

From: public.access@hinckley-bosworth.gov.uk
Sent: 16 June 2025 13:43
To: Planning Application Comments
Subject: Consultee Comments for Planning Application 25/00523/FUL

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 16/06/2025 1:43 PM from Mr Giles Rawdon (giles.rawdon@hinckley-bosworth.gov.uk) on behalf of HBBC ES Pollution 2.

Application Summary

| | |
|---------------|--|
| Reference: | 25/00523/FUL |
| Address: | Wiggs Farm Wood Road Nailstone Coalville Leicestershire LE67 1GE |
| Proposal: | The erection of a B8 distribution hub with ancillary offices, quality control office and canopy, maintenance units, and gatehouse, and associated infrastructure and landscaping |
| Case Officer: | Matt Jedruch |

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Comments Details

I have the following comments regarding noise:

Table 9.11- what are the daytime Laeq and L90 (16 hours) for each receptor?

9.5.35- Have reverse alarms been used in the model? Are HGV's operated by PalleX and therefore able to be controlled in terms of the type of reverse alarm used? What height has this source been modelled at?

9.5.36/9.5.39 Is the assessment based on a diesel FLT? Have reverse alarms been used? What is the contribution of this to the predictions at receptors? As above this could be controlled with a Noise Management Plan.

Comments:

9.5.40 with regard to scoping out internal noise- have measurements of internal noise at the existing facility been taken to justify this?

The maintenance units are not mentioned in the report- details of activities should be provided and hours of use if these are to be restricted. If the operation is to be scoped out of the assessment justification should be provided.

I note that predicted noise levels at receptors and these are significantly above the measured L90 levels without any corrections for noise characteristics. Whereas I understand the reasoning behind using the Laeq in the assessment BS4142 does include mobile sources and although the noise is of transport the nature of the

movements (shorter distances in a lower gear) in addition to reverse alarms and loading/unloading/curtain drawing etc. will be different to the noise from the road network . noise from the operation has the potential to be an issue particularly on a night when there is less masking noise.

Please can the consultant provide predicted noise levels for a higher and wider acoustic fence?

Kind regards