

RESPONSE FORM - Public Health & Housing

Planning
West Suffolk Council
West Suffolk House
Western Way
Bury St Edmunds
Suffolk

Case Officer: Kerri Cooper
Application No: DC/20/0094/RM
Consultation Period Expires: 1 June 2020

Regulatory Officer (Name): Karen Cattle

Regulatory Reference Number: WK/202012696

CONSULTATION ON APPLICATION RECEIVED BY LOCAL PLANNING AUTHORITY

PROPOSAL: Reserved Matters Application - Submission of details under Outline Planning Permission DC/15/2424/OUT - Matters Reserved by Condition 2 (appearance, landscaping, layout and scale) for the development of Units 1, 2 and 3 for Class B2 and B8 Application to Discharge Condition 6 (surface water drainage), 7 (HGV traffic movements and deliveries management plan), 8 (loading manoeuvring parking), 10 (soft landscaping), 13 (landscape management plan), 17 (contamination) and 21 (SUDS) of DC/15/2424/OUT

LOCATION: Land Adj Haverhill Business Park, Bumpstead Road, Haverhill, Suffolk

Sections(s) responding (please tick):

Contaminated Land	<input type="checkbox"/>	Local Air Quality	<input type="checkbox"/>	Private Water Supplies	<input type="checkbox"/>
Sustainable Development	<input type="checkbox"/>	Environmental Permitting Issues	<input type="checkbox"/>	Commercial Environmental Health	<input type="checkbox"/>
Licensing	<input type="checkbox"/>	Public Health & Housing	<input checked="" type="checkbox"/>		

Do the Public Health & Housing object to this Application? Yes No

Comments to explain why object/support the application:

I refer to the above Reserved Matters application and to the additional information submitted following the comments made by Public Health and Housing on 7 April 2020.

With reference to the Car Park Assessment submitted by Sharps Redmore on 23 April 2020, following the proposed changes to the car parking layout at Units 1 and 2, the baseline data has been taken as that predicted in the Environmental Noise Report of 18 July 2019 in respect of the Reserved Matters Application DC/19/1010/RM.

On looking at the revised assessment, the car parking area serving Unit 1 is now approximately 15m closer to the nearest residential property (Mayville) in Bumpstead Road, resulting in a 1 dB increase in the LAeq1hr. Whilst the car parking area to Unit 2 is around 5m closer, the overall predicted noise levels from the car park activities at all 4 units, will be as previously calculated.

With regard to Ashlea Road, the car parking areas for Units 1 and 2 will now be further away from residential premises and the overall predicted noise levels from the car park activities at all 4 units, will be slightly lower than previously calculated.

I have also reviewed the Environmental Noise Report , Project No: 1919017 dated 4 May 2020 provided by Sharps Redmore which looks at the proposed changes to Unit 3 and the impact of these changes to the nearest residential occupiers to the north of the site in Bumpstead Road.

As previously discussed, the main external activity at Unit 3 will be from car parking activity and servicing. The operating hours for Unit 3 are not known at this stage but it has been assumed that it will operate 24 hours a day, 7 days a week.

Car parking.

There are no proposed changes to the B8 layout and whilst the layout of the car parking spaces has been reconfigured, the overall number of spaces is the same as shown in the B2 layout, Drawing No: 650-SK29A. The reconfiguration of the car park layout is not however considered to affect the overall noise level at the residential properties in Bumpstead Road.

Servicing Activity.

The main sources of noise from servicing activities will include vehicles manoeuvring, unloading, use of forklift trucks and movement of trailers. To ensure a robust assessment, the predicted noise levels have again been based on the assumption that Unit 3 will be used as a warehouse distribution unit, B8, operating on a 24-hour basis. The calculated noise levels, based on the typical noise levels from servicing activities, as used in previous assessments, and the new configuration of the level access and dock levelling bays, indicate that the night-time noise levels will be marginally higher, by 1dB, than that previously predicted.

An increase of 1dB would however not be noticeable and the report concludes that subject to the existing Planning Conditions, the proposed changes to Unit 3 will not give rise to an increased impact during the daytime or night-time period, compared to the existing approved scheme.

Whilst Public Health and Housing would not wish to object to this application, we would recommend that the following conditions are included in any consent granted, in accordance with Conditions 3 and 4 of DC/19/1010/RM.

Suggested conditions or amendments:

1. Further to the proposed noise levels contained in the Environmental Noise Report - Reserved Matters submitted by Sharps Redmore on the 18th July 2019, Project No. 1919017, the combined noise level emitted from any external mechanical plant and internal operations, at each Unit, installed or

operated in connection with the carrying out of this permission, shall be enclosed and/or attenuated and maintained so as to ensure that the noise generated by this permission shall not exceed: -

- 35dB(A) LA90 (1-hour daytime 07:00 -23:00) at the boundary of the nearest residential property (that being -10dB(A) below the daytime noise level measured as 45dB(A) LA90 (1-hour daytime 07:00 - 23:00 hours) and;

- 25dB(A) LA90 (15 minute night time 23:00 - 07:00) at the façade of the nearest residential property (that being -10dB (A) below the night time background noise level measured as 35dB(A) LA90 (15minute night time 23:00-07:00).

No plant, machinery and equipment, including any proposed sound proofing, shall be installed until details have been submitted to the Local Planning Authority for approval in writing.

Noise measurements for the purposes of this condition shall be pursuant to BS 4142:2014.

Reason: To protect the amenities of occupiers of properties in the locality.

2. No phase or unit of the development shall be occupied until a Management Plan for that phase or unit, including hours of operation, hours of deliveries, full details of loading/unloading arrangements and any noise mitigation measures have been submitted to and approved in writing by the Local Planning authority. The Management Plan shall be implemented in full on occupation of each phase or unit and complied with thereafter unless otherwise agreed in writing with the Local Planning Authority.

Reason: To protect the amenities of occupiers of properties in the locality.

Observations on non planning issues:

Date: 18 May 2020