

I N T E R	<h1>MEMO</h1>	<h2>North Lincolnshire Council</h2>
O F F I C E		

To: Rebecca Leggott, Development Management

From: Environmental Protection Team

Your Ref: PA/2021/2257

Our Ref: PLU 006434

Subject: Planning permission to create a lorry park with associated car parking, fencing, external lighting columns and landscaping

Location: Land at junction of Victory Way and Falkland Way, Humber Bridge Industrial Estate, Barton-upon-Humber

Date: 21 March 2022

Further to this departments previous memos dated 16th and 21st February 2022, additional information has been submitted.

Air Quality

The following report has been received and reviewed:

- Wren Kitchens Barton Lorry Park Air Quality Assessment. 11 March 2022 Air Quality Assessment. Reference S3590-0030-0001HKL. Fichtner Consulting Engineers Ltd

HGV movements

The Proposed Development will result in a reduction in HGV movements along the majority of routes, but there will be a short section of Falkland Way between the Proposed Development and The Nest where there will be an increase in HGV movements, this is referred to as Falkland Way North.

The air quality assessment indicates that the HGV trips generated along Falkland Way North will be above the IAQM criteria. The report then includes a simple assessment which was deemed appropriate for the following reasons:

- There is only a small section of Falkland Way to the north of the access to The Nest which will have an increase in traffic movements,
- The Proposed Development will mostly impact the local road network positively because the

number of HGV movements associated with deliveries to and from The Nest will be halved, and there will be 1.1 million miles less driven per annum.

- The receptors along Falkland Way north, where there is an increase in vehicle movements, are all located at least 9 m from the road; and
- The baseline concentrations of traffic related pollutants are low.

The conclusions of the report are as follows:

“the Proposed Development will result in a net overall reduction of HGV movements on the majority of the local road network, but an increase in HGV movements along a small section of Falkland Way between the Proposed Development and The Nest... The impact of these additional movements has been assessed using the DMRB screening tool. Although this tool has been withdrawn Defra state that the screening tool is still useful. The tool has been used to predict the impact of emissions from HGVs and LDVs associated with the Proposed Development at some key receptor locations. This has shown that:

- *the predicted impact of nitrogen dioxide and particulate emissions is negligible and when considering the uncertainty in the tool there is little risk of the AQAL being exceeded; and*

This department has no further comments to make.

LDV movements

The report states that:

“The Transport Assessment has assumed that there will be some staff members generating LDV trips between 15:00 and 22:00, however since there are only 6 staff present at the Proposed Development, these trips will be limited and below the IAQM criteria for an air quality assessment (see section 1.4). The assumption that there will be 6 members of staff seemingly dismisses the planned 51 car parking spaces. However, even if it is assumed that these spaces are filled and there are 51 two-way LDV journeys each day, this still falls well below the IAQM criteria (see section 1.4) and therefore an air quality assessment would not be required based on the change in LDV numbers.”

This department agree that a detailed air quality assessment for LDV vehicle movements is not required.

Electric Vehicle Charging

The National Planning Policy Framework (Section 9) advises that developments should be designed to enable charging of plug in and other ultra low emission vehicles in safe, accessible and convenient locations. To prepare for increased demand in future years, appropriate cable provision should be included in the development.

With this in mind, this department recommend that the scheme includes provision for Electric Vehicle Charging Points in order to address the advice in Section 9 of the

NPPF as set out above. This approach is also in accordance with the IAQM good practice guidance and will assist towards sustainable development. The scheme should take account of the above guidance and contemporaneous electrical standards.

This department therefore recommend the inclusion of the following condition should planning permission be granted:

A scheme for the provision of Electrical Vehicle Charging Points shall be submitted to and approved in writing by the local planning authority. The scheme shall be designed to take account of good practice guidance as set out in the Institute of Air Quality Management Land Use Planning and Development Control <http://www.iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf> and contemporaneous electrical standards including:

- **Electrical Requirements of BS7671:2008**
- **IET Code of Practice on Electrical Vehicle Charging Equipment installation 2012 ISBN 978-1-84919-515-7**

The approved scheme shall be installed in full and retained in perpetuity thereafter.

Reason: To facilitate the uptake of low emission vehicles and reduce the emission impact of traffic arising from the development in line with the National Planning Policy Framework (NPPF).

Light

The following information has been submitted and reviewed:

- Drawing Title External Lighting Lux Layout, Reference 10451-EXT-01 A, Dated Nov 2021
- EXTERNAL LIGHTING STRATEGY REPORT at 6 ACRES LORRY PARK FALKLAND WAY, BARTON-UPON-HUMBER. Issue No. US/10451/LSR - 01 February 2022

The submitted document states:

“The lighting design demonstrates full compliance with all standards and guides whilst not including any obstructions, landscaping, and changes in topology; it is therefore considered worst-case and in practice the levels of horizontal light-spill, obtrusive glare, visible source intensity and any building luminance are permissible within the Environmental Zone classification of ‘E2..’”

“It is considered that the submitted External Artificial Lighting Design (Appendix A) complete with luminaire selection achieves the industry recognised and desired task illuminance lighting level(s); are wholly appropriate, acceptable,

and conditionally demonstrate compliance within this report against all relevant standards, guides, and planning policies.”

With this in mind, this department recommend the inclusion of the following condition should planning permission be granted:

“Any external lighting shall be installed, operated and maintained in accordance with the document “EXTERNAL LIGHTING STRATEGY REPORT at 6 ACRES LORRY PARK FALKLAND WAY, BARTON-UPON-HUMBER. Issue No. US/10451/LSR - 01 February 2022”

Reason: To protect residential amenity

Contaminated Land

I can confirm this department has received and reviewed the following report:

- Ground Engineering Limited, Site Investigation Report for land off Falkland Way, Barton-upon-Humber, Dated January 2022, Ref: C15518

In total six soil samples were sent for chemical testing. The analysis has identified no elevated concentrations of determinants above the soil screening values for both residential and industrial/commercial end use.

During the site investigation no olfactory or visual evidence of fuel contamination was encountered. No asbestos containing materials (ACM) were observed within the near surface soils during sampling or detected during chemical analysis.

The report concludes that the near surface soils are suitable for use in any proposed landscaped areas of the industrial development, and also beneath buildings and areas of permanent hardstanding if geotechnically suitable.

Therefore, based on the proposed application and the findings of the site investigation and the updated conceptual site model, this department would recommend the following condition should be included should the application be approved.

“If during development any odorous, discoloured or otherwise visually contaminated material is found to be present at the site, then no further development shall be carried out until a written method statement, detailing how this contamination shall be dealt with, has been submitted to and approved by the local planning authority. The approved method statement shall be implemented in full prior to development commencing on the site.”

Reason: To ensure that the site represents an acceptable risk to end users, property, controlled waters and ecological systems, and to ensure that site

workers are not exposed to unacceptable risks from contamination during construction.

Note to applicant: -

It was noted within the main body of the site investigation a proposed 'future amenities pod' is shown on the proposed site plan (north-west corner). Clarification has been sought via the planning officer that this planning application only relates to a lorry park and does not include a proposed amenities pod.

Noise

Comments to follow.