



Date: Tuesday, 24 November 2015

Time: 2.00 pm

Venue: Shrewsbury/Oswestry Room, Shirehall, Abbey Foregate, Shrewsbury, Shropshire, SY2 6ND

Contact: Shelley Davies, Committee Officer  
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## **NORTH PLANNING COMMITTEE**

### **SCHEDULE OF ADDITIONAL LETTERS**

NOTE: This schedule reports only additional letters received before 5pm on the day before committee. Any items received on the day of Committee will be reported verbally to the meeting

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# Agenda Item 8

## NORTH PLANNING COMMITTEE

### SCHEDULE OF ADDITIONAL LETTERS

Date: 24<sup>th</sup> November 2015

**NOTE: This schedule reports only additional letters received before 5pm on the day before committee. Any items received on the day of Committee will be reported verbally to the meeting**

Item No.	Application	Originator
5	14/04558/OUT – Wem Rd, Shawbury	Open Space and Recreation
<p>Under Shropshire Council's current planning policy regulations, the Open Space Interim Planning Guidance adopted 11th January 2012, all development should provide 30sqm of public open space per bedroom. Based on the current design guidance the development will deliver 78 bedrooms and therefore should provide a minimum 2340m<sup>2</sup> of usable public open space as part of the site design.</p> <p>Currently the design does not include any POS provision and therefore it is recommended that the site design is reviewed and altered to meet the policy requirements.</p> <p>The inclusion of public open space is critical to the continuing health and wellbeing of the local residents. Public open space meets all the requirements of Public Health to provide space and facilities for adults and children to be both active physically and mentally and to enable residents to meet as part of the community.</p>		

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**Shelley Davies**

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**Subject:** FW: North Planning Committee - 24th November 2015 - Schedule of Additional Letters

Dear Members,

Please also see the email below in relation to Planning Application 14/04558/OUT Development Land East Of Wem Road, Shawbury, Shropshire.

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Dear Karen

Further to our telephone conversation last week, please find attached a plan showing the approximate distances from our client's application site where helicopters are being run and SHAW004 at the end of the runway along which helicopters are flying. Please would you ensure this plan is included within the slides shown at the Committee meeting as I make reference to this in my speech.

Staff at RAF Shawbury during discussions with our client's noise consultants have expressed a greater concern regarding the SHAW004 site than our client's site and confirmed this at our meeting on 16<sup>th</sup> October at RAF Shawbury which you and Matthew Clark attended.

Our clients noise consultant undertook measurements on SHAW004 at the same time as measuring noise on the application site back in February. These noise measurements show that maximum noise levels were measured at 10 times the noise energy on SHAW004 compared to our client's site. I attach a technical report prepared by Noise.Co.UK which sets out their analysis of the two sites and highlights the increased noise levels measured at SHAW004.

I apologise for the lateness of this submission but as you will appreciate, it has taken a little time to undertake the appropriate analysis of the noise records for the SHAW004 site.

I would be grateful if you would please submit this as a late representation and ensure all the Committee members are aware of the issues as I will be referring to them tomorrow.

Many thanks  
Justin

**Justin Stevenson BSc MRICS FAAV  
Partner & Head of Planning**

For and on behalf of Balfours LLP  
New Windsor House, Oxon Business Park, Shrewsbury SY3 5HJ







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# Technical Report: Acoustics

Prepared: 20<sup>th</sup> November 2015

**Report No** – 14947C-R1 TR  
**Client** – Balfours  
**Site** - Shawbury 004 (Alternative Site) Comparison



## 1. Contents

1. Contents.....	2
2. Scope.....	2
3. Introduction .....	4
3.1. Introduction.....	4
3.2. Noise Sources .....	5
3.3. Noise Results .....	5
3.4. Comparison of results .....	6
4. Conclusions .....	7

## 2. Scope

- 2.1.1. This report details the observations with respect to noise impact, noise sources, acoustics, building envelope sound insulation and mitigation.
- 2.1.2. The report assumes standard practice prevails in selection of treatments and applies a risk based assessment on the mitigation options.

### 3. Introduction

#### 3.1. Introduction

3.1.1. The client requires a technical assessment and comparison of their existing application site with an alternative site denoted as SHAW004. See below:

