudy with a northerly breeze.				
PRINCIPAL NOISE SOURCES	Traffic on the A259 highway. Approx 1400 vehicles/hour of which 4.5 % HGV				

MONITORING LOCATION	2. Southeast corner of the site				
PERIOD	13:11 - 13:41 hrs on 13 December 2005				
NOISE LEVELS $dB_{(A)}$	$L_{(A)eq}$	$L_{(A)90}$	$L_{(A)50}$	$L_{(A)10}$	$L_{(A)max}$
	68.9	54.4	67.0	73.0	81.1
WEATHER	Dry, cold and cloudy with a northerly breeze.				
PRINCIPAL NOISE SOURCES	Traffic on the A259 highway.				

MONITORING LOCATION	1. Southwest corner of the site				
PERIOD	18:09 - 18:39 hrs on 13 December 2005				
NOISE LEVELS $dB_{(A)}$	$L_{(A)eq}$	$L_{(A)90}$	$L_{(A)50}$	$L_{(A)10}$	$L_{(A)max}$
	71.4	58.5	68.0	75.5	83.0
WEATHER	Dry with light winds				
PRINCIPAL NOISE SOURCES	Traffic on the A259 highway.				

MONITORING LOCATION	2. Southeast corner of the site				
PERIOD	18:40 - 19:10 hrs on 13 December 2005				
NOISE LEVELS $dB_{(A)}$	$L_{(A)eq}$	$L_{(A)90}$	$L_{(A)50}$	$L_{(A)10}$	$L_{(A)max}$
	68.1	52.5	64.5	72.0	82.4
WEATHER	Dry with light winds				
PRINCIPAL NOISE SOURCES	Traffic along A259 Fishersgate Terrace.				

MONITORING LOCATION	1. Southwest corner of the site				
PERIOD	09:20 - 09:50 hrs on 14 December 2005				
NOISE LEVELS $dB_{(A)}$	$L_{(A)eq}$	$L_{(A)90}$	$L_{(A)50}$	$L_{(A)10}$	$L_{(A)max}$
	72.0	61.5	70.5	76.0	86.1
WEATHER	Dry, cold, still, and cloudy.				
PRINCIPAL NOISE SOURCES	Traffic on the A259 highway. Approx 1500 vehicles/hour of which 4 % HGV				

MONITORING LOCATION	2. Southeast corner of the site				
PERIOD	09:55 -10:25 hrs on 14 December 2005				
NOISE LEVELS $dB_{(A)}$	$L_{(A)eq}$	$L_{(A)90}$	$L_{(A)50}$	$L_{(A)10}$	$L_{(A)max}$
	70.9	58.0	69.5	74.5	84.8
WEATHER	Dry, cold and still, with some cloud cover.				
PRINCIPAL NOISE SOURCES	Traffic on the A259 highway.				

MONITORING LOCATION	3. Northwest corner of the site				
PERIOD	11:30 - 12:00 hrs on 15 December 2005				
NOISE LEVELS $dB_{(A)}$	$L_{(A)eq}$	$L_{(A)90}$	$L_{(A)50}$	$L_{(A)10}$	$L_{(A)max}$
	68.1	52.5	64.5	72.0	82.4
WEATHER	Dry with light winds				
PRINCIPAL NOISE SOURCES	Traffic along A259 Fishersgate Terrace.				

