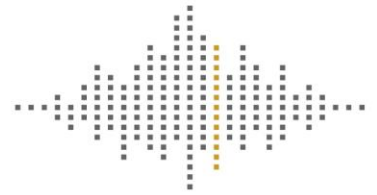


SHARPS REDMORE

ACOUSTIC CONSULTANTS



Report

**Haverhill Industrial Area,
Bumpstead Road, Haverhill**

Environmental Noise
Assessment

Prepared by
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Project No 1515442



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1.0 Introduction

- 1.1 Sharps Redmore have been instructed to carry out a noise assessment in relation to redevelopment of land adjacent to Bumpstead Road/ Icen Way, Haverhill.
- 1.2 The sites forms part of Haverhill Business Park, which received planning permission in 2002 for a range of uses, including B1, B2 and B8 use as well as a petrol filling station and hotel. Whilst a number of the plots on the site have been developed for industrial and warehouse use, much of the site remains undeveloped. Outline planning permission is now being sought for renewal of the previous application to include B1,B2 and B8 uses.
- 1.3 The illustrative site layout plan is attached as Appendix A of this report. It can be seen from this plan that the proposed development is an extension to the existing industrial/commercial site to the east and west of the site. The development is for outline consent only, therefore the end-users are not known at this stage.
- 1.4 The nearest noise sensitive properties to the site are the residential properties at 35 and 37 Bumpstead Road, Haverhill to the north of the proposed development area and Copse Hall, Bumpstead Road to the south of the site.
- 1.5 The purpose of this assessment is to determine the impact of the proposed development on the existing noise sensitive properties. Based on experience of similar sites the main impacts will be as follows:
 - Noise from internal operational activity;
 - Noise from external activity, delivery yard, car park;
 - Noise from mechanical service plant;
 - Noise from increased traffic.
- 1.6 Section 2.0 contains a discussion of the available methods of assessment and assessment criteria.
- 1.7 Section 3.0 of this report contains details of the environmental noise survey.
- 1.8 Sections 4.0 of the report contain an assessment of the impact of noise from the development on the surrounding residential properties.
- 1.9 A guide to the acoustic terminology used within the report is included in Appendix E

2.0 Assessment Methodology and Criteria

2.1 The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England and "these policies articulate the Government's vision of sustainable development." In respect of noise, Paragraph 123 of the NPPF states the following:

"Planning policies and decisions should aim to:

- *avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development*
- *mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions, while recognising that many developments will create some noise; and*
- *identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason"*

2.2 Guidance on the interpretation of the policy aims contained within the NPPF is contained within National Planning Practice Guidance (NPPG). The NPPG introduces the concept of a noise exposure hierarchy based on likely average response. The guidance contained in the NPPG is summarised in the table below:

Table 2.1: Noise Exposure Hierarchy

Perception	Examples of Outcomes	Increasing Effect Level	Action
Not noticeable	No Effect	No Observed Effect	No specific measures required
Noticeable and not intrusive	Noise can be heard, but does not cause any change in behaviour or attitude. Can slightly affect the acoustic character of the area but not such that there is a perceived change in the quality of life.	No Observed Adverse Effect	No specific measures required
		Lowest Observed Adverse Effect Level	
Noticeable and intrusive	Noise can be heard and causes small changes in behaviour and/or attitude, e.g. turning up volume of television; speaking more loudly; where there is no alternative ventilation, having to close windows for some of the time because of the noise. Potential for some reported sleep disturbance. Affects the acoustic character of the area such that there is a perceived change in the quality of life.	Observed Adverse Effect	Mitigate and reduce to a minimum
		Significant Observed Adverse Effect Level	
Noticeable and disruptive	The noise causes a material change in behaviour and/or attitude, e.g. avoiding certain activities during periods of intrusion; where there is no alternative ventilation, having to keep windows closed most of the time because of the noise. Potential for sleep disturbance resulting in difficulty in getting to sleep, premature awakening and difficulty in getting back to sleep. Quality of life diminished due to change in acoustic character of the area.	Significant Observed Adverse Effect	Avoid
Noticeable and very disruptive	Extensive and regular changes in behaviour and/or an inability to mitigate effect of noise leading to psychological stress or physiological effects, e.g. regular sleep deprivation/awakening; loss of appetite, significant, medically definable harm, e.g. auditory and non-auditory	Unacceptable Adverse Effect	Prevent

