

Response by Environmental Health
Re: Queries relating to application 20/06105/FUL

From: Brown, Vicky <Vicky.Brown@wiltshire.gov.uk>
Sent: 04 February 2021 10:38
Subject: 20/06105/FUL Bouverie Avenue

I don't work Wednesdays so have just received your emails over the last two days. I have tried to provide answers to your main points below:

- 1) The sound level produced by a car will be dependant on a number of factors, one of which is speed. A car travelling on a private driveway would be unlikely to be travelling at a speed that would result a car producing 70dB. Section 6.1 of the noise assessment calculates how, based on vehicle noise levels permitted in the UK, a car traveling at 10 mph will produce a sound power level of around 45dBA.
- 2) In regards to peak noise levels, there are no recommended levels for daytime hours, (07:00-23:00) but the WHO recommends it is important '*to limit the number of noise events with a LAmax exceeding 45dB*' to avoid sleep disturbance. The Professional Guidance document: *ProPg: Planning and Noise* recommends 45dB LAmax is not exceeded more than 10 times a night. 45dB LAmax internally, with 15dB attenuation for an open window, would be 60dB at the façade. A car passing on the driveway may create this level of sound, maybe slightly higher but not significantly given distance attenuation. However, we also have to consider that this is a private driveway, it would be extremely unlikely there will be 10+ vehicle movements between 23:00-07:00 in normal circumstances.
- 3) The National Planning Practice Guidance and associated Noise Policy and Noise Exposure Hierarchy do not provide guidance decibel levels for the observed effect levels. This is so the particular circumstances of a situation can be considered in context. We use the guidance from the WHO and in British Standards to inform our judgments as to which category a noise impact may fall. In this case the calculated noise level inside your property is 14dB LAeq below the level recommended by the WHO. This is significant but I am not considering it on its own. As mentioned in the Planning Inspector's report; driveways at the side of dwellings are an accepted feature of residential areas and there are others in the local area. The sound of vehicles and other domestic activities on driveways is commensurate with a residential area. On balance we could not therefore justify classifying it as a significant observed adverse effect and recommend refusal. If this noise was in 'observed adverse effect category' it should be 'mitigated and reduced to a minimum'; there is to be a 2m high acoustic screen and the driveway material has been specified in order to provide mitigation.

Unfortunately, with the way communications proceeded with this consultation I did not make specific reference to the noise hierarchy in my correspondence. However, please be assured that its principles are central to our decision making.

- 4) BS8233:2014 reflects the noise levels set out by the WHO's 'Guidelines for Community Noise'. As previously stated there is no specific guidance for noise from this type of noise source, we are using what is available inform our judgments.

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- 5) It is unfortunate your extension is not included in the plans. However, given the predicted sound levels and other reasons for our judgment, its inclusion would not give cause for us to change our recommendation.

I hope I have picked out the main points you asked for clarification on.

Kind regards

Vicky

Mrs Vicky Brown
Senior Environmental Health Officer
Environmental Control and Protection