TABLE 3.2
SUMMARY OF THE RESULTS OF THE NIGHT-TIME MONITORING

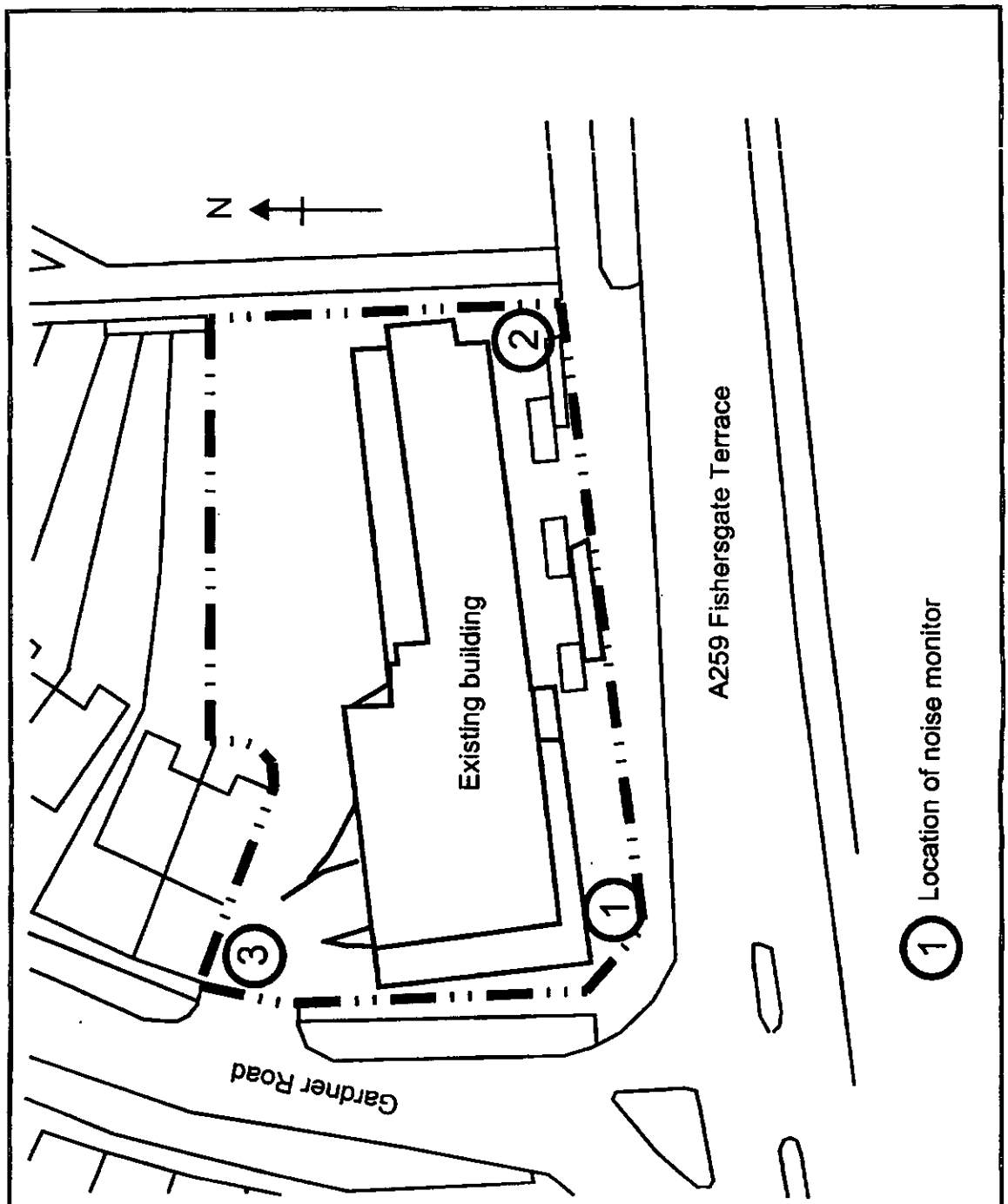
MONITORING LOCATION	1. Southwest corner of the site adjacent to Fishersgate Terrace/Gardner Road junction				
PERIOD	23:38 – 00:08hrs on 13/14 December 2005				
NOISE LEVELS $dB_{(A)}$	$L_{(A)eq}$	$L_{(A)90}$	$L_{(A)50}$	$L_{(A)10}$	$L_{(A)max}$
	64.4	48.0	57.5	69.0	77.7
WEATHER	Dry with moderate NW wind				
PRINCIPAL NOISE SOURCES	Light traffic on A259 Approx 180 vehicles per hour of which 3% bus or HGV				

MONITORING LOCATION	2. Southeast corner of the site				
PERIOD	00:10 – 00:40 hrs on 14 December 2005				
NOISE LEVELS $dB_{(A)}$	$L_{(A)eq}$	$L_{(A)90}$	$L_{(A)50}$	$L_{(A)10}$	$L_{(A)max}$
	62.3	46.0	54.5	66.5	79.4
WEATHER	Dry with moderate NW wind				
PRINCIPAL NOISE SOURCES	Light traffic on A 259				

