

21 Copse End,  
Camberley,  
Surrey,  
GU15 2BP  
29<sup>th</sup> May 2013

Reference:SU/89/1313

Dear Jenny Rickard,

I write in reference to your letter dated 21<sup>st</sup> May 2013. I have enclosed 4 copies of a noise report produced by the Environmental Health Practitioner last June in relation to concerns from residents regarding a new boat purchased into the business.

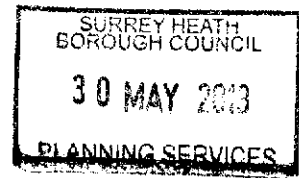
A summary of the practitioner's findings pointed out that the noise levels from the surrounding area, specifically Farnborough Airport and the A331, dominated the background noise at the nearest properties to the boundary of the Watersports site. This can be found on page 5 of the report.

In addition, over the past 10 years we have seen an advance in technology for underwater exhaust systems. This coupled with the noise survey attached gives us comfort that the local residents would not be impacted by any change in the operating hours.

Should you require any further information please do not hesitate to contact me.

Kindest regards

  
Oliver Huntsman



Noise Report - Waterski Boats

Quayside Lake, Coleford Bridge Road

June 2012

James Robinson

Environmental Health Practitioner

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## 1.0 Introduction

A survey of the noise produced by speedboats used to tow water skiers on Quayside Lake was undertaken further to complaints received that the noise levels had increased. The reason for the perceived increase being the replacement of like for like speedboats as advertised and discussed by the water sports company operating the skiing activity.

## 2.0 Background

2.1 Planning permission to operate a water skiing operation at Quayside Lake had been in place since at least April 1992. There have been various alterations and amendments sought to both hours of operation and equipment used in the years since this date. The current permission, reproduced below, sets a noise limit that must not be exceeded at the nearest residential property.

‘The water skiing operations shall, with the exception of a safety boat, be carried out by no more than two boats at a time, those boats to be fitted with an underwater exhaust designed to emit a rating level of LAeq (5mins) 58Db, measured at the boundary with the nearest residential property....’

2.2 This level was set further to a noise survey carried out by Surrey Heath Borough Council Environmental Health in 2000 in accordance with the Noise Advisory Council –Draft Guidelines on Noise from Water Ski Towing Boats (NAC (TECH) (76) 7) 1976. This prescribes a noise limit that must not be exceeded at a set distance when the boat is propelled at a set speed on four passes past the microphone position. The level is the average of the passes.

2.3 The level so obtained was then adjusted to account for the tonal component of engine noise and a distance calculated of residence to boat such that the existing noise climate was not exceeded. This distance is marked on the lake by buoys and is still in use today as the line beyond which the speed boats cannot operate in order to preserve the noise climate.

2.4 There have been few complaints about the noise caused by the boats received by the Environmental Health Department in the years since operations commenced. Those that have been received have been found to be unjustified or about matters over which the Council has no reasonable jurisdiction.

2.5 Surrey Heath Borough Council (Planning) had been in recent correspondence with some residents around the lake about matters concerned with the water sports activity. Some of these matters included the noise created by the boats. This arose further to notification by the water sports centre to residents regarding the acquisition of new boats. The centre has replaced their boats but with exactly the same specification and models as before. (Master craft Prostar and X2, both with a 5.7 litre V8 Chevrolet engine running on LPG)

2.6 Environmental Health were tasked to measure the noise levels of the water skiing boats to determine compliance with the existing planning conditions; Not to exceed 58DbA leq 5 minutes at the nearest residential property.