2.3 The NPPF and NPPG reinforce the March 2010 DEFRA publication, “Noise Policy Statement for England” (NPSE), which states three policy aims, as follows:

“Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:

- *avoid significant adverse impacts on health and quality of life;*
- *mitigate and minimise adverse impacts on health and quality of life; and*
- *where possible, contribute to the improvement of health and quality of life.”*

2.4 Together, the first two aims require that no significant adverse impact should occur and that, where a noise level which falls between a level which represents the lowest observable adverse effect and a level which represents a significant observed adverse effect, then according to the explanatory notes in the statement:

“... all reasonable steps should be taken to mitigate and minimise adverse effects on health and quality of life whilst also taking into consideration the guiding principles of sustainable development. This does not mean that such effects cannot occur.”

2.5 Therefore taking an overview of national policy it is clear that when considering the impact of noise one must consider the significance of any impact. The presence of an adverse impact in itself is not sufficient to refuse permission.

2.6 It is possible to apply objective standards to the assessment of noise and the effect produced by the introduction of a certain noise source may be determined by several methods, as follows:

i) The effect may be determined by reference to guideline noise values. British Standard (BS) 8233:2014 and World Health Organisation “Guidelines for Community Noise” contain such guidelines.

ii) Alternatively, the impact may be determined by considering the change in noise level that would result from the proposal, in an appropriate noise index for the characteristic of the noise in question. There are various criteria linking change in noise level to effect. This is the method that is suited to, for example, the assessment of noise from road traffic because it is capable of displaying impact to all properties adjacent to a road link irrespective of their distance from the road.

iii) Another method is to compare the resultant noise level against the background noise level (L_{A90}) of the area. This is the method employed by BS 4142:2014 to determine the impact of noise of an industrial or industrial type nature. It is best suited to the assessment of steady or pseudo-steady noise.

Guideline noise values

2.7 There are a number of guidance documents that contain recommended guideline noise values. These are discussed below.

2.8 British Standard 8233:2014 is principally intended to assist in the design of new dwellings; however, the Standard does state that it may be used in the assessment of noise from new sources being brought to existing dwellings.

2.9 The original BS 8233 was based on the advice contained in the draft World Health Organisation document “Guidelines for Community Noise”. This document was released in final form in 2000. The World Health Organisation guidance is referenced in the NPSE.

2.10 The WHO advice is the most useful, comprehensive, and pertinent advice in this case, because it is not specific to the circumstances of the assessment. Instead, it provides guidance on acceptable limits in, for example, schools, dwellings and offices.

2.11 The WHO guideline values are appropriate to what are termed “critical health effects”. This means that the limits are at the lowest noise level that would result in any psychological, physiological or sociological effect. They are, as defined by NPSE, set at the Lowest Observed Adverse Effect Level (LOAEL), but do not define the level above which effects may be considered significant (SOAEL). Compliance with the LOAEL should, therefore, be seen as a robust aim.

2.12 The WHO LOAEL guideline values are summarised in the following table.

Document	Level	Guidance
World Health Organisation “Community Noise 2000”	$L_{AeqT} = 55$ dB	Serious annoyance, daytime and evening. (Continuous noise, outdoor living areas)
	$L_{AeqT} = 50$ dB	Moderate annoyance, daytime and evening. (Continuous noise, outdoor living areas).
	$L_{AeqT} = 35$ dB	Moderate annoyance, daytime and evening. (Continuous noise, dwellings, indoors)
	$L_{AeqT} = 30$ dB	Sleep disturbance, night-time (indoors)
	$L_{AMAX} = 60$ dB	Sleep disturbance, windows open at night. (Noise peaks outside bedrooms, external level).
	$L_{AMAX} = 45$ dB	Sleep disturbance at night (Noise peaks inside bedrooms, internal level)
BS 8233:2014 “Sound Insulation and noise reduction for buildings”	$L_{AeqT} = 55$ dB	Upper limit for external steady noise. (Gardens and balconies).
	$L_{AeqT} = 50$ dB	Desirable limit for external steady noise. (Gardens and balconies).
	$L_{AeqT} = 35$ dB	Resting conditions for living rooms during the day. (Internal – steady noise)
	$L_{AeqT} = 40$ dB	Dining, dining room day. (Internal – steady noise)
	$L_{AeqT} = 35$ dB	Good resting/sleeping conditions for bedrooms, daytime (Internal – steady noise)
	$L_{Aeq} = 30$ dB	Sleeping, bedroom night (internal – steady noise)

