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O F F I C E		

To: Tanya Coggon, Development Management

From: Environmental Protection Team

Your Ref: **PA/2023/1607**

Our Ref: PLU007897

Subject: Planning permission for a residential development with associated internal vehicular and pedestrian access, landscaping and infrastructure and formation of a new roundabout junction on Barton Road linking to a section of Barton upon Humber's relief road

Location: Land south of A1077 Barrow Road, Barton upon Humber

Date: 21 August 2025

Thank you for your consultation on the above application. I can confirm that this department has the following comments to make.

Noise

This department has received and reviewed the following report:

- Environmental Noise Solutions, Noise Impact Assessment, Proposed Residential Development Land to the South of Barrow Road, Barton upon Humber. Document reference: NIA-10832-23-10964-V4 Barrow Road, dated 25 July 2025

The site is located to the southeast of Barton upon Humber and is bound by the A1077 Barrow Road to the north, existing residential properties to the west and agricultural land to the south and east.

A new link road is to be constructed directly through the site leading from the A1077 Barrow Road where a new roundabout is also to be formed. Development proposals are for 196 dwellings with associated access roads and landscaping, the residential development is to be set back approximately ten metres from the kerb of the A1077, and seven metres back from the kerb of the new proposed link road.

It is reported that to establish external noise levels at the site, baseline noise surveys were undertaken at four monitoring locations on Tuesday 14 March 2023, Monday 14 July 2025, Wednesday 16 July 2025 and Thursday 17 July 2025 as follows:

1. MP1 approximately 10m from the kerb of the A1077
2. MP1A approximately 20m from the kerb of the A1077
3. MP2 at the western boundary of the site
4. MP3 at the southern boundary of the site

Noise Measurements were made in a free field environment 4 metres above ground level.



Date	Location	Time Period	Duration (approx.)
14 March 2023	MP1	1012-1125	1 hr 15 mins
		1213-1344	1 hr 30 mins
	MP1A	1400-1415	15 mins
	MP2	1435-1535	1 hr
	MP3	1538-1643	1 hr 5 mins
14 July 2025	MP1	0400-0700	3 hrs
		1001-1301	3 hrs
16 July 2025	MP1	1155-1455	3 hrs
17 July 2025		0400-0700	3 hrs
		1118-1418	3 hrs

The conclusions of the report are that the noise environment was observed to be dominated by road traffic noise from the A1077 with no other significant noise sources noted.

In the analysis section of the results reference is made to the prediction of road traffic noise, quoting the Department of Transport's Memorandum on the Calculation of Road Traffic Noise (CRTN), explaining that a shortened measurement procedure maybe used.

It is reported that the daytime and night-time ambient noise levels across the site are calculated at 65 dBLAeq (0700-2300) and 63 dBLAeq (2300-0700) respectively. This results in a medium to high risk site in accordance with ProPG. A detailed assessment has therefore been undertaken.

A scheme of attenuation is then recommended to protect internal noise levels in the residential dwellings and externally for gardens.

This department has the following comments to make:

1. The description of the location does not include the proximity of the proposed development to the Falkland Way industrial estate or to the manufacturing company, Wren which is approximately 250 metres away.
2. BS7445-1-2003 'Description and Measurement of Environmental Noise Section 5.2.2 Outdoor Measurements', reads as follows:
 - *When it is desired to minimize the influence of reflections then measurements should, whenever possible, be carried out at least 3.5 m from any reflecting structure other than the ground. When not otherwise specified, the preferred measurement height is 1.2 m to 1.5 m above the ground. Other measurement heights may be specified in pertinent standards.*

Monitoring was undertaken at 4m above ground level, no justification for this position has been provided, or the impact it may have on the results.

3. At Location MP1, the location closest to the A1077 and the industrial estate, monitoring was undertaken as follows:

○ 14 March 2023	1012 - 1123	1 hr 15mins
	1213 - 1344	1 hr 30 mins
○ 14 July 2025	0400 - 0700	3 one hourly periods
	1001 - 1301	"
○ 16 July 2025	1155 - 1455	"
○ 17 July 2025	0400 - 0700	"
	1118 - 1418	"

No continuous monitoring has been undertaken to cover all periods of the day, evening and nighttime periods. It is therefore unclear if the complete noise climate has been adequately assessed and if all noise sources have been identified.