MONITORING LOCATION	1. Southwest corner of the site				
PERIOD	05:40-06:10 hrs on 14 December 2005				
NOISE LEVELS $dB_{(A)}$	$L_{(A)eq}$	$L_{(A)90}$	$L_{(A)50}$	$L_{(A)10}$	$L_{(A)max}$
	64.3	53.5	63.0	67.5	77.4
WEATHER	Dry with light westerly wind				
PRINCIPAL NOISE SOURCES	Light traffic on A259. Approx 150 vehicles per hour of which 5% HGV				

4. INTERPRETATION OF THE RESULTS

4.1 From the results of the monitoring (bearing in mind that the monitoring was carried out at the noisiest times of both day and night) and comparison with the Noise Exposure Categories (NECs) from PPG24 summarised in Table 4.1 below, it is apparent that the front façade of the site falls within NEC C.



HR DEVELOPMENTS

HARBOUR HOUSE, FISHERSGATE TERRACE,
SOUTHWICK, WEST SUSSEX

Noise Assessment

Fig. 2 SITE PLAN & MONITORING LOCATIONS

December 2005 Scale 1:500

4.2 The relevant section of the table from Annexe 1 of PPG 24 is reproduced below as Table 4.1

TABLE 4.1

RECOMMENDED NOISE EXPOSURE CATEGORIES FOR NEW DWELLINGS NEAR EXISTING NOISE SOURCES

NOISE LEVELS CORRESPONDING TO THE NOISE EXPOSURE CATEGORIES FOR NEW DWELLINGS $L_{(A)eq,T}$, dB				
	NOISE EXPOSURE CATEGORY			
NOISE SOURCE	A	B	C	D
Traffic				
07:00 - 23:00	<55	55 - 63	63 - 72	>72
23:00 - 07:00	<45	45 - 57	57 - 66	>66

4.3 $L_{(A)eq}$ is referred to as $L_{(A)eq,\,T}$ in PPG24 in order to allow for the monitoring period (Tm). For the daytime period, $L_{Aeq,\,T}$ will be $L_{Aeq,\,16hr}$ (07:00 - 23:00) and for the night-time period, $L_{Aeq,\,T}$ will be $L_{Aeq,\,8hr}$ (23:00 - 07:00).

4.4 It is rarely practicable to carry out continuous monitoring over the full 16 and 8 hour periods due to the difficulty of supervising several monitoring locations over long periods, particularly when (as is usually the case) the monitors could be visible and accessible to passing members of the public.

4.5 BS 4142 recommends taking several shorter period measurements covering the noise "cycle". The daily noise cycle adjacent to a main road such as the A259 comprises the noisy periods around early and late rush hours; a fairly continuous, but lower level period of noise throughout the day; and a quieter night time period. By concentrating on the probable noisiest periods, the $L_{(A)eq,Tm}$ results should be a reasonably typical - worse case as compared to $L_{(A)eq,\,Tr}$. This is also a reasonable assumption as human perception of the noisier periods of the day will not be diminished by a quiet period in the middle of the night.

5. CONCLUSIONS

5.1 The results of the noise assessment place the proposed development site within Noise Exposure Category C as defined by Planning Policy Guidance Note PPG 24 "Planning and Noise" 1994. NEC C is defined as *"Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise"*. In this case, no alternative quieter sites are available for consideration.

5.2 In order to provide noise levels below 35 (the noise level recommended as the maximum allowable in a bedroom to permit restful sleep), it will be necessary to provide 32 $dB_{(A)}$ of attenuation for the night-time condition and 37 $dB_{(A)}$ of attenuation for those sleeping during the daytime. Standard thermal double glazing should provide 33 $dB_{(A)}$ of attenuation against traffic noise, adequate for the night-time case, although higher performance windows will be required for the daytime case.

5.3 The worse case will occur when windows are left open for ventilation. The maximum attenuation of an open window is around 15 $dB_{(A)}$. Thus, windows on those facades with a line of sight to the A259 should be provided with acoustic ventilators with an attenuation value of 37 $dB_{(A)}$ at traffic noise frequencies to provide alternative ventilation to window opening in bedrooms on the affected facades.

