

From: Harry Capstick <harry@jmsplanning.com>
Sent: 13 February 2025 15:30:06 UTC+00:00
To: "Steven King" <Steven.King@midsussex.gov.uk>
Subject: RE: East Grinstead Service Station, 147 - 149 London Road, East Grinstead - DM/24/1689

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Hi Steven,

It was just to confirm that we are still reviewing the information and I am trying to get this resolved by no later than the end of next week. I hope that this is okay.

Kind regards,



**Harry Capstick BA (Hons) MRTPI
Planner**

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From: Harry Capstick
Sent: 15 January 2025 14:36
To: Steven King <Steven.King@midsussex.gov.uk>
Subject: RE: East Grinstead Service Station, 147 - 149 London Road, East Grinstead - DM/24/1689

Hi Steven,

Thank you for sending the comments through, I have asked the noise consultant to review the response and we will come back to you in due course.

Kind regards,



**Harry Capstick BA (Hons) MRTPI
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From: Steven King <Steven.King@midsussex.gov.uk>

Sent: 15 January 2025 12:10

To: Harry Capstick <harry@jmsplanning.com>

Subject: East Grinstead Service Station, 147 - 149 London Road, East Grinstead - DM/24/1689

Dear Harry

**East Grinstead Service Station, 147 - 149 London Road, East Grinstead
Variation of condition no 7 relating to planning application DM/21/2400**

I have received the following comments from our Environmental Health Officer regarding the above planning application:

'A noise impact assessment has been submitted to address the likely impact of allowing later deliveries, given the nearby residential premises. As part of this assessment, BS4142 methodology has been used, as is appropriate for this type of noise. However, the acoustic correction penalties applied as part of the BS4142 have not been fully justified.

The standard suggests the following penalties (to be added together arithmetically)

Tonality: just perceptible at receptor 2dB, clearly perceptible 4dB, highly perceptible 6dB

Impulsivity: just perceptible 3dB, clearly perceptible 6dB, highly perceptible 9dB

Intermittency: if readily distinctive 3dB

Other characteristics: 3dB

Given that the expected deliveries and collections are likely to include lorry engine noise, refrigeration unit noise, reversing beepers, tailgate noise, lorry door slams, cages being moved, bin emptying etc, it is not clear how the report can justify only using a 3dB intermittency penalty for all deliveries. The adjacent Parkview House overlooks the site so the sounds identified above are likely to be clearly perceptible during the evening period that is relevant for this variation.

I request that the applicants review the chosen penalties or provide clear justification for how they are so low despite the likely tonal (reversing) and impulsive (tailgate, door slams, cages) or other (refrigeration unit) elements.

In the event that the penalties are increased, the applicants may need to consider whether any mitigation measures are appropriate. These could include for example, reduced hours (eg till 2200 hours rather than 2300 hours), smaller delivery vehicles, a non-reversing route/path for vehicles, low noise cages, relocation of delivery bay, acoustic shielding etc

I am not presently able to support the application to vary hours of deliveries, until the penalties are reviewed and any necessary mitigation measures implemented. However, I would welcome further discussion to reach a satisfactory resolution.'

I would be grateful for your response to the concerns that have been raised.

Regards

Steven King, BSc (Hons) Dip TP, MRTPI
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