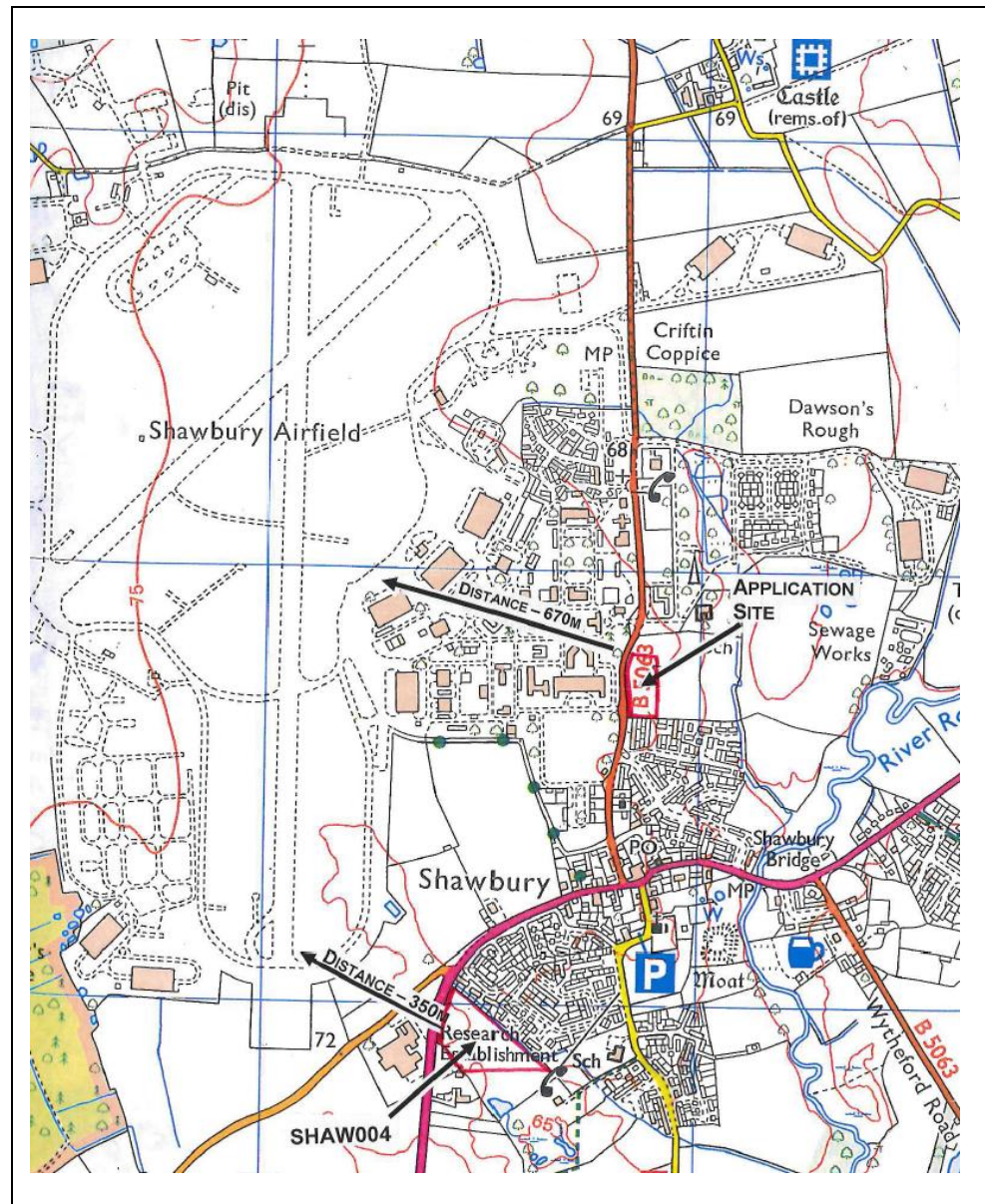


Figure 1: Site Location Plan Application Site and SHAW004 Alternative.

### 3.2. Noise Sources

3.2.1. The noise sources are as follows:

- Environmental sources – Anonymous noise from transportation sources e.g. surrounding roads
- Specific noise from RAF Shawbury: Overhead flight noise

3.2.2. Day and night time measurements have been made on both sites. The noise monitoring positions for the application site are No 1 & 2 and for the alternative site SHAW004 are 3 & 4. These are detailed below:

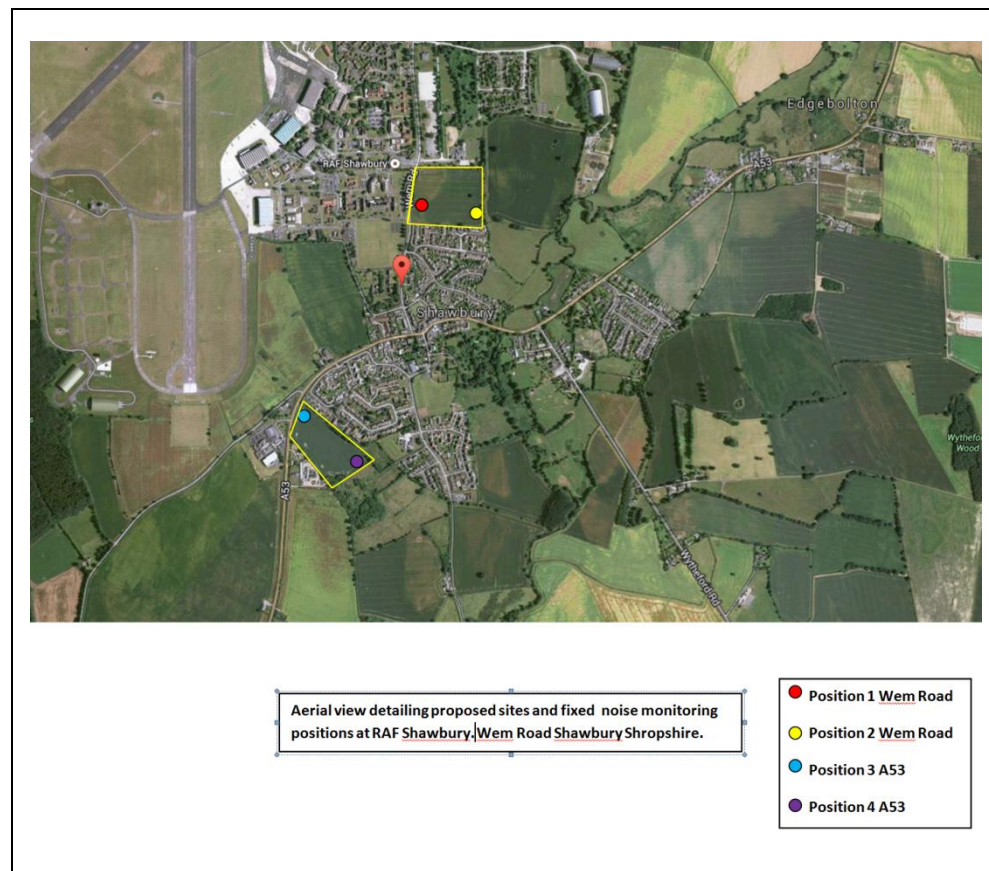


Figure 2: Noise Monitoring Positions

### 3.3. Noise Results

3.3.1. Simultaneous noise monitoring took place between 16<sup>th</sup> – 23<sup>rd</sup> February on the Application site and the alternative site (SHAW004).

3.3.2. The noise results are as follows:

3.3.3. Application Site: Position 1 & 2: Alternative Site **SHAW004** Position 3 & 4.

3.3.4. The day time levels are detailed as a 16 hour average, the night time as an 8 hour average and an L<sub>Amax</sub> level.

Result ID	Measurement	Quantity	Inclusive Hours	SPL (dB)
1	Pos 1	L <sub>Aeq,16hr</sub>	0700-2300	62.7
2	Pos 1	L <sub>Aeq,8hr</sub>	2300-0700	51.5
3	Pos 1	L <sub>Amax,T</sub>	2300-0700	79.2
4	Pos 2	L <sub>Aeq,16hr</sub>	0700-2300	60.5
5	Pos 2	L <sub>Aeq,8hr</sub>	2300-0700	45.5
6	Pos 2	L <sub>Amax,T</sub>	2300-0700	74.4
7	Pos 3	L <sub>Aeq,16hr</sub>	0700-2300	60.3
8	Pos 3	L <sub>Aeq,8hr</sub>	2300-0700	47.1
9	Pos 3	L <sub>Amax,T</sub>	2300-0700	75.4
10	Pos 4	L <sub>Aeq,16hr</sub>	0700-2300	65.3
11	Pos 4	L <sub>Aeq,8hr</sub>	2300-0700	59.1
12	Pos 4	L <sub>Amax,T</sub>	2300-0700	84.6

Table 1: Noise Monitoring Position 1 & 2 - Application Site

3.3.5. It is noted that position 1 & 3 represent the proposed facade locations closest to the adjacent roads and are nearest facades to RAF Shawbury on each site. Positions 2 & 4 are the back of site locations i.e. furthest away from the nearest roads and RAF Shawbury. Each pair of positions is compared below.

#### 3.4. Comparison of results

3.4.1. The noise measurement data can be compared based on the road frontage positions and the back of site positions. The difference is detailed in the table below:

Pos 1-3 (dB)	Pos 2-4 (dB)
2.4	-4.8
4.4	-13.6
3.8	-10.2

3.4.2. In this case the road frontage property on the Application site have higher sound pressure levels between 2 – 4dB(A) L<sub>Aeq,T</sub> day and night time respectively and 4dB higher L<sub>Amax</sub> higher due to road noise than those on the Alternative Site SHAW004:

3.4.3. The site sound pressure levels on the Alternative site are between 5 – 13dB(A) L<sub>Aeq,T</sub> day and night time and 10dB higher L<sub>Amax</sub> higher at the rear of site (away from roads) than the Application site.



## 4. Conclusions

- 4.1.1. Simultaneous noise monitoring took place between 16<sup>th</sup> – 23<sup>rd</sup> February on the Application site and the alternative site (SHAW004).
- 4.1.2. The data indicated that road noise is dominant on the road frontages to both the application and alternative (SHAW004) sites and this dictates the glazing at these locations.
- 4.1.3. The rear of the Application site is relatively quiet due to the distance from the road and only a modest glazing specification is required.
- 4.1.4. By contrast the rear of SHAW004 (the alternative site) is adversely affected by aircraft noise (helicopter and fixed wing) as it is close to the access gate flight path for the runways at RAF Shawbury and subsequently is overflowed regularly during the normal operation of the RAF base. In addition the measured LAeq,T between 0700-2300 (Daytime), indicates the likelihood of further increased noise levels in garden and amenity areas outside of the WHO guidelines of 55dB LAeq,T.

*Dr Bill Whitfield* BA, MSc, PhD, MIOA

**Noise and Vibration Consultant**

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