



**SOUTH  
KESTEVEN  
DISTRICT  
COUNCIL**

**Planning Committee**

16 December 2020



## **Additional Information Report**

This report sets out additional information in relation to planning applications for consideration at the Planning Committee on 16 December 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 to the south of the A151, Colsterworth, Grantham, NG33 5JN

#### **Summary of Information Received:**

#### **Additional reports:**

#### **A1 Truck Stop**

Since publication of the report the Colsterworth Truck Stop have provided a Noise Assessment Report (Wardell Armstrong, December 2020).

The noise assessment has been undertaken to assess the potential noise impact from the proposed concrete block manufacturing facility on the truck stop and its parking bays. The assessment considers that the proposal will exceed background noise levels and is likely to result in a significant adverse impact on the truck stop parking bays with a resulting impact on the ability of truck drivers to sleep at the site.

As a result of the impact on the truck stop the Wardell Armstrong report suggests that the application is contrary to paras. 170, 180 and 182 of the NPPF.

This assessment uses an assumption of working hours on site of 7am to 8pm Monday to Friday.

The Truck Stop have also provided details of use of the truck stop. This includes a total of 52,035 number of vehicles parked daily from October 2019-October 2020, with a daily average of 1,009. A pre-Covid set of numbers has also been provided from October 2019 to March 2020 setting out 23,749 total number of vehicles parked and a daily average of 1,132.

The data provided does not split use of the site by HGVs to use for sleeping or otherwise and does not split the data by time visited to use the site for sleeping.

The noise assessment provided by the truck stop concludes that the proposal will result in noise levels of between 17dB and 21dB above the background noise level, with anything above 10dB above background levels considered to result in a significant adverse impact.

Further correspondence received from Addison Planning on behalf of the A1 Truck Stop considers that the proposed condition 9 is not precise and therefore fails the requirements of para 54 (although assumed to mean para 55) of the NPPF. The view of Addison Planning is that an appropriate noise limit should be set through the condition.

Officer comment: It is not considered necessary at this stage to set a noise limit through the condition (9). This can be determined through further noise monitoring and through the noise complaints procedure as set out in condition 9. Any noise limit would likely be 10dB above the background noise levels at the truck stop receptor point. Condition 9 as drafted is therefore considered to be necessary, relevant, enforceable, precise and reasonable. The applicant has agreed to the condition.

### **Applicant – Geo Quarries**

Since publication of the report the applicant has also submitted an additional Noise Impact Assessment (ENS, November 2020).

This report provides additional information in relation to the impact of noise on the truck stop that was not included within the original noise impact assessment (ENS, January 2020).

The original report (January 2020) did not include the truck stop as a sensitive receptor as the truck stop is not a residential dwelling or used for residential purposes in line with British Standard BS4142. However, the revised report (November 2020) does include the truck stop as a noise receptor. This revised assessment included further noise monitoring, undertaken on 10<sup>th</sup> November 2020, including a noise monitoring position at the north east boundary of the application site, adjacent to the truck stop. At this location (ref MP4) the daytime ambient and background noise levels were 60dB  $L_{Aeq,T}$  and 57dB  $L_{A90,T}$  respectively, with noise dominated by the A1.

This amended Noise Impact Assessment builds on the previous mitigation proposed of earth bunds to the western and southern boundaries of the site and proposes the installation of a 3m solid timber fence to be installed across the whole of the northern boundary (adjacent to the truck stop).

Taking into account the noise produced from the mobile block machine, block strapper and block turner. These result in a noise output of between 80dB and 87dB at a 1m distance from source. Taking into account the distance attenuation of -36dB ( $20 \cdot \log(1/64)$ ) and a further screening attenuation of either -5dB for the block machine engine and -10dB for the concrete vibration and the block strapper and block turner, this results in a combined noise level at the truck stop receptor point of 44dB  $L_{Aeq, 1 \text{ hour}}$ .

For the noise associated with the concrete batching plant, this is split between the loading of the aggregate hoppers (telehandler with loading bucket) and the pan mixer. Together, these will result in a combined noise level at the truck stop noise receptor point of 47dB  $L_{Aeq, 1 \text{ hour}}$ . For fork lift truck operation on the site (x5 in total), these are taken as resulting in a noise impact of 61dB  $L_{Aeq, 1 \text{ hour}}$  at a 10m distance from the source, and will operate closer to the truck stop boundary. The distance attenuation at this point is therefore -12dB ( $20 \cdot \log(1/64)$ ) which together with the fence screening of -10dB results in a noise level of 39dB  $L_{Aeq, 1 \text{ hour}}$ . This noise level of the fork lift trucks on site is also similar to that of HGV movements on the site of 37dB  $L_{Aeq, 1 \text{ hour}}$  when taking into account the additional fence mitigation.