In addition, no monitoring has been undertaken at peak traffic time, it is therefore unclear if worst case noise levels attributable to traffic have been

captured. The area has significant movements of HGV and LGVs due to the proximity of the industrial estate on Falkland Way and the Wren Barton site.

This department considers additional monitoring should be undertaken which includes 24-hour continuous periods over several days to ensure all potential noise sources are captured and to ensure that all periods are assessed, including daytime, evening and nighttime periods, including peak traffic times.

4. It is unclear from the assessment if any periods of the noise monitoring undertaken are attended or unattended.
5. Due to the limited monitoring undertaken, it is unclear if noise from the industrial estate, including the Wren site, has been assessed and included. A BS4142:2014 assessment has not been undertaken with no justification for this omission.
6. Section 3.2 in the summary of noise measurement data, does not include LAFmax data for the night time hours.
7. Section 3.3 Analysis: this section concentrates on traffic noise calculations. Maximum noise levels due to passing vehicles have been provided. No information has been provided to indicate the number of times per night the figures in BS 8233 are exceeded.
8. At Section 3.3 and Section 4.2, it is reported that noise levels attributable to road traffic noise reduce with increasing distance, illustrating point source of propagation of -6dB per doubling of distance. This is unclear, as a road should be considered as a line and not a point source. Clarification is required.

ProPg Stage 2 Assessment

9. It is unclear from the ProPG Risk Assessment (RA) if a good acoustic design process has been followed and all possibilities adequately considered such as:

(as a minimum)
 - Consideration to alternative external layouts
 - Screening, ie bunds, additional acoustic fences
 - Internal building layout/design
10. Section 4.2 compares placing the proposed new dwellings close to Barrow Road consistent with those currently existing along Barrow Road, all which front directly on to the road.

However, it is unclear if the site layout, in particular those properties fronting Barrow Road, the new proposed roundabout and the new relief road have been adequately assessed as the proposed relief road is to give relief to the centre of the town which would include those properties currently fronting Barrow Road. The relief road is to take HGV and other traffic away from those existing properties currently located fronting directly onto the road.

It is unclear therefore whether the positioning and proximity of the proposed dwellings to the A1077, the roundabout and the relief road is appropriate.

11. It is reported that a separation distance of 80 metres would be required from Barrow Road in order to allow internal noise levels to be met with a partly open window.

However, only those properties within 45 metres of Barrow Road are recommended to be provided with mechanical extract ventilation and enhanced double glazing.

The remaining plots are recommended to be fitted with double glazing of a lesser noise protection rating, standard trickle vents or wall vents.

This appears to be inconsistent and unclear.

In addition, final expected internal noise levels are not provided for any plots.

12. Due to elevated noise levels from Barrow Road, it is recommended that dwellings within 45 metres of the road are provided with a system of mechanical extract ventilation (dMEV), with road fronting bedrooms fitted with enhanced double glazing, windows are assumed to be closed during nighttime hours.

This would therefore lead to unacceptable noise impact if windows are open for long periods.

It is not a reasonable expectation for occupants to always have their windows shut to protect themselves from excess noise.

In addition, Section 2.33 of the ProPG (2017) for new residential development states the following: *“Most residents value the ability to open windows at will, for a variety of reasons, and LPAs should therefore normally request that designers principally aim, through the use of good acoustic design, to achieve the internal noise level guidelines in noise-sensitive rooms with windows open.”*

NOTE 7 of BS8233:2014 for Internal ambient noise levels for dwellings states that: *“Where development is considered necessary or desirable, despite external noise levels above WHO guidelines, the internal target levels may be relaxed by up to 5 dB and reasonable internal conditions still achieved.”*

It is unclear whether this development at this location falls into this category. No justification has been provided to demonstrate that this is the case.

