

Addendum to Report CM/0006/18

1. Since the publication of the report, comments have been received from the AVDC Environmental Health Officer. These comments are summarised as follows:

The background sound level used to calculate noise impact from 6:30am till 8:00am at the nearest noise sensitive receptor is unrepresentative of the current noise climate. As a result the noise survey is not considered to be representative for assessing the extension of operational hours and the District EHO consider there is a significant adverse impact on the occupiers of the nearest noise sensitive receptor on Wendover Road when using the concrete crusher between the hours of 06:30am and 08:00am Monday to Friday.

Although an additional noise impact assessment was produced looking at the impact of the skip storage on Unit 1 Triangle Business Park for the site of the adjacent application (CM/0002/18) the District EHO considers the impact of the outdoor processing on Unit 1 Triangle Business Park has not been adequately assessed. She considers sound data measured and assessed in accordance with BS4142:2014 to confirm the difference between the residual background levels (with the site not operating) and the ambient level (with the site operating as proposed) to calculate noise impact is required. In addition, she considers differentiation between noise impact of the site when the concrete crusher is in use and when it is switched off is required to allow the impact on future residential occupiers of Triangle Business Park for both scenarios to be determined. In addition, she considers these calculations must also reflect the proposed increases in HGV movements.

With regard to Air Quality, the District EHO has considered she is not in a position to comment due to insufficient information being submitted. She considers the proposed increase from a maximum of 40 vehicle movements per day (20 vehicles in and out) to a maximum of 100 vehicle movements per day (50 vehicles in and out) will require an air quality assessment to be completed. This is to establish the impact this proposed increase in vehicle numbers will have on the local air quality. In particular she considers the assessment should take into consideration the presence of the three Air Quality Management Areas (AQMAs) within Aylesbury which are located on Stoke Road, Tring Road and Friarage Road and outline how the increase in vehicle numbers will impact upon the AQMAs.

There are no comments from the District EHO in relation to contaminated land.

2. In light of these comments, it appears there is insufficient information to assess the impact of noise associated with the extended hours of operation for the site or the impact of noise from outdoor processing. The impact of the latter, and especially the concrete crushing element of the outdoor processing, is of particular concern at Unit 1 Triangle Business Park.
3. As already set out within the committee report, should the application be approved and planning permission granted, without the additional information, I consider the existing hours of operation can be retained via condition.
4. I also do not consider the change of use at Unit 1 Triangle Business Park should prevent the existing permitted scale of operations at the waste transfer station from continuing. As such, should the application be approved, I consider concrete crushing could be limited by condition to that permitted under the latest implemented planning permission until a noise survey demonstrating the residual impacts are acceptable is produced.
5. In addition, I am aware the applicant has taken steps to resolve these outstanding noise issues and an amended noise impact assessment is expected.

6. Overall, I consider these matters regarding noise can be made acceptable though the use of conditions. I do not consider they constitute a reason for refusal.
7. With regard to Air Quality, as shown on the image below, the closest AQMA is the one at Stoke Road, approximately 2.5 miles from the application site. It also appears there is no way for the applicant to travel north of Aylesbury on the main strategic highway network without travelling through at least one AQMA. It is only the journey between the junction of the site with the public highway and the strategic highway network that I consider may be reasonable and enforceable to restrict. Unless the impact from the development in the AQMAs was so severe to prevent the development when weighted against all the material planning considerations, I am unsure could be done through the planning system to mitigate the impact of the development on the AQMAs.



Approximate location of Aylesbury AQMAs in relation to application site

8. Furthermore, Department for Transport data indicates that in 2017 between Wendover Road and the A41(T), slightly to the north of the Stoke Road AQMA, the annual average daily flow was 26889 motor vehicles of which 382 (1.4%) were HGVs. Given this existing volume of traffic in the area near to the closest AQMA to the site, even if all 60 additional HGVs relating the site were to travel along this road, the total number of HGVs would still only account for around 1.6% of the annual average daily traffic flow in the area.
9. Overall, I do not consider the proposed development would significantly affect traffic in the immediate vicinity of the proposed development site or further afield. I also do not consider it would introduce a new point source of air pollution, other than potentially dust which has been considered separately. I therefore do not consider the request further information on Air Quality reasonable or proportionate to the development.