When taking account of the distance attenuation and proposed mitigation through the 3m solid fence, this resulting combined noise level of the concrete block production, concrete batching plant, forklift truck operation and HGV movements on site results in a cumulative noise level of 49dB  $L_{Aeq, 1 \text{ hour}}$  at the truck stop receptor point.

This noise level is less than the measured background noise levels at the site of circa 57 dB  $L_{A90(15\text{ min})}$  at the truck stop noise receptor point, and still remains less once a +6dB penalty has been applied for the impulsivity of the noise.

As the proposed noise level is -2dB from the existing background noise level, this is considered to result in having a low impact on the truck stop, the nearest monitoring point to the noise sources. When taking into account the reduced working hours on site of 7am to 6pm Monday-Friday, with maintenance works only on site on Saturdays from 7am-1pm, this is not considered to impact on the commercial operation of the truck stop.

For any HGV drivers using the area of the truck stop site closest to the proposed use to sleep during the daytime hours the proposed noise level is considered to be -2dB less than the existing background noise. Whilst it is not doubted that the site is used by HGV drivers that seek to sleep during daytime hours, in separate daytime visits to the site, only 1 HGV has ever been recorded as using the 'bottom' part of the truck stop site closest to the proposed noise source. No impact is considered on the use of the truck stop site for sleeping HGV drivers outside of operations hours, i.e. before 7am and after 6pm.

Through the mitigation measures proposed, together with suitable conditions, the proposal is not considered to have a determinantal noise impact to the neighbouring truck stop use nor impact commercially on the use of the truck stop site for sleeping HGV drivers. The proposal is therefore considered to be in accordance with Policy EN4 of the Local Plan and paras. 170, 180 and 182 of the NPPF, with the proposal not considered to result in a significant adverse impact on health and quality of life and not considered to result in unreasonable restrictions on an existing business or commercial facility.

#### **Statement from the agent – Hughes Craven Ltd. in response to the Noise Assessment provided by the Truck Stop**

- The Assessment has made a number of assumptions in respect of the proposed plant and operations that are not correct and result in the predicted noise levels not being representative of the proposed development. The updated Noise Impact Assessment supplied by the Applicant has been undertaken in consultation with the Applicant and proposed plant suppliers and therefore represents an accurate assessment of the operations.
- The Assessment does not include any background noise monitoring. The updated Noise Impact Assessment supplied by the Applicant does include relevant monitoring, which shows levels to be slightly higher than assumed within the Assessment. Furthermore these levels were monitored during a period of lockdown when traffic levels (and therefore background noise levels) were lower than normal. Accordingly it is likely that background levels outside lockdown would actually be higher.
- The Assessment does not include any mitigation measures. The updated Noise Impact Assessment supplied by the Applicant includes a recommendation to construct an appropriate acoustic fence along the northern boundary of the site and the Applicant can confirm that they are willing to undertake such works.

As set out in the updated Noise Impact Assessment supplied by the Applicant, appropriate and deliverable measures can be incorporated to mitigate and reduce to a minimum the potential adverse impacts arising from noise. As such the updated Noise Impact Assessment demonstrates that the potential noise issues identified by the Truckstop can be overcome and that the Development will not result in any unacceptable impact upon the Truckstop.

Notwithstanding this the Applicant remains committed to reducing any noise emissions wherever reasonably possible and it is considered that the proposed noise related conditions provide a robust framework within which to ensure an effective noise monitoring and mitigation measures are secured.

#### **Proposed amendment to Condition 7 – Noise impact**

Before any part of the development hereby permitted is occupied/brought into use, all works which form part of the scheme to protect the neighbouring land uses from noise impact shall have been completed in

accordance with the approved details and recommendations of the submitted Noise Impact Assessments (ENS, January 2020 **and November 2020**) and be maintained and retained in perpetuity. **This includes the erection of a 3m solid timber fence to the northern boundary of the site. The fence should have no gaps or holes and should be fully sealed at the ground (i.e. include a gravel board).**

Reason: To prevent disturbance to the amenities of the occupants of the site and in accordance with Policies EN4 and DE1 of the adopted South Kesteven Local Plan.

### **Proposed amendment to Condition 9 – Noise complaints**

Before any part of the development hereby permitted is occupied/brought into use, notwithstanding the recommendations of the submitted Noise Impact Assessments (ENS, January 2020 **and November 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.

### **Comments received:**

#### **Colsterworth Parish Council**

Comments received for clarity on 11 September 2020 during the re-consultation:

Following the Parish Council meeting I can report that the Parish Council have looked at the response to the representations made and believe the issues commented on by the Parish Council have been addressed by the applicant.

The Parish Council welcome the positive level of the applicants' communications during this process.