5.4 The World health Organisation (WHO) community noise guidelines suggest that noise levels in residents' out-door recreational areas should be kept below 55 $dB_{(A)}$ $L_{(A)eq}$ to avoid annoyance. This would be difficult to achieve at the front of the site, but should be possible behind the buildings on the site where there is no line of sight to the A259 highway.

5.5 Subject to the recommendations given above, it is concluded that the site should not be excluded from potential residential use for reasons of noise exposure.

☆ ☆ ☆ ☆ ☆ ☆ ☆



eas ltd

Environmental Assessment Services Ltd

London Road, Hickstead, Haywards Heath, West Sussex RH17 5LZ UK

Phone : +44 1444 882552 fax : +44 1444 882553

e-mail : info@easltd.co.uk web site : www.easltd.co.uk

HR DEVELOPMENTS

HARBOUR HOUSE, FISHERSGATE TERRACE, SOUTHWICK, WEST SUSSEX

Noise Assessment

December 2005

DISTRICT COUNCIL
PLANNING DIVISION
PLAN NO. A/AC/00281/Z
DATE RECEIVED 19 JAN 2007

HR DEVELOPMENTS

HARBOUR HOUSE, FISHERSGATE TERRACE SOUTHWICK, WEST SUSSEX

Noise Assessment

December 2005

1. THE SITE

1.1 The site comprises a three storey office block, parking area with a plan area of 0.16ha on Fishersgate Terrace (part of the A259 Brighton - Shoreham highway), at its junction with Gardner Road, Southwick, West Sussex. Surrounding land uses comprise the A259 to the south, with the Texaco Fuel Depot and Shoreham Harbour beyond, residential to the north and west plus a recreation ground to the east. The Southwick to Fishersgate section of the Brighton and South Coast Railway is some 175m to the north of the site, with Fishersgate Station approximately 400m to the northeast.

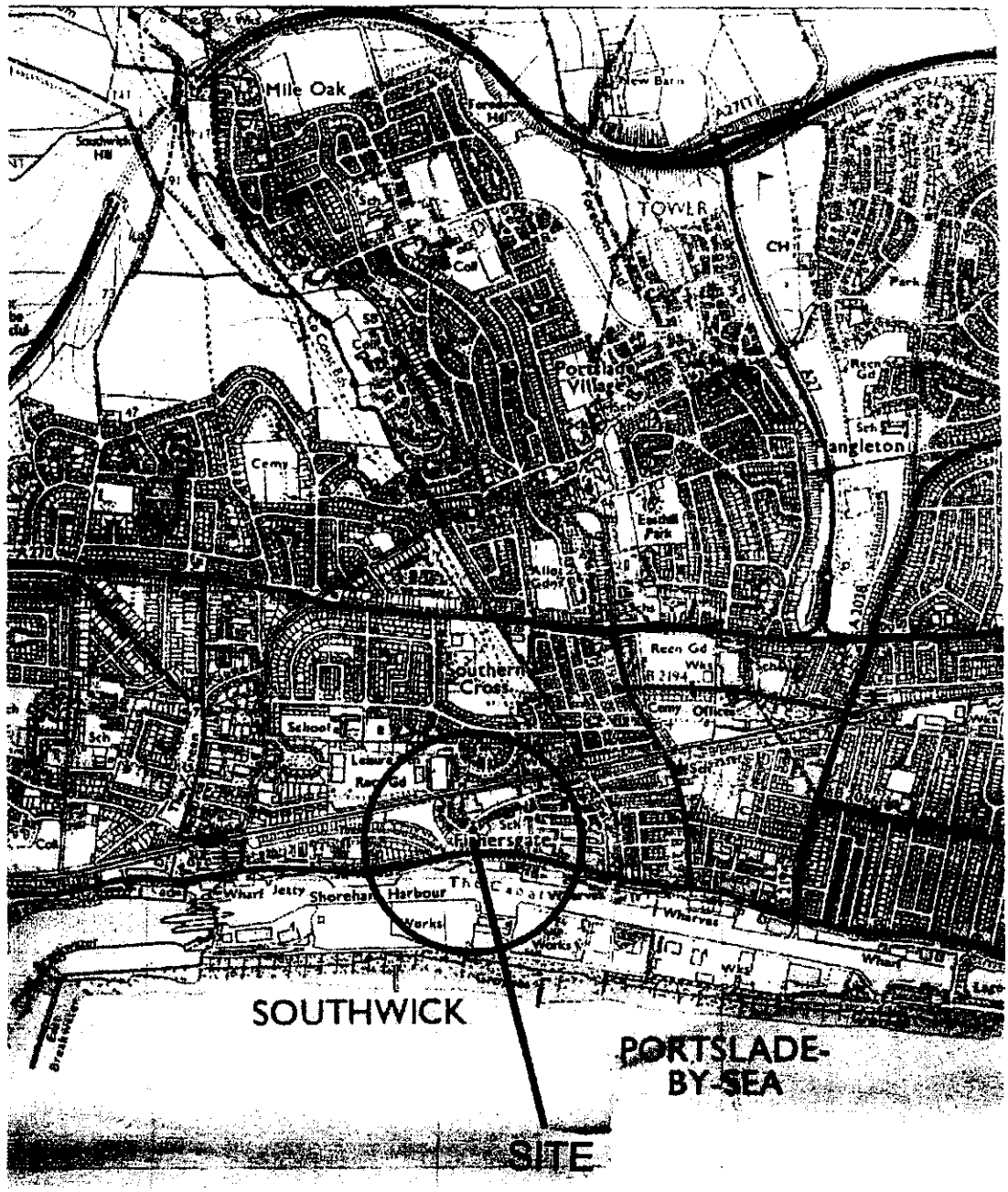
1.2 The Ordnance Survey Grid Reference for the site is TQ 2512 0515. The approximate site elevation is +13m OD. See Figure 1 for site location.

