From: Polly Harris-Gorf
Sent: 08 February 2021 11:44
To: _planningadvice
Subject: H10-1157-20 Acoustic Barrier Relocation. Bridge Road. Long Sutton.

Please add as 6SUP (ADDITIONAL INFORMATION)

From: Princes.Long-Sutton
Sent: 04 February 2021 16:01
To: Polly Harris-Gorf
Subject: H10-1157-20. Acoustic Barrier Relocation. Bridge Road. Long Sutton.

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Polly;

Following your E-mail from 29 January 2021 in relation to the continued use of the existing access off Bridge Road I would offer the following comment:

Historically Princes Ltd have retained 7No site entrances / exits along Bridge Road to serve the various elements of their operation.

Under the original warehouse development scheme **H10/01915/18** and all subsequent applications it has always been the intention to retain the access identified in this application for access to the pea plant. To this end both the proposed site plans approved under consents **H10/0915/18** (PLRMW-BBA-Z0-ZZ-DR-A-01003 S8 P5) and **H10/0462/19** (PLRMW-BBA-Z0-ZZ-DR-A-01003 S8 P7) each have the text note ' *Site Operation to Retain Access For Agricultural Vehicles to Pea Plant Via Bridge Road* ' Copies attached for reference.

In terms of the overall scheme there has been planning gain in the reduction of vehicle movements between the site and Bridge Road. Prior to the development the existing car park had the capacity for 400+ cars, this area has been redeveloped. Under consent **H10/0462/19** the proposal for a new staff car park with 95 spaces to the east was omitted. Both of these car parks operated via the twin access directly opposite the residential properties on Bridge Road.

Under the previous acoustic barrier application **H10-0064-20** which was subsequently refused, we received highways consultee comments to the effect that the disused car park access should be stopped up and re-instated. These comments were noted and the requirement transferred to the sub station application **H10-0358-20** under which re-instatement was conditioned. We also understand that the main contractor has now reinstated the former access to the bungalow (now demolished) which served as a temporary construction access.

There are now no operational access points in close proximity to the residential properties. There is significant gain for the residents on Bridge Road under the wider scheme in the permanent closure of these three access points.

The entry point to site for the pea plant is 87m from the nearest residential property on Bridge Road sufficiently distant to not have a direct impact. Under the baseline environmental noise survey provided against **H10/01915/18** and **H10/0136/19** (Pea Plant) traffic noise was considered to be the dominant noise source, frequent but not continuous along Bridge Road and distant but continuous from the A17 during the daytime. Direct movements to the pea plant will only constitute a small percentage of this background traffic noise profile and will not have a significant detrimental impact during its seasonal operation.

As outlined in the Transport Statement under **H10/01915/18** deliveries to the pea plant are by 12T – 25T loads, these are agricultural vehicles either tractor & trailer or bulk tipper trucks not the maximum road legal HGVs (curtain siders) operating to supply the warehouse. The pea season is entirely dependant upon growing conditions and varies from year to year. On average a season lasts for 54 days. The last two seasons 2019 & 2020 were unusually longer with 600 deliveries over 60 days in 2019 and 560 deliveries over 61 days in 2020 which equates well with the average of 12 loads daily disclosed in the transport statement.

The entry point from Bridge Road is a dedicated one-way entry, therefore no conflict with emerging traffic and ensuring a smooth entry on to site. Within 20m of the road crossing vehicles are inside the acoustic barrier running parallel to Bridge Road. There is also adequate holding space within the site prior to the off-loading point to accommodate waiting vehicles reducing the potential impact upon Bridge Road.

The current operation of the pea plant is providing enhanced benefits for the local residents compared to its pre-development condition. The new fabric was uprated to provide 25dB attenuation and all the process equipment was fully overhauled and upgraded including new acoustic mounts where appropriate.

In consultation over the previous applications, access to the pea plant has not been raised as an issue for concern. To date no adverse comments have been received from LLC Highways in relation to the live access. There was no reference to this on the refusal notice for the previous acoustic barrier application **H10-0064-20** dated 20 May 2020. We had amended a version of the site plan PLRMW-BBA-Z0-XX-DR-A-01012 S2 P2 (as requested) to show the exit route for vehicles around the wider site, this element of which we understood was being supported. This route assumed the access was via Bridge Road and the drawing indicates vehicle gates to the western end of the acoustic barrier. This drawing was updated to form part of the current submission.

Access is required from the north of the pea plant in order to reverse onto the discharge points at the east elevation of the pea plant. There is also a pinch point between the north west corner of the cold store and the southern most infeed hopper to the pea plant which precludes turning within the yard to the south whilst the pea plant is operational. Additionally the relocation to this area of the cold store refrigeration plant further away from the residential receptors on Bridge Road is another constraint upon turning within the yard to the south. The next nearest turning point for vehicles would be in the north east corner of the main warehouse service yard (nearest to the residential properties) but this would result in a long reverse to the pea plant which is discounted on health and safety grounds.

In relation to the comments raised by Little Sutton Parish Council: there is no compromise in the effectiveness of the acoustic barrier by its relocation the acoustic modelling does not stipulate a critical distance between the noise source and the attenuation.

I would appreciate the opportunity to explore this further with you before a determination is made if you still feel unable to support the application.

Given that the target date for this application is currently 12th February 2021 can we agree an extension of time to allow for further negotiation.

Kind regards

Mark

Mark Cooper
Associate

For and on behalf of **Bond Bryan** | The Church Studio, Springvale Road, Sheffield, S10 1LP
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