

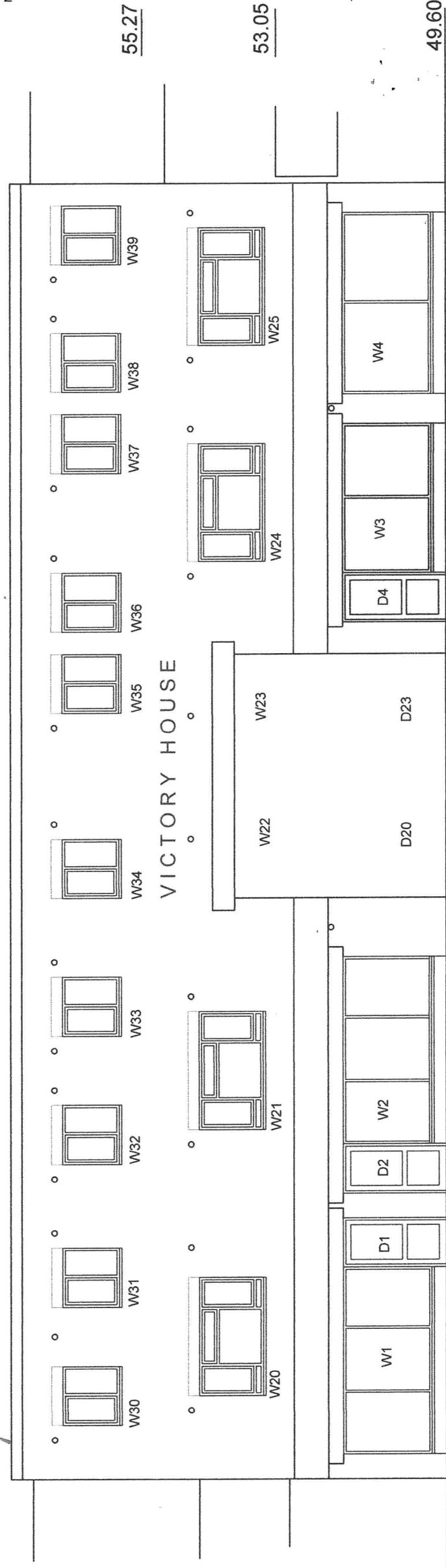
NOTICE

1) This drawing is copyright property of Pegley D'Arcy Limited and may not be copied, transmitted or otherwise used without express, written permission.

2) All dimensions and levels are to be checked on site prior to any works.

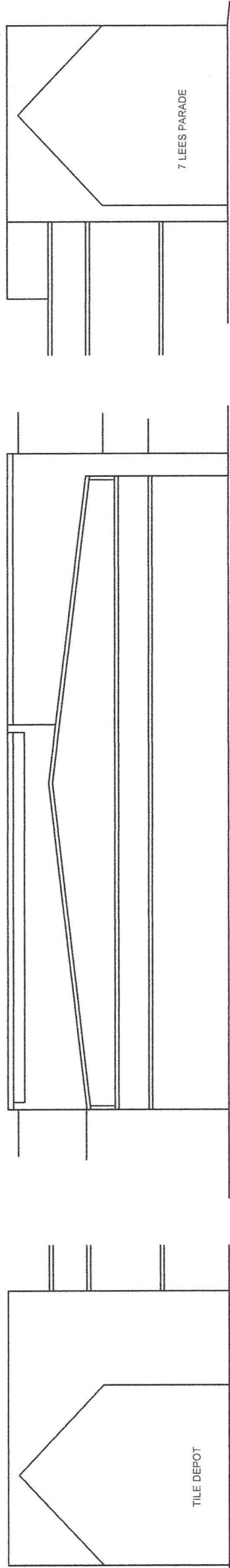
3) Any discrepancies or queries are to be resolved before progressing any works on site.