1.3 It is proposed to redevelop the site for a residential use and the purpose of this assessment is to identify the probable noise exposure of potential future residents. The principal source of noise at the site appears to be traffic on the adjacent A259 highway. The assessment has been carried out generally in accordance with Planning Policy Guideline (PPG) 24 "Planning and Noise" (Department of the Environment 1994) plus reference to British Standard BS 4142:1997 and the World health Organisation Community Noise Guidelines.

2. THE ASSESSMENT

2.1 The assessment comprised the selection of suitable monitoring stations (to which access was available both day and night), the installation of noise monitors for suitable monitoring periods, general observation of factors affecting noise around the site and a review of the results of the monitoring.

2.2 For the noise monitoring, suitable locations with reasonably free-field conditions and a line of sight to the A259 were required. Both of the locations chosen were, as far as practicable, a likely worse case exposure for the proposed residential receptors. Noise monitoring was carried out during several periods covering both daytime and night-time. Night-time is defined in PPG 24 as the period between 23:00 hrs and 07:00 hours. The monitoring was carried out on 13, 14 and 15 December 2005. See Fig. 2 for site layout and monitoring locations.



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HR DEVELOPMENTS

HARBOUR HOUSE, FISHERSGATE TERRACE,
SOUTHWICK, WEST SUSSEX

Noise Assessment

Fig. 1 SITE LOCATION PLAN

December 2005 Scale 1:25000

3. RESULTS OF THE MONITORING

3.1 The monitoring was carried out using a CEL (Cassella) Type 593CL Sound Level Analyser (SLA). The SLA was recently calibrated to national standards. The SLA was mounted 1.5m above ground level on a tripod during the measurements.

3.2 The results of the noise monitoring are summarised in Tables 3.1 & 3.2 below:

TABLE 3.1
SUMMARY OF THE RESULTS OF THE DAYTIME MONITORING

MONITORING LOCATION	1. Southwest corner of the site adjacent to Fishersgate Terrace/Gardner Road junction				
PERIOD	12:40 - 13:10 hrs on 13 December 2005				
NOISE LEVELS $dB_{(A)}$	$L_{(A)eq}$	$L_{(A)90}$	$L_{(A)50}$	$L_{(A)10}$	$L_{(A)max}$
	69.2	59.0	67.0	73.0	79.2
WEATHER	Dry, cold and cloudy with a northerly breeze.				
PRINCIPAL NOISE SOURCES	Traffic on the A259 highway. Approx 1400 vehicles/hour of which 4.5 % HGV				

MONITORING LOCATION	2. Southeast corner of the site				
PERIOD	13:11 - 13:41 hrs on 13 December 2005				
NOISE LEVELS $dB_{(A)}$	$L_{(A)eq}$	$L_{(A)90}$	$L_{(A)50}$	$L_{(A)10}$	$L_{(A)max}$
	68.9	54.4	67.0	73.0	81.1
WEATHER	Dry, cold and cloudy with a northerly breeze.				
PRINCIPAL NOISE SOURCES	Traffic on the A259 highway.				

