



Our Ref PA/2024/1206
Your Ref: PLU 008675
Date: 25th April 2025

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RE: Response to consultation response from Environmental Health relating to an application to vary conditions 6 and 11 of PA/2020/1748 namely to change the operation hours and increase the throughput (tonnage) of wood being processed at the site.

Dear Mr Jackson,

In your letter dated 8th November 2024, you requested an updated noise impact assessment be carried out, taking into account the proposed changes. This update has been carried out and accompanies this letter, document reference *03860-130102-REP-od-HolmesLane*.

Additionally, it was requested for the applicant to demonstrate whether an increase in HGV movements associated with the proposed planning condition variation will take place and therefore whether any air quality information needs to be produced and sent for consideration if they exceed the thresholds in Table 6.2 of the Institute of Air Quality Management Land Use Planning and Development Control: Planning for Air Quality.

As noted in your letter, there are expected to be, on average, 1,924 delivery transport movements per annum and 1,924 lorries also removing loads from site. However, due to the backhauling approach to be taken at site i.e. a vehicle the delivers material to the site then removes material from the site, there will only be 1,924 movements per annum in total (these movements only account for a one-way trip so will double if accounting for movements in and out of site by the same vehicle). Therefore, it is proposed that there will be 3,848 vehicle



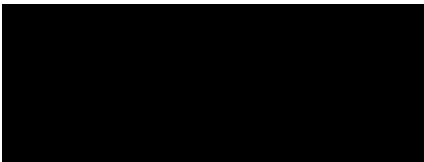
movements per annum associated with an annual throughput of 50,000 tonnes. This equates to 12.6 vehicle movements per day based on 305 operational days per year at the site.

It was previously calculated that for an annual throughput of 13,000 tonnes, there would be 2,080 vehicle movements per annum as the backhauling approach was not employed. This equates to 6.8 vehicle movements per day based on 305 operational days per year at the site.

The difference between the Annual Average Daily Traffic flows associated with the proposed throughput of 50,000 tonnes per annum in comparison to the current throughput of 13,000 tonnes per annum is just under 6. This falls below the threshold of 25 where the site is in or adjacent to an Air Quality Management Area or 100 elsewhere as stated in Table 6.2 of the Institute of Air Quality Management Land Use Planning and Development Control: Planning for Air Quality.

As such, it is considered that no further assessment of air quality is required.

Yours Sincerely,



Martin Ropka

Associate Director

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