Any reliance upon building envelope insulation with closed windows should be justified with supporting evidence that identifies that good acoustic design has been properly considered. Relying on keeping windows closed and on sound insulation of the building envelope to achieve acceptable acoustic conditions in new residential developments it is not considered good acoustic design when other methods of attenuation could be implemented or where more suitable development locations are available.

13. Enhanced glazing and other forms of attenuation have been provided for the proposed dwellings according to the locations etc. The rating levels of the glazing etc have been provided. However, no details, calculations etc or the resulting internal noise levels with mitigation has been provided. This information should be provided to ensure robust acoustic design and for clarity.

External Noise Levels

14. Daytime ambient noise levels at the facades of dwellings adjacent to Barrow Road were measured at circa 65 dBLAeq (0700-2300). The site layout indicates that the majority of these dwellings will front onto the road, it is reported that the gardens of these dwellings will be screened by the dwellings themselves. Where gardens are not situated to the rear, recommendations have been provided for a 2.4m high solid timber fences or brick walls.

No calculations have been provided to demonstrate that screening by the dwellings or acoustic screening by walls or fencing will result in adequate protection for the garden areas of the proposed residential properties.

No final expected noise levels have been provided for these properties with mitigation.

The WHO guidance for residential dwellings states the following:

“To protect the majority of people from being seriously annoyed during the daytime, the sound pressure level in outdoor living areas should not exceed 55 dB LAeq. To protect the majority of people from being moderately annoyed during the daytime, the sound pressure level should not exceed 50 dB LAeq.”

Furthermore, section 7.7.3.2 of BS8233:2014 states that a compromise should be made between elevated noise levels in city centre and urban areas where there are other factors that should be considered such as the convenience of living in the location. However, Barton-Upon-Humber is a market town rather than a city, and this development is on the outskirts of the town which is not subject to noises typically found in a busy city.

This department would not expect outdoor living areas to exceed 50dB LAeq in this location to ensure adequate protection from noise.

Dwellings fronting the Proposed Link Road

15. Dwellings fronting the proposed link road are to be set back 7 metres from the nearside kerb of the road. A calculated method to estimate noise levels at the dwelling facade has been utilised providing noise levels as 55 dB LAeq (0700-2300) and 48 dB LAeq (2300-0700) respectively.

These levels are 10dB and 9dB lower than the measured day and nighttime noise levels respectively for Barrow Road, notwithstanding the fact that peak traffic times have not been monitored and included in the assessment.

It is unclear if these properties will be adequately protected from noise from road traffic using a calculated method. It is unclear why actual measured noise levels obtained from the noise survey have not been used to ensure a worst-case scenario and robust attenuation measures. Clarification is required.

It is unclear if the purpose of the relief road has been adequately considered, i.e. to take a large number of HGV traffic accessing and egressing the industrial estate which includes large manufacturing premises and associated HGV yard, as well as any standard traffic. Noise resulting from this traffic would have been captured during the monitoring at MP1, it is highly likely this traffic will be using the proposed relief road.

This department considers that to ensure a worst case scenario, this location is assessed using measured data taken from MP1.

Summary

For the reasons given above, this department cannot support the proposal at this stage. This department has concerns that the proposed development in its current form may compromise paragraph 187 of the National Planning Policy Framework (NPPF) which states that planning policies and decisions should contribute to and enhance the natural and local environment by:

‘preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of.....noise pollution’.

In addition, paragraph 198 advises that:

‘Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should.....mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life’.

However, if the applicant wishes to pursue planning permission at this site, further continuous monitoring should be undertaken throughout all periods of the day and nighttime to ensure all noise sources have been captured and adequately assessed. Once this has been undertaken and all other points clarified, and alternative site layout and/or mitigation measures considered to ensure residential amenity is not negatively impacted, this department can provide further comments.