2.13 For L_{AeqT} criteria the time base (T) given in the document is 16 hours for daytime limits and 8 hours for night time limits. When assessing impact, this has the tendency to smooth out the hourly variations in noise level. As such, our calculations are carried out to a 1 hour time base, which is more stringent assessment than is given in the guidance but is reflective of the actual duration of the delivery process.

Changes in noise level

2.14 Changes in noise levels of less than 3 dBA are not perceptible under normal conditions and changes of 10 dB are equivalent to a doubling of loudness. This guidance has been accepted by Inspectors, at Inquiry, to encompass changes in noise levels in the index $L_{Aeq,T}$.

2.15 The following table shows the response to changes in noise level (known as the Semantic Scale).

Change in noise level L_{AeqT} dB	Response	Impact
<3	Imperceptible	None
3 - 5	Perceptible	Slight
6 - 10	Up to a doubling	Significant
11 – 15	More than a doubling	Substantial
> 15	-	Severe

BS 4142:2014

2.16 As discussed, this BS described a method for rating and assessing sound of industrial and/or commercial nature according to the following summary process:

- i) Carry out a numerical assessment of the noise, taking into the character and areas of uncertainty, by comparing the noise against the existing background noise level. The greater the difference between the two, the greater the impact.
- ii) By considering the noise impact against the context in which it is placed. There are many contextual points to consider when considering an assessment of sound impact including the following:
 - The absolute level of sound;
 - The character and level of the specific sound compared to the existing noise climate;
 - The sensitivity of the receptors;
 - The time and duration that the specific sound occurs;
 - The conclusions of assessments undertaken using alternative assessment methods, for example WHO guideline noise values or change in noise level;
 - The ability to mitigate the specific sound through various methods, for example by screening, the selection of quiet plant equipment, the use of attenuators, through the imposition of noise management plans and good practice, façade design and layout/orientation;
 - The form and scale and scale of a development. For example, does not the proposed development involve a new industrial/commercial premises or is the proposal the installation of new plant or an extension to an existing premises?

2.17 It is therefore entirely possible that whilst the numerical outcome of a BS 4142 assessment is indicative of adverse or even significant adverse impact, when the proposal is considered in context the significance of the impact is reduced to an acceptable level.

Methodologies Selected

2.18 Taking into account the above comments in mind, the components of noise has been assessed as follows:

- Fixed mechanical plant – BS 4142:2014
- Internal operational activity - BS 4142: 2014
- External activity; Service Yard – BS 4142:2014/WHO Guidelines/Change in Noise Level
- Road Traffic – Change in noise level/BS 8233:2014

3.0 Survey Details

- 3.1 A noise survey was undertaken at the site between 21st and 22nd October 2015 to obtain measurements of the existing noise climate. Measurements were taken at two locations as shown in Fig 1 below, chosen to represent the nearest noise sensitive properties to the development site.

Fig 1: Monitoring Location



- 3.2 Monitoring location 1 was considered representative of the residential properties, 35/37 Bumpstead as it was set back the similar distance from Bumpstead Road. Whilst location 2 was chosen to represent the noise levels at Copse Hall to the south of the site. Measurements were taken to cover the evening, night and early morning periods, these being the most noise sensitive periods that the site may operate.
- 3.3 Measurements were taken using Norsonic 118 type 1 sound level meters which were calibrated before and after the survey. The sound level meters were set up to continuously record existing noise levels at 15 minute intervals throughout the survey period with the steady noise level dB $L_{Aeq(5min)}$, non-steady noise level dB L_{Amax} and background noise levels dB, $L_{A90(5min)}$ were recorded at each location..
- 3.4 The weather conditions during the survey were dry with a slight south westerly wind (>5 m/s) and were suitable for carrying out noise measurements. The equipment used, and the measurement procedures employed, complied with the requirements of BS 4124:2014.
- 3.5 Details of the survey results are summarised in table 3.1 and 3.2 below. Full details of the survey can be found in Appendix B.