MONITORING LOCATION	1. Southwest corner of the site				
PERIOD	18:09 - 18:39 hrs on 13 December 2005				
NOISE LEVELS $dB_{(A)}$	$L_{(A)eq}$	$L_{(A)90}$	$L_{(A)50}$	$L_{(A)10}$	$L_{(A)max}$
	71.4	58.5	68.0	75.5	83.0
WEATHER	Dry with light winds				
PRINCIPAL NOISE SOURCES	Traffic on the A259 highway.				

MONITORING LOCATION	2. Southeast corner of the site				
PERIOD	18:40 - 19:10 hrs on 13 December 2005				
NOISE LEVELS $dB_{(A)}$	$L_{(A)eq}$	$L_{(A)90}$	$L_{(A)50}$	$L_{(A)10}$	$L_{(A)max}$
	68.1	52.5	64.5	72.0	82.4
WEATHER	Dry with light winds				
PRINCIPAL NOISE SOURCES	Traffic along A259 Fishersgate Terrace.				

MONITORING LOCATION	1. Southwest corner of the site				
PERIOD	09:20 - 09:50 hrs on 14 December 2005				
NOISE LEVELS $dB_{(A)}$	$L_{(A)eq}$	$L_{(A)90}$	$L_{(A)50}$	$L_{(A)10}$	$L_{(A)max}$
	72.0	61.5	70.5	76.0	86.1
WEATHER	Dry, cold, still, and cloudy.				
PRINCIPAL NOISE SOURCES	Traffic on the A259 highway. Approx 1500 vehicles/hour of which 4 % HGV				

MONITORING LOCATION	2. Southeast corner of the site				
PERIOD	09:55 -10:25 hrs on 14 December 2005				
NOISE LEVELS $dB_{(A)}$	$L_{(A)eq}$	$L_{(A)90}$	$L_{(A)50}$	$L_{(A)10}$	$L_{(A)max}$
	70.9	58.0	69.5	74.5	84.8
WEATHER	Dry, cold and still, with some cloud cover.				
PRINCIPAL NOISE SOURCES	Traffic on the A259 highway.				

MONITORING LOCATION	3. Northwest corner of the site				
PERIOD	11:30 - 12:00 hrs on 15 December 2005				
NOISE LEVELS $dB_{(A)}$	$L_{(A)eq}$	$L_{(A)90}$	$L_{(A)50}$	$L_{(A)10}$	$L_{(A)max}$
	68.1	52.5	64.5	72.0	82.4
WEATHER	Dry with light winds				
PRINCIPAL NOISE SOURCES	Traffic along A259 Fishersgate Terrace.				

