



SOUTH
KESTEVEN
DISTRICT
COUNCIL

Planning Committee

30 September 2020



Additional Information Report

This report sets out additional information in relation to planning applications for consideration at the Planning Committee on 30 September 2020 that was received after the Agenda was published.

S20/0129

Proposal: Change of use of land from storage (B8) to establishment and operation of a concrete block manufacturing facility (B2) including erection of buildings, storage, landscaping and bund.

Site Address: Land south of the A151, Colsterworth, Grantham, NG33 5JN

Questions received from Cllr Bellamy with regards to noise impact on the neighbouring truck stop:

1/ I note that the noise wasn't assessed at the nearest receptor (NSR) which is the truck stop, should this not be assessed also as this will increase the background noise at the site? Should this not be treated the same as the Travelodge as it is providing a facility for drivers to sleep and rest which they pay for, and isn't protected by the bund or the fly over embankment?

2/ Am I right in saying the 80db(A) is an hourly average but there are peaks of 95db(A) which could cause a noise nuisance to parked vehicle drivers trying to rest, particularly next to the north facing boundary of the site adjoining the truck stop. The picture in appendix 2 of the noise assessment clearly shows a vehicle parked next to the perimeter fence.

Additional information received from the applicant:

The Noise Impact Assessment did not specifically consider the Truckstop as a noise sensitive receptor as the appropriate British Standard (BS4142) defines a noise sensitive receptor as a '*dwelling or premises used for residential purposes*'. Notwithstanding this the concerns are noted.

The operation with the greatest potential to result in noise impact is the concrete block production, which will take place, at closest, 25m from the Truckstop boundary. HGVs within the Truckstop invariably reverse park and accordingly the minimum separation between the production operations and an HGV cab would be in the region of 40m. This is a 'worst case' scenario with block production taking place as close as possible to the Truckstop and, for much of the time, block production will take place up to 75m from the Truckstop boundary.

In order to predict the resultant noise levels at the closest receptor (i.e. an HGV cab), a distance attenuation and a screening attenuation are applied. The screening attenuation with a 40m distance will reduce the noise level at the receptor by 32dB ($20\log(1/40) = 32\text{dB}$). Areas of the site between the production operations and the Truckstop will be used for the stocking of blocks. Partial screening is therefore assumed as a result of the presence of both the stocked blocks and the HGV trailer itself, and accordingly an attenuation of 5dB can be

applied. This is considered to be robust as, in reality, the stocking of blocks is likely to provide total screening (for which an attenuation of 10dB could be applied).

The resultant noise level from the production operations at the closest feasible receptor (HGV cab) would therefore be: $80 \text{ dB} - 32 - 5 = 43\text{dB}$.

Background noise levels within the Truckstop are dominated by noise from the A1 and A151, and are also elevated by internal HGV movements, refrigeration units, the truckwash, reversing beepers etc. Whilst levels within the Truckstop were not measured, background levels at the nearest two measurement points were 56dB and 61dB, which are considered to be representative of levels within the Truckstop. It should be noted that higher background levels of 68dB were measured at a further nearby receptor.

The calculated noise level from the production operations of 43dB is therefore between 13dB and 18dB lower than the measured background levels. Whilst inaudibility is a subjective matter, it is commonly accepted that it is approached when the source noise level is at least 10 dB below the background noise level. Accordingly, the production operations (at 13dB to 18dB below background levels) would be inaudible at the closest potential receptor within the Truckstop.

In light of the above it is concluded that the Development will not result in any significant noise impact upon the Truckstop. Furthermore, the proposed reduction in site operating hours outlined above would further limit any potential impacts. Notwithstanding this the concerns raised are recognised and, should the Committee deem it to be necessary, the Applicant would be agreeable to the inclusion of an appropriately worded condition requiring noise monitoring and/or mitigation measures, to be included on any permission that may be granted.

Any such condition could require the establishment of appropriate noise limits, a scheme of noise monitoring, and the implementation of additional mitigation measures, should they be required. This would provide a robust framework which would allow any noise issues arising to be addressed, thereby ensuring that the Development does not result in any adverse impacts upon any receptor. Should any unacceptable noise levels be identified, appropriate mitigation measures such as simple acoustic screening could be put in place.

Proposed planning condition:

Before any part of the development hereby permitted is occupied/brought into use, notwithstanding the recommendations of the submitted Noise Impact Assessment (ENS, January 2020) a scheme of noise monitoring, to include appropriate mitigation measures, appropriate noise limits and a noise complaints procedure shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of neighbouring land uses in accordance with Policy DE1 of the South Kesteven Local Plan.

Amendment to proposed working hours:

Following a request from Cllr Adams that working hours (proposed to be 7am-8pm Monday to Friday) are reduced the applicant has confirmed that should Planning Committee consider it to be necessary the applicant would be willing to reduce the working hours to finish at 6pm (from 8pm).

Proposed amendment to condition 10:

Work on site shall not take place for the purposes authorised by this permission other than between the following hours:

07:00hrs – 18:00hrs on Monday to Friday and

07:00hrs – 13:00hrs on Saturdays for maintenance of plant and equipment only.

No work is to be undertaken on site on Sundays or public or bank holidays unless otherwise agreed in writing by the Local Planning Authority.

Reason: Operation of the use outside these hours would result in unacceptable levels of noise nuisance to neighbouring land uses, contrary to Policies EN4 and DE1 of the South Kesteven Local Plan.

Impact on ancient woodland:

The impact of dust on the ancient woodland is discussed within the Committee report in paragraphs 7.6.8 – 7.7.2. At the Committee site visit Cllr Milnes raised a question with regards to the view of the Woodland Trust on the impact on ancient woodland.

The impact on the ancient woodland from dust was discussed with the Woodland Trust on 23/09/20. The view of the Woodland Trust would be that the proposed scheme and dust arising from the proposed scheme would have a very low impact on the ancient woodland with no comments put forward by the Woodland Trust.

The Woodland Trust would normally request a c.100m buffer from quarry operations to any ancient woodland. In this case, the proposed scheme is considered to result in significantly less dust than any quarry operation and benefits from a c.400m buffer to the ancient woodland. Furthermore, this 400m buffer consists of existing dense woodland (not ancient woodland). As such the proposal is considered to be in compliance with Local Plan Policy EN2 and para 175 of the NPPF with no impact on ancient woodland.