Table 3.1: Summary of noise survey results ML1

Time period		Night (2300 – 0700 hrs)		
		L _{Aeq15min} dB	L _{A90,15min} dB	L _{Amax} dB
Evening	1700 – 2300	59 – 70	40 – 52	77 – 83
Night time	2300 – 0700	41 – 67	38 – 47	56 – 83
Morning	0700 - 0830	68 - 69	49 - 52	80 - 83

Table 3.2: Summary of noise survey results ML2

Time period		Night (2300 – 0700 hrs)		
		L _{Aeq15min} dB	L _{A90,15min} dB	L _{Amax} dB
Evening	2000 – 2300	53 - 57	47 - 51	65 – 71
Night time	2300 – 0700	51 - 58	46 – 52	63 – 82
Morning	0700 - 0830	58 - 59	54 - 55	67 - 86

3.6 Existing noise levels are dominated by existing localised road traffic.

4.0 Operational Noise

4.1 The application is for outline planning permission for the renewal of the previous outline planning application for development of the application site primarily for B1, B2 and B8. The end-users are not known at this stage and notwithstanding, the layout could change at the full application stage, the noise predictions and calculations contained within this report are based on the indicative layout. In terms of noise the following operational impacts have been identified:

- Noise from internal activity
- Noise from external activity including servicing and car parking
- Noise from mechanical service plant
- Noise from road traffic

Noise from internal activity

4.2 The exact design and layout of the units is not known at this stage however it is likely that the units will be constructed using a composite metal panel system. This type of construction will provide a typical sound reduction index of 28 R_w and will be at least 100 metres from the nearest noise sensitive properties to the north and south of the site.

4.3 Based on experience of similar of B2 and B8 sites, internal noise levels within the buildings will not exceed 80 dB. This is equivalent to the lower exposure level as defined in the Control of Noise at Work Regulations and therefore can be considered a robust assessment level.

4.4 Taking into account the sound reduction performance of the building and the distance to the nearest noise sensitive properties it is unlikely that noise from internal operations within the units will be audible during normal working hours, however work will be carried out at noise sensitive times when the existing background noise levels are low i.e. during the night time period, then it may be necessary to increase the sound reduction index of the buildings. This will depend on the specific use of each of the units and is not possible to carry out a detailed assessment at this stage.

Noise from external activity

4.5 The main sources of noise from external activity will be noise from service yard activity; vehicles manoeuvring, unloading, use of fork lift trucks, movements of trailers and car park noise.

Service yard activity

4.6 In terms of noise the following assessment it has been assumed that the units will be used as warehouse distribution units (B8) operating 24 hours a days. This will ensure a robust assessment as service yard activity from a B8 use will likely generate higher noise levels than either B1 or B2 use. The indicative lay-out plan incorporates acoustic barriers around the service yard areas of the units closest to the residential properties in Bumpstead Road.

- 4.7 In order to predict a typical level of noise at the nearest noise sensitive properties SR has considered noise within the service yard areas of the proposed units closest to the residential properties on Bumpstead Road, to the north and south of the site, these being Unit NEU1 and NW 2, which are 140 metres and 170 metres from 37 Bumpstead Road, and SW1 and SEU1 which are 150 metres and 220 metres from the Copse Hall.
- 4.8 Noise levels of the different components of service activity have been measured at similar B8 units where vehicles are unloaded/loaded using fork lift trucks or via a level dock loading system. Typical noise levels from servicing activity are shown in Table 4.1 below:

Table 4.1: Service Yard Noise at 10 metres.