TABLE 3.2
SUMMARY OF THE RESULTS OF THE NIGHT-TIME MONITORING

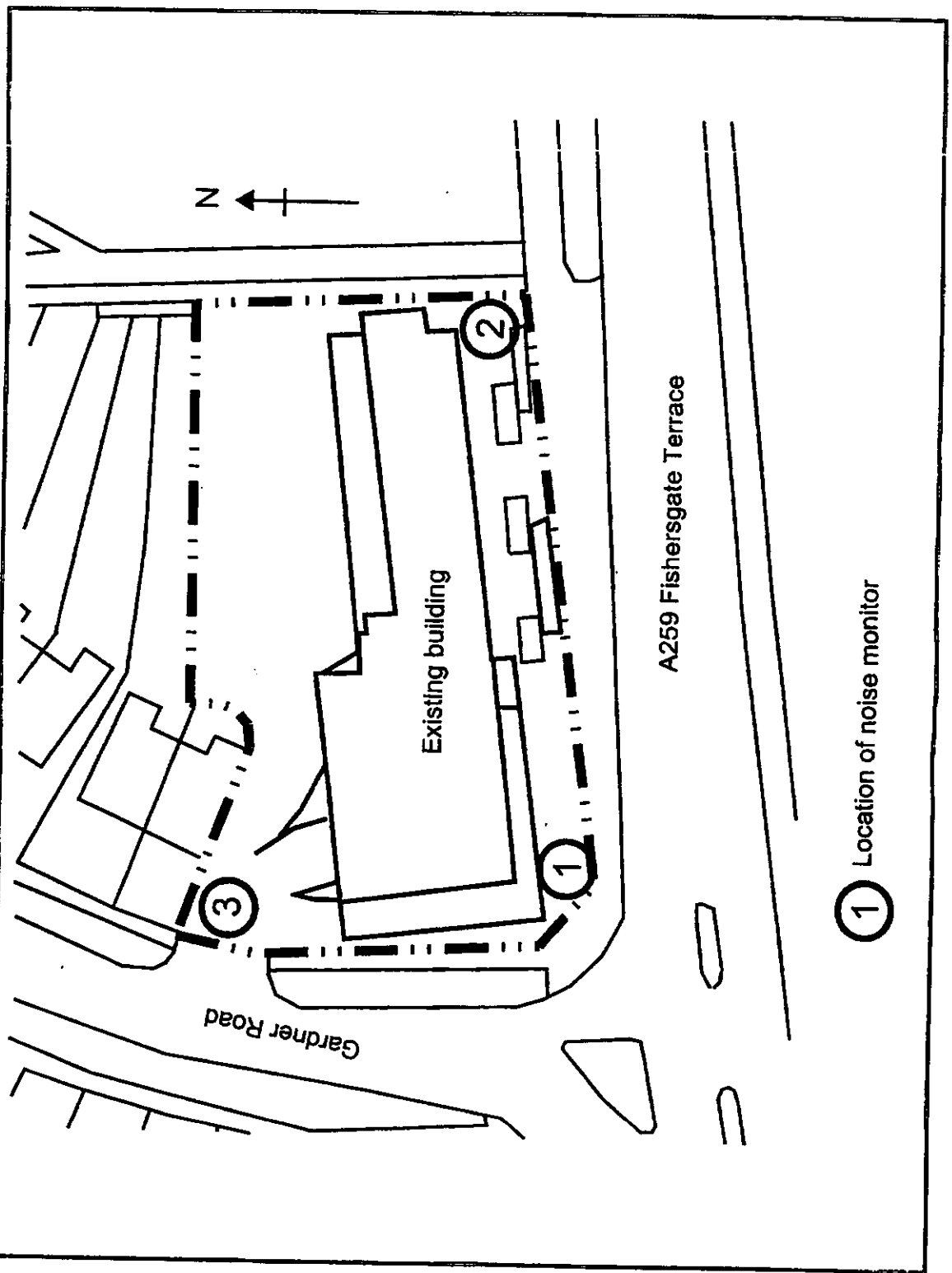
MONITORING LOCATION	1. Southwest corner of the site adjacent to Fishersgate Terrace/Gardner Road junction				
PERIOD	23:38 – 00:08hrs on 13/14 December 2005				
NOISE LEVELS $dB_{(A)}$	$L_{(A)eq}$	$L_{(A)90}$	$L_{(A)50}$	$L_{(A)10}$	$L_{(A)max}$
	64.4	48.0	57.5	69.0	77.7
WEATHER	Dry with moderate NW wind				
PRINCIPAL NOISE SOURCES	Light traffic on A259 Approx 180 vehicles per hour of which 3% bus or HGV				

MONITORING LOCATION	2. Southeast corner of the site				
PERIOD	00:10 – 00:40 hrs on 14 December 2005				
NOISE LEVELS $dB_{(A)}$	$L_{(A)eq}$	$L_{(A)90}$	$L_{(A)50}$	$L_{(A)10}$	$L_{(A)max}$
	62.3	46.0	54.5	66.5	79.4
WEATHER	Dry with moderate NW wind				
PRINCIPAL NOISE SOURCES	Light traffic on A 259				

MONITORING LOCATION	1. Southwest corner of the site				
PERIOD	05:40-06:10 hrs on 14 December 2005				
NOISE LEVELS $dB_{(A)}$	$L_{(A)eq}$	$L_{(A)90}$	$L_{(A)50}$	$L_{(A)10}$	$L_{(A)max}$
	64.3	53.5	63.0	67.5	77.4
WEATHER	Dry with light westerly wind				
PRINCIPAL NOISE SOURCES	Light traffic on A259. Approx 150 vehicles per hour of which 5% HGV				

4. INTERPRETATION OF THE RESULTS

4.1 From the results of the monitoring (bearing in mind that the monitoring was carried out at the noisiest times of both day and night) and comparison with the Noise Exposure Categories (NECs) from PPG24 summarised in Table 4.1 below, it is apparent that the front façade of the site falls within NEC C.