### 3.0 Survey Procedure

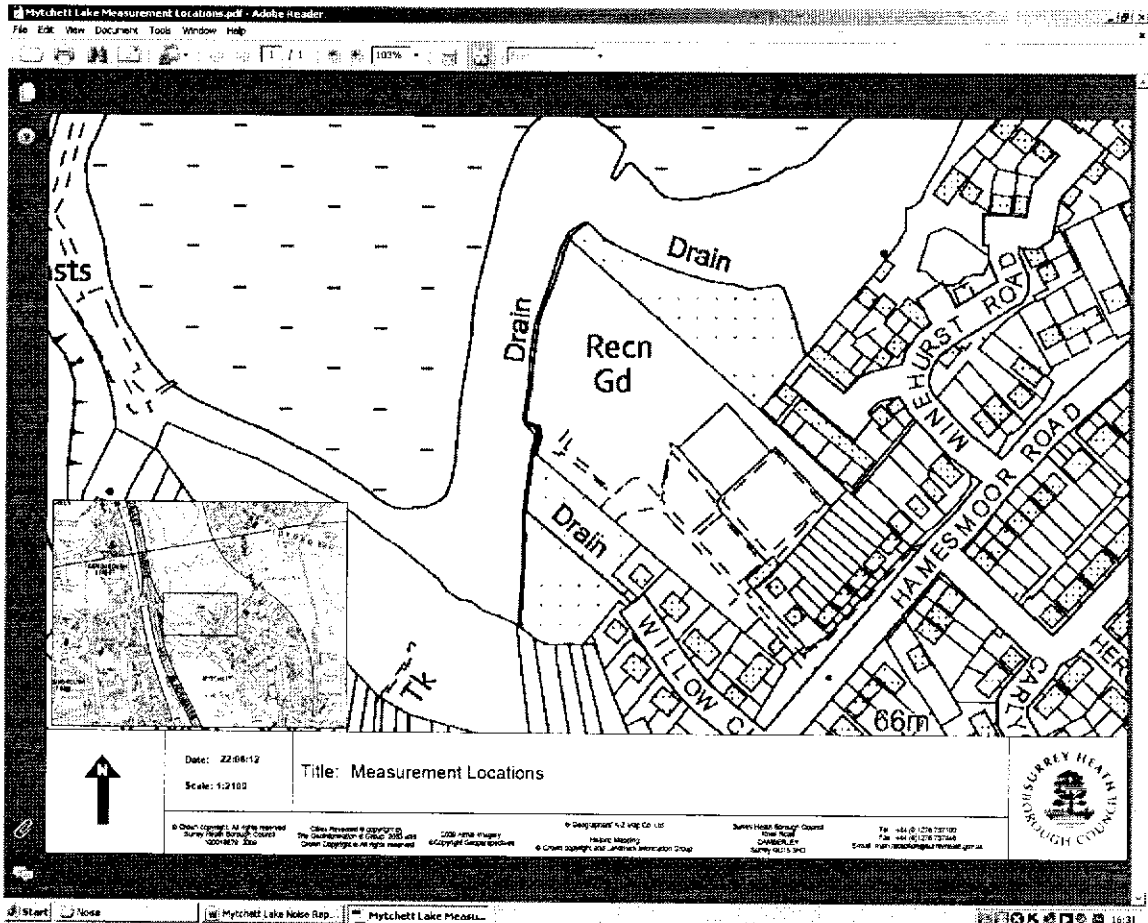
3.1 A noise survey was carried out on the morning of 21<sup>st</sup> June 2012. Since it was not clear at what point of the boat run was nearest to residential property, two locations were chosen. These are marked on Plan 1 below as Points 1 and 2.

3.2 The noise meter was calibrated before and after use with no drift likely to affect results observed. The air temperature was 18 degrees centigrade, winds light under a heavy cloud cover. There was no rain during the measurement period, and road surfaces were dry. Conditions were considered suitable for noise measurement. The noise meter used was a Bruel and Kjaer 2237 controller, mounted on a tripod 1.3 metres above the ground and at least 3.5 metres from any reflecting surface. A wind shield was attached to the microphone. At each measurement location the noise level was taken over a period of 5 minutes with the boats operating on a 'normal' path up and down the lake. An observer was located within the boat to ensure a minimum speed of at least 21-22 mph was adhered to.

Plan 1; Quayside Lake – Location of Monitoring Points.

Point 1; 160, Coleford Bridge Road

Point 2; 20, Minehurst Road



## 4.0 Survey Results

### 4.1 Subjective

At 160, Coleford Bridge Road the dominant noise source was from traffic using the A331. The noise of the boat was barely audible when passing the measurement location.

At 20, Minehurst Road the boat noise was barely perceptible above traffic, train, aircraft and bird song noise.

#### 4.3 Objective

The results of the manned survey are as follows, Table 1, as taken on the 21<sup>st</sup> June 2012.

Table 1 Measurement Results

Location	L90 Background Levels	Laeq 5 minutes	Comments
160, Coleford Bridge Road	51.5	56.3	1 aircraft landing at Farnborough over during period
20, Minehurst Road	43.5	45.9	

#### 5.0 Discussion

The results are broadly similar to that carried out in 2000 by Environmental Health of Surrey Heath Borough Council. It could be expected that these results would show higher levels of background noise since the earlier measurement times of this survey compared to the last determine heavier rush hour local traffic. Subjectively the boat noise was hardly audible at either of the measurement locations, and fluctuated to inaudible with distance as the boat passed on its course on the lake. The nearest residential location was not specified in 2000, so for this survey measurement positions were chosen at residential property nearest to the track of the boat runs including turns.

#### 6.0 Conclusions

6.1 At both locations the planning condition regarding the level of noise not to be exceeded has been complied with.

6.2 There is no breach of the planning condition that determines the noise levels from water skiing operations and the use of the speed boats on the lake.