Event Noise Level (at 10 metres)						Overall L_{Amax} dB
Arrival		Unloading		Departure		
Duration (mins)	L _{Aeq T} (dB)	Duration (mins)	L _{Aeq T} (dB)	Duration (mins)	L _{Aeq T} (dB)	
2	69	30	66	0.5	67	75-79

- 4.9 Using the above data the predicted noise levels from service yard activity at both 37 Bumpstead Road and Copse Hall has been calculated. Screening losses are based on screening provided by the buildings and the acoustic fence which is proposed around the units NW2, NE1U1, NE2U1, and NE2U2, and is assumed to be 10 dB. For the purposes of the assessment the number of vehicle movements each hour is based on the number of loading bays as shown on the indicative plan. For the night time period (2300 – 0700 hours) it has been assumed 50 % of the bays will be used. The results of the calculations are shown in Appendix C and summarised in table 4.2 and Table 4.3 below.

Table 4.2 : Servicing Calculations: 37 Bumpstead Road

	Day (0700 – 2300 hours)		Night (2300 – 0700 hrs)	
	Unit NW2	Unit NE 1	Unit NW 2	Unit NE 1
L _{Aeq1hr}	38	39	35	36
Total	41 dB L _{Aeq1hr}		39 dB L _{Aeq1hr}	
L _{Amax}	N/a	N/a	42/46 ¹	40/44 ¹

¹arrival & departure/unloading

Table 4.3: Servicing Calculations: Copse Hall, Bumpstead Road

	Day (0700 – 2300 hours)		Night (2300 – 0700 hrs)	
	Unit SW2	Unit SE 1	Unit NW 2	Unit NE 1
L _{Aeq1hr}	36	33	34	31
Total	38 dB L _{Aeq1hr}		36 dB L _{Aeq1hr}	
L _{Amax}	N/a	N/a	40/44 ¹	38/42 ¹

¹arrival & departure/unloading

- 4.10 Using the above calculations an assessment of delivery activity noise levels using the methodology in BS 4142:2014 is presented in Appendices D1 to D2 and summarised below:

Table 4.4 – BS 4142:2014 Assessment Results

Location	Period	Rating Level	BS 4142 guidance ¹
37 Bumpstead Road	Daytime	-2 dB	Low Impact
	Night time	-1 dB	Low impact
Copse Hall	Daytime	-9 dB	Low impact
	Night time	-6 dB	Low impact

¹Subject to context

4.11 The guidance in BS 4142:2014, Section 11, states:

- a) Typically, the greater this difference, the greater the magnitude of the impact.
- b) A difference of around +10 dB or more is likely to be an indication of a significant adverse impact, depending on the context.
- c) A difference of around +5 dB is likely to be an indication of an adverse impact, depending on the context.
- d) The lower the rating level is relative to the measured background sound level; the less likely it is that the specific sound source will have an adverse impact or a significant adverse impact. Where the rating level does not exceed the background sound level, this is an indication of the specific sound source having a low impact, depending on the context".

4.12 As explained in section 2.0 of this report, Section 11 of BS 4142:2014 explains “The significance of sound of an industrial and/or commercial nature depends upon both the margin by which the rating level of the specific sound source exceeds the background sound level and the context in which the sound occurs.”

4.13 The BS 4142 assessment at Appendices D1 to D2 summarises the key contextual considerations in this instance. The first is how the predicted delivery activity noise levels compare to the WHO guideline noise values. Taking into account the screening provided around the service yards noise levels are below both the daytime and night time WHO Guideline Values. Noise levels are also below the existing ambient noise levels measured during the survey.

4.14 As stated above the above assessment is based on the indicative layout and is subject to change as the site develops. The exact size and location of the acoustic barriers will depend on the final layout of the site and end-user of the unit.

Car Park activity

4.15 With the exception of unit NW 2, all the parking areas are at least 150 metres from the nearest noise sensitive properties and the impact will be negligible. At unit NW 2, the car park is approximately 65 metres from the nearest residential properties.

4.16 Surveys of noise levels at the boundaries of car parks have shown that levels range from $L_{Aeq1hr} = 43 \text{ dB}$ to 48 dB at a distance of 10 metres. The baseline noise value of $L_{Aeq,1 \text{ hour}} = 48 \text{ dB}$ is considered a robust (worse case) baseline maxima to apply to daytime hours whilst the lower value of $43 \text{ dB } L_{Aeq, 1 \text{ hour}}$ is appropriate to use to assess night time conditions.

- 4.17 This baseline noise source data includes all sources of noise including cars pulling into the car park, manoeuvring into parking spaces, customer activity in the car park, movement of trolleys, loading of shopping, door slams and vehicle departures.
- 4.18 Using the baseline data above the predicted noise levels from car park activity has been calculated in table 4.5 below.