Air Quality

This department has received and reviewed the following report:

- Report. Land at Barrow Road, North Lincolnshire. Air Quality Assessment. For Strata Homes Limited. 27 June 2025. Reference J10-15231B-10

The assessment has considered the impact of transport related emissions at the proposed development site looking specifically at the following pollutants: NO₂, PM₁₀ and PM_{2.5}. The assessment has been undertaken in accordance with IAQM/EPUK Guidance and takes into consideration the existing road network and the recently consented Barton Relief Road (PA/2023/1981) which will intersect the site.

The proposed development will generate traffic volumes that exceed the EPUK/IAQM screening thresholds on a number of local roads, therefore a detailed assessment in the form of dispersion modelling is required. The dispersion modelling is used to predict emissions at worst case existing and proposed residential receptors. 28 existing residential properties have been identified as receptors for the assessment and 7 additional receptor locations have been identified within the new development, which represent future exposure to local pollution sources.

Concentrations of NO₂, PM₁₀ and PM_{2.5} have been predicted for the following scenarios:

- base year 2023 (to align with the most recent full calendar year of monitoring available from North Lincolnshire Council at the time of assessment);
- future baseline (2026), including the Barton Relief Road but excluding the proposed development (“2026 Without Proposed Development”); and
- future (2026) with development scenario (“2026 With Proposed Development”).

The report concludes:

“Air quality conditions for future residents of the proposed development have been shown to be acceptable, with concentrations well below the air quality objectives throughout the site.

The assessment has demonstrated that pollutant concentrations will be well below the objectives at all existing receptors in 2026, both without and with the proposed development, and that the emissions from the additional traffic generated by the proposed development will have a negligible impact.”

This department has no further comments to make in relation to this assessment and air quality.

Construction

This department has received and reviewed the following report:

- Strata, Construction Management and Mitigation Plan for: “Exquisite” Barrow Road, Barton-Upon-Humber. No Report Reference. Dated: July 2025

The submitted document has been updated to take into account previous concerns raised. However, the working hours on page 8 do not align to those recommended by this department (08:00 to 18:00 Monday to Friday, 08:00 to 13:00 Saturday).

Therefore, this department recommends the inclusion of the following conditions should planning permission be granted:

1) Working Hours

Construction, demolition and site clearance operations shall be limited to the following days and hours:

- 08:00 to 18:00hrs Monday to Friday.
- 08:00 to 13:00hrs Saturday.
- No construction, demolition or site clearance operations on Sundays or public holidays.
- HGV movements shall not be permitted outside these hours during the construction phase without prior written approval from the Local Planning Authority.
- Installation of equipment on site shall not be permitted outside these hours without prior written approval from the Local Planning Authority.

2) Construction Environmental Management Plan (CEMP)

No stage of the development hereby permitted shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include the following, and all recommendations made in report reference: MJ/DW/138434/508 as a minimum:-

- I) Noise and vibration: The CEMP shall set out the particulars of –
 - a) the works, and the method by which they are to be carried out;
 - b) the noise and vibration attenuation measures to be taken to minimise noise and vibration resulting from the works, including any noise limits; and
 - c) a scheme for monitoring the noise and vibration during the works to ensure compliance with the noise limits and the effectiveness of the attenuation measures

- II) Light: The CEMP shall set out the particulars of –
 - a) Specified locations for contractors’ compounds and materials storage areas,
 - b) Areas where lighting will be required for health and safety purposes,
 - c) Location of potential temporary floodlights,

- d) Identification of sensitive receptors likely to be impacted upon by light nuisance,
- e) Proposed methods of mitigation against potential light nuisance, including potential glare and light spill, on sensitive receptors.

III) Dust: The CEMP shall set out the particulars of –

- a) Site dust monitoring, recording and complaint investigation procedures
- b) Identification of receptors and the related risk of dust impact at all phases of the development, including when buildings and properties start to be occupied
- c) Provision of water to the site
- d) Dust mitigation techniques at all stages of development
- e) Prevention of dust trackout
- f) Communication with residents and other receptors
- g) A commitment to cease the relevant operation if dust emissions are identified either by regular site monitoring or by the local authority
- h) A no burning of waste policy

Reason: For the protection of residential amenity in accordance with planning policy DS1.

All previous comments in relation to contaminated land and construction still stand.