

Rachel Tibbetts

From: Bob Neville
Sent: 02 February 2021 14:36
To: DC Support
Subject: FW: Urgent - Response to consultation on 20/03558/O56

From: Trevor Dixon <Trevor.Dixon@Cherwell-DC.gov.uk>
Sent: 02 February 2021 12:40
To: Bob Neville <Bob.Neville@cherwell-dc.gov.uk>
Cc: Amrik Bilkhu <Amrik.Bilkhu@Cherwell-DC.gov.uk>
Subject: RE: Urgent - Response to consultation on 20/03558/O56

Hi Bob,

My comments below:

Contaminated Land

There is no information in the application regarding land contamination other than paragraph 5.7 in the Planning Statement which states 'as detailed previously, the site is currently in use as an office which is highly unlikely to provide any contamination issues during the residential conversion of the property'. The applicant will need to demonstrate that the site is suitable for its proposed end use and as a minimum a desk study and site walkover report would be required.

Air Quality

There are two Air Quality Management Areas in Banbury. An air quality impact assessment will be required and this will need to include a damage cost calculation assessment to show the impact of the proposed development on air quality in monetary terms. An air quality mitigation statement will then be required outlining the measures to mitigate the impact of the development on air quality.

Noise and Vibration

The Noise and Vibration Assessment from Venta acoustics referenced VA3439.201127.NIA has been reviewed.

Vibration

The measured vibration dose values for both daytime and night time are below the levels of 'low probability of adverse comment' as specified in BS 6472-:2008 Guide to evaluation of human exposure to vibration in buildings and are therefore satisfactory.

Noise

The dominant noise sources have been identified as road traffic, trains on the main line, tannoy announcements from the station, and HGV movements at the Royal Mail sorting office.

Two noise sources have been identified at the Royal Mail sorting office, lorries manoeuvring and lorries unloading/loading, and these have been assessed in accordance with the methodology in BS4142 using library data (table 6.1 of the report) and not measured data. The assessment for lorries manoeuvring is shown in table 6.3 of the report, however it is not clear how the percentage on-time of 2 minutes in a 15 minute period has been arrived at. Is there a peak time when lorries arrive and depart the site and if so the percentage on-time for this period (worst case scenario) should be used.

For the assessment of lorries unloading/loading in table 6.4 of the report the source sound data is shown as 56dB @ 5m (the commentary column also states lorry manoeuvring), whereas in table 6.1 the library data for this source is given as 61dB @ 5m.

Have all the noise sources at the Royal Mail sorting office been identified? We have received complaints about noise from another sorting office in the district and the noise sources identified were lorry movements and metal cages being wheeled across the yard as they are unloaded from the vehicle and moved in to the building. Does this also occur at this site and if so is this accounted for in the data for a lorry unloading? Also, are there any other potential noise sources such as plant or equipment on the building that operates at night/early hours of the morning?

In paragraph 2 in section 3 of the report it states 'It was noted whilst on site that announcements from the station speakers were one of the clearest noise sources affecting the local area', however this noise source has not been considered further in the assessment.

To achieve satisfactory internal levels in the proposed flats windows will have to remain closed with alternative means of ventilation such as acoustic trickle vents or acoustic mechanical ventilation being provided. Alternative mitigation could not be provided to the front elevation but could be provided to the rear elevation to mitigate rail noise and noise from the Royal Mail sorting office allowing windows to be opened in some of the lower level flats on this facade, and this option should possibly be considered in the assessment (the Grundon's site further down the line from this site have proposed a 6m barrier along the boundary with the rail line). An overheating risk assessment could be requested to determine if closed windows provides an acceptable living environment?

Further information is required regarding contaminated land, air quality and noise.

Let me know if require any further information or clarification on any of the matters raised.

Regards

Trevor

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