4) All works to conform to approved drawings and specification



D3 Existing roller shutter

PROPOSED FRONTAGE 1:100



NORTH WEST ELEVATION

1:200

REAR ELEVATION

SOUTH EAST ELEVATION

14.0 EXTERNAL WINDOWS & DOORS

14.1 Refurbish or replace PVCu double glazed windows and frames to existing and new openings as shown. Frame perimeters to be mastic sealed in place. All door and window frames to incorporate draught seals and key operated security locks to all opening lights.

14.2 Window frames are to be glazed with sealed, double glazed units to provide a minimum U-Value of 1.6 W/m²K. (Double glazing with low emissivity glass En=0.1, 24mm argon filled cavity)

14.3 6.4mm laminated or 6mm toughened glass to be used in both faces of glazed doors.

14.4 Background ventilation to be provided by single 4,000mm² trickle ventilator to each frame. Direct ventilation by opening doors equal to 5% of floor area of served rooms.

15.0 NOISE CONTROL MEASURES

15.1 Existing and replacement PVCu double glazed windows will provide adequate sound attenuation for the street frontage when closed.

15.2 In addition to the window vents, each frontage room is to be fitted with at least one Greenwood AWW39, through the wall attenuator providing acoustic attenuation to Dn,e,w 39dB.

15.3 The existing Uxbridge Road A4020 is the principal noise generation source in the area with a camera enforced speed limit of 40mph. In relation to the principal elevation, the parallel service road to Lees Parade is set between 8m - 13m away with an active road speed of less than 20mph due to its narrowness, parking congestion and vehicle access to the site and adjacent properties. The closest main carriageway lane is 15m away, the second, eastward lane being 19m distant. The westward carriageway, with the third and fourth lanes, is over 25m from the building line.

15.4 Planning Policy Guidance Document 24 "Planning and Noise" was issued in 1994 to give guidance to local authorities in England for minimising the adverse impacts of noise.

15.5 Noise levels (LAeq,T) corresponding to NEC for new dwellings (PPG24)

Noise source	A	B	C	D
Road traffic	<55	55-63	63-72	>72 LAeq,16hr(dB)
2300-0700 (dB)	<45	45-57	57-66	>66 LAeq,8hr (dB)

Sound Pressure Level	dB(A)	Location
a) 20 - 30		Quiet bedroom at night
b) 30 - 40		Living room during the day
c) 40 - 50		Typical office
d) 50 - 60		Inside a car
e) 60 - 70		Typical high street
f) 70 - 90		Inside a factory

15.7 Pending a PPG24 environmental noise survey to determine the ambient noise climate expressed as Noise Exposure Category, it is noted that the principal elevation has significant distancing from the active road traffic noise, considerably more than recently permitted and built developments along the Uxbridge Road.

15.8 Anecdotal, the pre-application case officer, Warren Pierson, commented on the quietness of the existing offices at a midday site visit on 13th September 2012.

15.9 As a conversion of an existing building to residential use, it is considered that the acoustic insulation requirement for windows to habitable rooms exposed to noise levels will be met by, either, :-

Category B : thermal double glazing with a Weighted Sound Reduction Index (Rw) of not less than 30dB.

Category C : thermal double glazing with a Weighted sound reduction Index (Rw) of not less than 38dB.

Assuming an external noise level of 70 db(A) at peak traffic times, a 38dB(A) reduction will place habitable rooms in the lower end of the acceptable range b) noted above. With reduced overnight traffic levels, the upper range of a) is readily predicted.

15.10 Interior dispersal of noise via the structure and fabric would be covered as part of the Building Regulations Part E requirements.

1200-54

17 January 2017

1:100 @ A3

ELEVATIONS

1:100

VICTORY HOUSE UB10 0PQ

ROYAL INSTITUTE OF BRITISH ARCHITECTS CHARTERED PRACTICE



78 YORK STREET, LONDON W1H 1DP
T : 0207 112 7560 www.pegley-darcy.com M : 07889 657363
© PEGLEY D'ARCY LIMITED CO NR 02576330 REGISTERED IN LONDON