

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

5 December 2012

**AUTHOR/S:** Planning and New Communities Director

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### **S/1726/12/FL - DUXFORD**

**Development of new facilities for Welch's Transport Group incorporating storage and distribution building, vehicle sales, service, MoT and repair building, associated offices, customer car, staff car, truck and crane parking – Moorfield Road, Duxford for Welch's Group Holdings Ltd**

**Recommendation: Delegated Approval**

**Date for Determination: 27 November 2012**

#### **A. Update to the report**

##### **Agenda report paragraph 17**

In response to the updated noise impact assessment, Whittlesford Parish Council advises that its original objections still apply.

##### **Agenda report paragraph 19**

The Trees Officer raises no objections to the proposal. There is a Tree Preservation Order on the site but this covers trees that are in poor condition. An existing tree belt will be managed and some new planting undertaken to reinforce the existing treed boundary.

##### **Agenda report paragraph number 40**

Additional letters of objection have been received from the residents of Nos. 4, 6, 9 and 10 Knight's Orchard in respect of the additional noise and traffic impact assessments. The following concerns are raised:

- The report states a total of 59 HGV spaces are being added, and Welch's only plan on 30 vehicles being used in the next 5 years. However, they have applied for a larger vehicle license and have repeatedly stated they will have 42 HGV's. The report does not take into account this increase in vehicle capacity.
- The report is misleading as it compares longer sustained noises created by Welch with short intermittent noises created by the A505.
- The report states the busiest time is between 5am – 8am and that these activities can be as short as 10 minutes, but the maximum analysis time is only 5 minutes.
- The dwelling is not protected by the current noise barriers. The increased activity at early hours would be a significant increase over existing noise levels. The report does not consider the impact to the upper levels of homes. Hours of operations should be restricted to 8am-7pm.
- The assessment assumes certain behaviour is maintained (eg – cranes normally leave from 4am, majority of employees arrive between 7am-8am,

intention to operate same working hours as existing etc). Once the site is established it will be difficult to monitor behaviour.

- How will the council enforce closure of roller shutter doors at night, together with the other bullet points set out in the report?
- The study shows that Local Authority criteria would occasionally not be met.
- The proposed hours are different from Volvo and the scrap yard.
- Additional data was collected during half-term week. No.10 is protected by existing fencing but No.4 at higher level has no such barrier.

The comments of the Environmental Health Officer in respect of the updated noise impact assessment are currently awaited and will be reported verbally at the Committee meeting.

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