
From: public.access@hinckley-bosworth.gov.uk
Sent: 06 April 2023 10:04
To: Planning Application Comments
Subject: Consultee Comments for Planning Application 23/00330/OUT

Consultee comments

Dear Sir/Madam,

A consultee has commented on a Planning Application. A summary of the comments is provided below.

Comments were submitted at 06/04/2023 10:03 AM from Mr Giles Rawdon (giles.rawdon@hinckley-bosworth.gov.uk) on behalf of HBBC ES Pollution 2.

Application Summary

Reference:	23/00330/OUT
Address:	Earl Shilton Sustainable Urban Extension (SUE) Mill Lane Earl Shilton Leicestershire
Proposal:	Outline application to include up to 500 dwellings, a primary school / education use (Class F1), retail (Class E), community hub (Class E/F1/F2), hot food takeaway (Sui Generis), accesses from Mill Lane and Astley Road and infrastructure including; public open space, SUDS, landscaping, the provision of associated infrastructure and ancillary works. Outline - all matters reserved except for access (EIA development).
Case Officer:	Christopher Brown

[Click for further information](#)

Comments Details

Odour

I have reviewed the revised odour impact assessment and have the following comments:

The assessment has been updated with Numerical Weather Prediction (NWP) data to compare with the records previously used for the model obtained from the Church Lawford Met Office. Sniff tests were also carried out to accompany the modelling results.

Comments:

The results of the assessment show a reduced area where a predicted odour issue is modelled. Sniff tests carried out showed that odour was present immediately adjacent to the STW or downwind.

Little mention is provided regarding the proposed dwellings to the east of the site. This area is closest to the sniff test receptor 7 which is downwind of some odour sources and "consistently had the highest odours". Although the report states that the sniff tests indicate "that some of the future receptors could be impacted by the STW operations. However, these locations are proposed for employment not residential uses, indicating that residents will not be impacted by the STW operations" the proposed dwellings to the east are in the prevailing wind direction

from receptor 7. It must be also be considered that complaints can arise from industrial premises being affected by odour.

The report states that “the odour exposure due to the STW at the proposed residential locations can be mostly considered negligible, however, there are areas adjacent to the treatment works or downwind where it would be prudent to ensure that there is a large enough buffer distance.”

I would recommend an approach utilising separation distances to housing to the east, south and west of the STW of at least 100m from the site Boundary and careful siting of the industrial units to maximise the distance from the STW utilising open space and car parking within the layout to achieve the 100m distance from the principle odour sources on site. This could be conditioned.

With regard to any hot food takeaways assessment of noise/odour from ventilation systems would need to be assessed- this would be at a later phase of the development.

Noise

My questions submitted on the 14.03.22 have not been answered to my knowledge:

11.10- Have the proposed changes to the A47 been taken into account? Dwellings to the south of the A47 on breach lane are close to a proposed roundabout and should be considered. Access to the proposed development is also proposed from Mill Lane- no consideration of this area has been provided. Table 11.5- Noise emissions for proposed commercial uses should be designed to meet a noise emissions criterion of 0dB(A) above background noise level at the worst affected receptors.

Table 11.7- Residential and schools should be high sensitivity. A further “very high” sensitivity could be added for more sensitive uses.

11.11.5 Has Project ID 7 within Appendix 4A been taken into account?

11.13- St Simon & St Jude Primary School and residences on Astley Road are predicted to experience a significant adverse effect due to additional traffic using Astley Road and access to the Site. Mitigation is mentioned however what is the feasibility of providing a noise barrier between the receptor and the road (on Astley Road to protect existing dwellings). Further consideration of mitigation is required.

Further Noise Impact assessments will be required as phases of the development are designed.

Where reasonable levels of noise are not achievable with windows open provision should be made for active ventilation to affected plots to provide suitable ventilation.

Air Quality

The predictions are satisfactory provided the transport figures used in the calculations are accepted.

Land

There is a potential for land to have been contaminated from past use. Ground investigation should be undertaken to confirm the presence of pollutants including pesticides and herbicides. This could be conditioned.

Lighting

Lighting is an important element and will need to be considered. Guidance from the Institution of Lighting Professionals should be referenced and the assessment carried out for an appropriate Environmental Zone. I cannot find an assessment in the documents provided. Lighting may be conditioned.

Construction Phase

Air Quality/Dust The recommended mitigation measures stated in table 6.19 of the

Environmental statement should be included in a CEMP

3.7.3. The environmental statement states that “It is expected that construction of the Proposed Development would occur during normal working hours: 07:00 to 18:00 on weekdays (Monday to Friday excluding Bank Holidays) and 08:00 to 13:00 on Saturdays”. HBBC recommend the following hours of operation during site preparation and construction; Monday – Friday 07:30 – 18:00, Saturday 08:00 – 13:00, No working on Sundays and Bank Holidays. The times should be altered. I would recommend that a CEMP is conditioned.

Kind regards