

I N T E R	<h1>MEMO</h1>	<b>North Lincolnshire Council</b>
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: 8 April 2022

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

**Noise**

The following report has been received and reviewed:

- **Enzygo Environmental Consultants, Noise Impact Assessment, Wren Kitchens Transport Yard, Wren Kitchens, Falkland Way, Barton upon Humber, North Lincolnshire, Reference SHF.550.003.NO.R.001, Dated March 2022.**

This department has the following comments to make:

- The proposed hours of use for the lorry park have not been provided, it is unclear therefore whether the site is proposed to operate on a 24 hours, 7 days a week basis. Clarification on this matter must be provided.
- Background noise monitoring was undertaken between 12:30 - 16:45 on Sunday 06 March 2022. This department would expect sufficient monitoring to encompass the proposed time the development will operate which may include night time hours. Background noise levels will be lower during night time hours than those monitored during a Sunday afternoon.
- The report concludes that the worst case 1-hour periods of the day for HGV movements will be 32 HGV movements from 08:00 – 09:00 and 50 HGV

movements from 17:00-18:00. However, no monitoring has been undertaken at these times.

- No noise monitoring has taken place at NSR4, which is the closest receptor to the lorry park and a nursery which is a sensitive receptor.
- No penalty has been applied to the specific noise level to calculate the rating level as defined by BS4142. This is surprising given the impulsive nature of door slamming etc. and the intermittent nature that the lorries will enter and leave the site throughout the day. There has been limited justification for this omission and no commentary on an objective assessment to calculate penalties.
- No predicted external noise levels have been provided for nearby sensitive receptors.
- The raw data has not been provided within the appendixes of the report.
- Noise modelling software has been used to predict the specific sound level of the HGV movements at the nearest sensitive receptors. The Cadna modelling outputs (maps) have not been provided within the report.
- The predicted increase in noise from HGVs on the public road have been assessed as a change in ambient noise level based on the Environmental Management and Assessment (IEMA) effect descriptors. The IEMA has, however, not been followed in its entirety as only the existing and proposed LAeq have been compared. The Guidance states that:

*“The Guidelines accept that a simple change in noise levels using a single noise indicator may fail to adequately reveal the actual noise impact of the proposal. The character of the noise must be considered and the Guidelines suggest comparing several noise indicators such as the LAeq, LAmx and LA90 as a more rigorous approach.”*

The report has made no commentary on the character of the noise or comparison to different indicators as stated above.

**The noise assessment submitted contains significant uncertainties which mean the Council is not able to properly assess the application in terms of its potential impact on amenity. This department therefore requires the above matters to be addressed in a new report before further comments can be made. In the absence of this information, this department recommend refusal of the above application based on insufficient information and the potential for detrimental impact to nearby sensitive receptors.**