Table 4.5: Assessment of Car Park activity – Unit NW2

	Noise Level dB	
	Daytime	Night time
Baseline levels	48 dB L_{Aeq1hr}	43 dB L_{Aeq1hr}
Distance correction $20 \log_{10} /_{65} = 17$ dB	31 dB L_{Aeq1hr}	26 dB L_{Aeq1hr}
Resultant noise level at 37 Bumpstead Road	31 dB L_{Aeq1hr}	26 dB L_{Aeq1hr}
WHO Guidelines Values	50 – 55 dB $L_{Aeq16hr}$	45 dB L_{Aeq8hr}
Existing Noise Levels	59 – 70 dB L_{Aeq}	41 – 67 dB L_{Aeq}

- 4.19 Noise from car parking activity at the nearest unit to the residential properties in Bumpstead Road, will be significantly within the WHO Guideline Values during the daytime and night time period and also below the existing ambient noise levels. Noise levels from car park activity will have a negligible impact on local residents.

Mechanical Plant Noise

- 4.20 The choice and selection of plant will not be made until a later stage in the design process. Accordingly, it is appropriate to control noise emissions from this source by way of a noise limit condition. A suitable wording is as follows:

“ The rating level of noise emitted from fixed plant on the site shall not exceed the existing background noise level at any time. The noise levels shall be determined at the nearest noise sensitive premises. The measurement and assessment shall be made according to BS 4142:2014”.

- 4.21 It should be noted that this condition would apply to noise from all the plant on the site taken together. Noise emission levels from individual units on the site would need to be at least 10 dB below the background noise level in order that the condition ne met from the site as a whole.

Noise from increased road traffic

- 4.22 The increase in road traffic noise as a result of the development can be determined by comparing the base traffic flows, with the base + development flows, provided by Connect Consultants Limited to SRP by means of the formula found in “Calculation of Road Traffic Noise”:

Increase in noise level = $10 \log_{10} (\text{future total traffic flow} \div \text{existing traffic flow})$ dB

- 4.23 To increase the noise level by 3 dBA, the minimum perceptible, the future traffic flow would need to be at least twice the existing traffic flow.
- 4.24 The most sensitive properties potentially affected by increased traffic are those in Bumpstead Road. Based on information provided by the Vectos, traffic consultant the impact of increased traffic on Bumpstead Road and A1017 Haverhill ByPass.

Table 4.6: Road Traffic Noise

Road Sector	AADT Traffic Flow		Change in noise level dB
	2020 Base (without development)	2020 Base plus Development	
Bumpstead Road (2-way)	6165	8044	+1.1 dB
A1017 West	8999	9313	+0.1 dB
A1017 East	5480	5793	+0.2 dB

4.25 In all cases the increase in noise resulting from development traffic will be less than 3dB and the impact on local residents will be negligible.

5.0 Summary and Conclusions

- 5.1 Sharps Redmore has assessed the likely noise emissions from a planned commercial/industrial area adjacent to the Haverhill By-pass and Bumpstead Road, Haverhill.
- 5.2 The assessment has been undertaken on the basis of an illustrative site layout. The following noise impacts have been assessed:
- Noise from internal activity
 - Noise from external activity including servicing and car parking
 - Noise from mechanical service plant
 - Noise from road traffic
- 5.3 In relation to internal activity taking into account the distance attenuation to the nearest resident properties it is concluded that based on typical operation of the proposed B1, B2 and B8 use, noise from internal activity will have a negligible impact.
- 5.4 External service yard activity has been assessed and will be mitigated by the acoustic screening which will be provided around the service yard of the units closest to the residential properties.
- 5.5 A condition is recommended to control noise from fixed plant on the site. This condition applies to all of the plant taken as a whole. Lower limits should be applied to plant on individual units and will be subject of separate assessments.
- 5.6 Noise from increased traffic resulting from the development will have a negligible impact on local residents.
- 5.7 Taking into account the above it is therefore concluded that if granted the proposed development will not compromise the Governments' noise policy vision, as stated in the Noise Policy Statement for England and National Planning Policy Framework.