HR DEVELOPMENTS

HARBOUR HOUSE, FISHERSGATE TERRACE,
SOUTHWICK, WEST SUSSEX

Noise Assessment

Fig. 2 SITE PLAN & MONITORING LOCATIONS

December 2005 Scale 1:500

4.2 The relevant section of the table from Annexe 1 of PPG 24 is reproduced below as Table 4.1

TABLE 4.1

RECOMMENDED NOISE EXPOSURE CATEGORIES FOR NEW DWELLINGS NEAR EXISTING NOISE SOURCES

NOISE LEVELS CORRESPONDING TO THE NOISE EXPOSURE CATEGORIES FOR NEW DWELLINGS $L_{(A)eq,T}$ dB				
	NOISE EXPOSURE CATEGORY			
NOISE SOURCE	A	B	C	D
Traffic				
07:00 - 23:00	<55	55 - 63	63 - 72	>72
23:00 - 07:00	<45	45 - 57	57 - 66	>66

4.3 $L_{(A)eq}$ is referred to as $L_{(A)eq,\,T}$ in PPG24 in order to allow for the monitoring period (Tm). For the daytime period, $L_{Aeq,\,T}$ will be $L_{Aeq,\,16hr}$ (07:00 - 23:00) and for the night-time period, $L_{Aeq,\,T}$ will be $L_{Aeq,\,8hr}$ (23:00 - 07:00).

4.4 It is rarely practicable to carry out continuous monitoring over the full 16 and 8 hour periods due to the difficulty of supervising several monitoring locations over long periods, particularly when (as is usually the case) the monitors could be visible and accessible to passing members of the public.

4.5 BS 4142 recommends taking several shorter period measurements covering the noise "cycle". The daily noise cycle adjacent to a main road such as the A259 comprises the noisy periods around early and late rush hours; a fairly continuous, but lower level period of noise throughout the day; and a quieter night time period. By concentrating on the probable noisiest periods, the $L_{(A)eq,Tm}$ results should be a reasonably typical - worse case as compared to $L_{(A)eq,\,Tr}$. This is also a reasonable assumption as human perception of the noisier periods of the day will not be diminished by a quiet period in the middle of the night.

5. CONCLUSIONS

5.1 The results of the noise assessment place the proposed development site within Noise Exposure Category C as defined by Planning Policy Guidance Note PPG 24 "Planning and Noise" 1994. NEC C is defined as *"Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise"*. In this case, no alternative quieter sites are available for consideration.

5.2 In order to provide noise levels below 35 (the noise level recommended as the maximum allowable in a bedroom to permit restful sleep), it will be necessary to provide 32 $dB_{(A)}$ of attenuation for the night-time condition and 37 $dB_{(A)}$ of attenuation for those sleeping during the daytime. Standard thermal double glazing should provide 33 $dB_{(A)}$ of attenuation against traffic noise, adequate for the night-time case, although higher performance windows will be required for the daytime case.

5.3 The worse case will occur when windows are left open for ventilation. The maximum attenuation of an open window is around 15 $dB_{(A)}$. Thus, windows on those facades with a line of sight to the A259 should be provided with acoustic ventilators with an attenuation value of 37 $dB_{(A)}$ at traffic noise frequencies to provide alternative ventilation to window opening in bedrooms on the affected facades.

5.4 The World health Organisation (WHO) community noise guidelines suggest that noise levels in residents' out-door recreational areas should be kept below 55 $dB_{(A)}$ $L_{(A)eq}$ to avoid annoyance. This would be difficult to achieve at the front of the site, but should be possible behind the buildings on the site where there is no line of sight to the A259 highway.

5.5 Subject to the recommendations given above, it is concluded that the site should not be excluded from potential residential use for reasons of noise exposure.

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